



Minutes

NOTAMs Issues Meeting

October 15, 2018

Location

The Alt Hotel, 185 Slater St., Ottawa, ON

Participants

Abbott, Rick	Transport Canada
Action-Gervais, Suzanne	NACC
Belanger, Marc	Aéroport de Victoriaville
Boutilier, Glen	WestJet
Buott, Cory	Kativik Regional Government
Duggan, Chris	First Air
Floyd, JP	Air Canada
Girard, Romain	CAQ/RQA
Graham, Ron	Transport Canada
Harvey, Wayne	CAC
Hutchings, Ian	Jazz
Kruis, Marvin	Porter
Mercier, Francis	Transport Canada
Olmstead, Ronald	WestJet
Waddell, Brad	Air Canada
Wilson, Audrey	Kativik Regional Government
Bennett, Neil	NAV CANADA
Castonguay, Stéphanie	NAV CANADA
Dawson, Jeff	NAV CANADA
Doucet, Caroline	NAV CANADA
Meier, Olivier	NAV CANADA
Robertson, Garry	NAV CANADA
Robertson, Vanessa	NAV CANADA
Wynen, Rick	NAV CANADA



Agenda

NOTAMs Issues Meeting

15 October 2018

Date: 15/10/2018					
Location: The Alt Hotel, 185 Slater St., Ottawa, ON – The Rose Fuchsia Room					
	Start	Dur.	Description	Sponsor	Owner
1	9:00AM	15m	Introduction/Background	NAV CANADA	Anik Bertrand
2	9:15AM	30m	ICAO NOTAMs Update	NAV CANADA	Caroline Doucet
3	9:45AM	2h15m	Breakout Sessions <ul style="list-style-type: none"> Group 1: Number of NOTAMs Group 2: Language of NOTAMs 	All	All
	12:00		Lunch		
4	1:00PM	1h	Regroup and Review Key Issues from Group 1 and Group 2	All	All
5	2:00PM	30m	Governance for Future Working Group(s)	All	All
	2:30PM	15m	Break		
6	2:45	30m	Other NOTAM topics for dicussion with group of SMEs	All	All
7	3:15	15m	Wrap up	All	All

Discussion Topics

Language of NOTAMs

- More comprehensive information - build the picture
 - Ex.: "Unauthorized to land" - Are departures acceptable?
- Discussion on using standard language and complete words vs abbreviations
 - More text is acceptable - limitation on number of characters has changed
 - Write in plain language for clarity while remaining concise
 - If using abbreviations, use ICAO abbreviations only

Number of NOTAMs

- General agreement that the majority of NOTAMs contain worthwhile information however their operational significance is subjective and dependent on specific operations
- End-users - pilots, ATS provider, dispatch - are expected to determine the pertinence of the information and its impact on their own operation
- Limitations of AFTN
 - No character change
 - No number (are placed chronological)
- No investment in existing system due to upcoming changes
- Northern Locations NOTAMs file - Many NOTAMs because this is the method to share information when other methods do not exist

CDA Proposed Language

- Complexity around CDA – language specific: provide angle vs altitude change table (threshold); MDA change
- Provide an outcome description instead of stating 'unavailable'/provide options

Preparing for Changes Coming with ICAO NOTAM Format Fall 2019

- How do we get pilots to read NOTAMs again?
 - Start with flight schools/recurrent training and Ab Initio ATS training
 - Training for pilots - NOTAMs as part of curriculum
 - Training for ATS – examine where/how much NOTAMs are covered in curriculum
 - Culture change to 'pro-NOTAM'
 - Ensure forward momentum with OPI, COPA participation
- Technology
 - Early introduction of NAV CANADA's updated NOTAM system to future users to ensure readiness and adequacy
 - Some operators have internal applications to identify relevancy of NOTAMs to a certain degree (recency, valid period)
 - ICAO NOTAM will create series
 - ICAO format will support parsing, filtering, and sorting
 - Grouping of NOTAMs by topic would be helpful (ex. TWY closures during construction)
 - Understanding of coding to support effective use of functionality/applications
- Personnel/user readiness requires
 - Education campaign – critical part of system
 - Communication/publicity of improvements being made and future changes
 - TC AIM update for section on NOTAM: Timing of TC AIM pubs should coincide with Fall 2019 ICAO NOTAM - Jan/ Feb cut off
 - Promotion of mechanism to provide feedback

Hierarchy and Prioritization of NOTAMs - Considerations for Future Technology

- Parsing of NOTAMs by pertinence depending on phase of flight or area of operations
- Eventually: GEO-Referenced NOTAM, in plain language, as flight progresses
- Can we structure and display better?
- Adding fields to permit further parsing and enable keyword search to generate other reports
- Categorizing or placing in order by nature/impact rather than by time of issue
 - Runway
 - Taxiway
 - Approach
 - Operation limits (ex.: CAT)
 - Unmanned Air Vehicle operations
 - Obstruction lights
- Delegation of future cancelled NOTAMs
- Improvements to AWWS page/revamped or replaced
- Applications in the future:
 - Ex.: Jeppesen
 - Route of flight and extension/surrounding corridor
 - Supported with ICAP format
 - ACA and DELTA testing/providing feedback to improve product

NOTAM Manual Rewrite

- General agreement on need for updating NOTAM manual
- Annex 15 obligations not generally known – provide context
- Consideration of readership
 - NOTAM manual audience is primarily NOTAM issuers, ATS personnel and subscribers
- More clarity of intent
 - Simplify NOTAM manual
 - Shorten NOTAM manual
- Consider also producing guidance material for non-aviation personnel to determine relevance and requirement for NOTAMs

Consideration of Human Factors in Next Generation of NOTAMs

- On-ground visual cues don't match understanding of NOTAM – interpretation of text as read is often not the same as what the issuer intended (local knowledge of operational environment)
- Context around NOTAMs: provide the reason behind the closure or change to help anchor the reported issue and facilitate the impact assessment
- CYA NOTAMs:
 - Human factors due “negative” NOTAM for active areas
 - Could explore DAH changes (Military, Vertical limits)
- Scanning vs. Reading NOTAMs
 - Easy to miss acronym/abbreviation or misunderstand it;
 - Updated NOTAMs get missed if only minor changes
- Display of information within NOTAM structure – order of info, location (to the eye) of the information, start/end times and dates, etc

Bringing Back the Appropriate Use of AIP Amendment and AIP Supplements

- Using AIP Supplements for sharing of more comprehensive information
 - Encourage using more often, more proactively
 - Would also require culture change to ensure they are read
 - Would result in a larger number of AIP Sups – would need ability to search and parse (technology limitations)
- Considerations for backlog of “AMD”

Topics to Include in Future Discussions

Valid period of NOTAMs

- Long-lasting NOTAMs dilute importance of other more pertinent ones
 - RSC - Determination of continued validity of information (no update, no change)
 - All the QC prisons (since 2014)
 - YYZ displaced threshold due to non-standard configuration (+3 years...)
- Confusion related to occasions when a NOTAM is cancelled early)

Incidents with NOTAM Implications

- Explore the feasibility of a study on incidents with NOTAM implications to assess the pilot group most impacted by complexity of NOTAMs. (GA? Students?)
 - Correlate to number or language of NOTAMs?
 - Conduct a survey?
 - Review existing TSB information? NTSB?

ATIS Message

- Which NOTAMs to include? (Explore work of FAA WG can we apply similarly?)
- AIS WG – Research if still live, leverage work done

NOTAM Oversight/Enforcement of Rules (Accountable Source)

- Who has leverage to say a NOTAM is neither required or appropriate?
- What is the follow-up for “crutch” NOTAMs? (Same issue exists internationally)
- NOF: Validation for correctness prior to release per manual and interpretation of ‘operationally significant’
- Reviewed from safety perspective
- Explore better mechanism for accountability and traceability

Action Items

- ✓ Anik will email everyone and get confirmation that they will
 - Be the representative on the NOTAM Manual review committee
 - Identify someone else from their organization who will participate in the NOTAM Manual review committee
 - Confirm their organization is opting out of participating in the NOTAM Manual review committee

- ✓ Anik to send message to “NOTAM Issues Working Group” (proposed name only) to identify participants as confirmed:
 - Lead: Neil Bennett – NAV CANADA
 - Caroline Doucet – NAV CANADA
 - Ron Graham - TC
 - Suzanne Acton-Gervais – NACC (may be more representatives from NACC)
 - Wayne Harvey - CAC
 - Olivier Meier – NAV CANADA
 - Chris Duggan – First Air
 - Cory Buott – RCAC (remote northern airports)
 - Corrine Stewart – RCAC (small airport field operations)

- ✓ ICAO NOTAM project team to provide early summary of changes to NACC and other participants for onward distribution.