



International Civil Aviation Organization

CAR/SAM Regional Planning Implementation Group (GREPECAS)

Fifteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/15)

(Rio de Janeiro, Brazil, 13 to 17 octobre 2008)

GREPECAS/15 - WP/50

07/10/08

Agenda Item 1: Follow-up on the outcome of the GREPECAS/14 Meeting

1.3 Review of the status of implementation of GREPECAS outstanding Conclusions

EXPERIENCE OF CUBA AND COCESNA IN THE ACTIVATION OF THE NOTAM CONTINGENCY PLAN

(Presented by Cuba and COCESNA)

SUMMARY This Working Paper presents the experience of Havana's NASC in the activation of NOTAM'S Contingency Plan, due to system failures as consequence of adverse meteorological conditions.
References: 1. GREPECAS/12 Meeting, Final Report. 2. NACC/DCA/2 Meeting, Final Report.

1. Introduction

1.1 Development of NOTAMS Contingency Plans by the States allows itemizing the measures to guarantee the support to the Contingency Plan on Air Traffic Services through efficient exchange of NOTAM information at domestic and international levels, thus securing non-interruption of important information for air operations.

1.2 As agreed in GREPECAS/12 in Conclusion 12/99, our State established the co-ordinations between Havana's NOTAM International Offices and COCESNA, in case a NOTAM contingency of NASC HAVANA is declared, in order to guarantee continuance of NOTAM service in HAVANA's FIR, where the NOTAM NASC Contingency Plan was elaborated in 2005.

1.3 In order to concrete these co-ordinations, a letter on operational agreement was established and approved between both offices where responsibilities to be assumed by both parties were explicitly defined for all the coordination procedure.

1.4 This Havana's NOTAM NASC was presented in Cuba's Working Paper at GREPECAS/13 held in Santiago de Chile in November 2005.

2. Discussion

2.1 On July of 2008, due to a severe lightning that fell on Havana's ACC communication towers, several services were damaged thus making operation of Havana's NOTAM International Office quite difficult.

2.2 As a consequence of this NOTAM, Contingency Plan foreseen for these situations was activated in order to maintain NOTAM service during a contingency situation; this was done by means of a written request of the Director of Air Navigation of the Institute of Civil Aeronautics of Cuba addressed to the Aeronautical Authority of COCESNA, activating the procedures described in the letter of agreement signed by both entities. ICAO's AIS/MAP regional specialist was also informed.

2.3 The contingency situation declared was classified as a **Type B event: Communications failure in the entire network (AFTN International output)**.

2.4 This Contingency Plan worked perfectly, we had the co-operation and unconditional support of Tegucigalpa's International Office all the time; which assumed, since the very beginning and with great responsibility and seriousness, the requests for distribution of Havana's NASC NOTAMS.

2.5 This event and its contingency showed us the effective co-operation between States, thus demonstrating the existence of safe ways to guarantee an efficient and uninterrupted NOTAM service in support of operational safety and air traffic control service in case any adverse situation arises.

2.6 In the same proportion that the States achieve a better preparation, we shall reach a higher safety in air operations, efficiency and professionalism in our work, thus providing a better quality in the service rendered to our customers.

3. Suggested Action

3.1 Participants are invited to:

- a) take note of the information contained in this Working Paper.
- b) reaffirm their support to compliance with Conclusion 12/99 of GREPECAS /12, for the establishment and enforcement of NOTAM Contingency Plans in support to ATM Contingency Plans.