



**Nineteenth Meeting of the CAR/SAM Regional Planning and Implementation Group
 (GREPECAS/19)
 Online, 27 – 29 October 2021**

Agenda Items 4: Global and Interregional Activities

FOLLOW-UP TO THE GLOBAL CAMPAIGN FOR NOTAM IMPROVEMENTS IN THE SAM REGION

(Presented by Secretariat)

EXECUTIVE SUMMARY	
This Working Paper presents the follow-up, given in the SAM Region to the Global NOTAM Improvement Campaign as well as the States’ Plans to reduce the number of old and very old NOTAMs.	
Action:	Indicated in 4.1
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Capacity and efficiency • Safety
<i>References:</i>	<ul style="list-style-type: none"> • Annex 15 - Aeronautical Information Service • Doc 10066 - PANS AIM • Summary of teleconferences on the NOTAM Global Improvement Campaign • SL AN 2/2-21/12 of 1 March 2021 • Third Meeting of the Programmes and Projects Review Committee (ePPRC/03) • SAM/AIM/14 Meeting

1. Introduction

1.1 Annex 15 - AIS, in its definitions, indicates that the NOTAM is a notice distributed by telecommunications means that contains information related to the establishment, condition, or modification of any aeronautical facility, service, procedure, or danger, the timely knowledge of which is essential for the personnel in charge of flight operations.

1.2 Doc 10066 - PANS-AIM contains technical guidelines on the content, time validity, and structure of the different types of NOTAM, as well as templates and examples.

1.3 ICAO, through reference SL AN 2/2-21/12, informed the States that it would carry out an ICAO Global Campaign to improve the use and issuance of NOTAMs.

1.4 The Third Meeting of the Programmes and Projects Review Committee (ePPRC/03) was informed of the actions carried out in the context of the Global Campaign to improve the issuance of NOTAMs in the SAM Region.

1.5 The SAM/AIM/14 Meeting followed up on the States' plans to reduce the number of NOTAMs, currently valid, that have exceeded the validity period stipulated by Annex 15 and Doc 10066 - PANS-AIM (OLD NOTAM and VERY OLD NOTAM).

2 Analysis

2.1 The ePPRC/03 and SAM/AIM/14 Meetings were informed about the activities carried out in the SAM Region in the framework of the Global NOTAM Campaign in this first stage.

2.2 The ePPRC/03 Meeting analysed the activities and urged the States to continue planning to reduce the number of valid NOTAMs in the system, which have exceeded the validity period indicated by the PANS-AIM.

2.3 The SAM/AIM/14 Meeting analysed the States' Plans and the causes of the proliferation of NOTAMs and their permanence in the system beyond the validity times indicated by ICAO. The Meeting highlighted that the increase of NOTAM messages had generated concern for ICAO and the industry due to the volume of information that had to be managed to plan each operation.

2.4 The description of the reduction plans for the number of OLD and Very OLD NOTAM of the States is available in the **Appendix** to this Working Paper.

2.5 Additionally, the SAM/AIM/14 Meeting, when analysing the issue of NOTAM issuance, mentioned the multiple problems faced by International NOTAM office (NOF) at the time of NOTAM issuance requests by originators. A high percentage of these requests do not comply with ICAO Standards and Recommended Practices (SARPs) concerning the issuance of NOTAMs.

2.6 SAM/AIM/14 considered it necessary to carry out a NOTAM Workshop aimed at Authorities and Data and Information Originators to raise awareness about the correct use and issuance of NOTAMs.

3 Conclusion

3.1 The Secretariat has followed up on the Global NOTAM Improvement Campaign and promoted actions by the States to reduce the number of valid NOTAMs in the system. Unfortunately, in those considered OLD NOTAMs, the number of NOTAMs has increased, and is currently above the starting reference of 2021.

3.2 The Meeting could urge the States to transfer the information contained in the OLD NOTAM and Very OLD NOTAM, in the Supplements or amendments to the Aeronautical Information Publication (AIP), as appropriate.

3.3 The Meeting could also urge the originators of the information to adapt their NOTAM issuance requests to the regulatory framework of the States and the Reference Framework of Annex 15 and the PANS-AIM.

4 Requested Action

4.1 The Meeting is invited to:

- a) take note of the information presented;
- b) review the information contained in the Appendix;
- c) issue recommendations in reference to points 3.2 and 3.3; and
- d) consider other actions that they deem appropriate.

APPENDIX

States Action Plan to reduce the number of OLD and Very OLD NOTAM

1.1 The States of Argentina, Bolivia, Brazil, Chile, Panama, and Peru reported on the actions implemented to reduce the number of Old and Very Old NOTAMs that remain active in the system.

1.2 Argentina indicated that the State has committed to working consciously towards the achievement of the following objectives agreed between the Aeronautical Authorities and the Provider of Air Navigation Services, EANA S.E .:

- ✓ Reduce the number of old NOTAMs
- ✓ Reduce the amount of NOTAM PERM
- ✓ Limit the issuance of NOTAM according to what MUST or NOT be published

1.3 The State of Chile reported that the causes of the permanence of old and very old NOTAM assets in the system are the shared responsibility of the originators and the AIS. The steps to solve the problem were to review the NOTAMs and transfer the information to the AIP through amendments. Likewise, it agreed to other actions aimed at avoiding the increase of old NOTAMs. The coordinated actions are:

- ✓ Increase in amendments, from 3 to 4 per year;
- ✓ Update of the National Regulation of the AIS (PRO AIS NOTAM) Coordination and training
- ✓ Incorporation in the Aerodrome AIS of an annual training plan
- ✓ Aerodrome AIS Training Course.

1.4 The State of Bolivia reported that it had held coordination meetings between the Authority (DGAC) and the service provider (AASANA) to monitor the reduction in the number of old and very old NOTAMs in accordance with the RAB 95 regulations and the PANS Manual AIM - procedures for aeronautical information management.

1.5 Following the requirement of the DGAC, ANSP-AASANA has presented an Action Plan framed in the objective of the ICAO world campaign to eliminate old and very old NOTAMs; As a first measure, the ANSP has determined the following:

- ✓ Phase 1: Reduce Very OLD NOTAM to Supplements.
- ✓ Phase 2: Reduce OLD NOTAM to Amendment to AIP Bolivia. AASANA foresees the date for phases 1 and 2 is September 30, 2021

1.6 The State of Brazil presented the NOTAM improvement planning. He indicated that the specific work to improve the quality of NOTAMs began in January 2020 at the Aeronautical Cartography Institute through internal restructuring actions, process improvement, and personnel training. For this work, ICA created a planning and control sector that began to carry out integration work between the cartography, procedure development, and aeronautical information management sectors.

1.7 Brazil, based on the analysis of the current permanent NOTAMs, created work packages to incorporate these NOTAMs in publications and letters with coordination between the different sectors, taking into account the AIRAC defined date for the entry into force the related products.

1.8 Currently, the number of NOTAMs with more than 90 days in Brazil is 175 National and 49 International, representing 15% of the NOTAM in force. Brazil's planning intends that, **by March 2022**, there will no longer be NOTAMs in force in Brazil with more than 90 days of validity.

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1.9 Panama also reported on the actions implemented in the context of the Global NOTAM Campaign. The measures implemented were:

- ✓ Meeting with the largest originator of NOTAM, Tocumen S.A., to deal with the NOTAMs that had been replaced since 2017. This meeting resulted in agreeing measures so that some information contained in these NOTAMs be transferred to the AIP or in a Supplement.
- ✓ A talk was held with the CNS office about the NOTAM format and the importance of monitoring the validity date of NOTAMs.

1.10 Peru, in turn, reported that it has coordinated with information providers to eliminate old and very old NOTAMs through AMDT AIP 30/22, January 2022, and SUP AIP November / December 2021.

1.11 The Bolivarian State of Venezuela will send to the Secretariat its plan to decrease OLD and Very OLD NOTAM.

1.12 The States of Ecuador and Uruguay have also committed to sending their plans to decrease OLD and Very OLD NOTAM in the system.

1.13 The States of Guyana, Paraguay, and Suriname do not have valid NOTAMs in the system that exceeds 90 days of validity.