



Agenda Item 4: NOTAM contingency plans, AIM deficiencies and ICARD system

Progress made by Peru in the implementation of NOTAM contingency plans with other States

(Presented by Peru)

SUMMARY	
This working paper presents information on the status of implementation of the NOTAM contingency plans of Peru, signed with Bolivia and Panama.	
REFERENCES:	
<ul style="list-style-type: none">• Annex 15 to the Convention on International Civil Aviation• GREPECAS Conclusion 12/99• SAM/AIM multilateral meetings• Bolivia - Peru contingency plan• Panama - Peru contingency plan	
ICAO strategic objectives:	<i>A - Safety</i> <i>B - Air navigation capacity and efficiency</i> <i>E - Environmental protection</i>

1. Background

1.1 The GREPECAS/12 meeting, through Conclusion 12/99 “*Agreement on NOTAM contingency plans for the CAR/SAM Regions*” agreed on the need for States/Territories/international organisations to develop “NOTAM contingency plans” to support air traffic service contingency plans and thus ensure the efficient exchange of NOTAM information at national and international level.

1.2 Aware of the importance of having NOTAM contingency plans and pursuant to the aforementioned conclusion, Peru has signed so far contingency plans with Bolivia and Panama.

2. NOTAM contingency plan

2.1 In 2015, Peru signed two contingency plans with Bolivia and Panama, mainly aimed at ensuring the continuity of air navigation, establishing technical and administrative measures for coordination and operational procedures, thus guaranteeing the provision of NOTAMs and their distribution in case of interruption of the AIS service, as well as related support services in case of contingencies in the NOF of Lima, La Paz or Tocumen.

2.2 In October 2016, upon failure of the La Paz NOTAM bank, Peru, in accordance with the contingency plan signed with Bolivia, activated the plan, providing the NOTAM service over the period during which the AIS service of La Paz was inoperative.

2.3 Likewise, in September 2017, the contingency plan signed with Panama was activated, transmitting NOTAMs during the period in which the Tocumen AIS service was inoperative.

2.4 In both cases, thanks to the bilateral agreement with the respective States through the contingency plans, the NOTAM service was not interrupted, avoiding an impact on aircraft operations.

3. **Suggested action:**

3.1 The Meeting is invited to:

- a) take note of the information provided in this working paper;
- b) based on the experience gained on both occasions and the lessons learned with Bolivia and Panama, it is recommended that the remaining States sign the NOTAM contingency plan with each other.
- c) Peru is willing to sign the NOTAM contingency plan with States that so require it.