



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty Fifth Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/25)

7-11 November 2022

Agenda Item 3: Implementation of air navigation goals, targets and indicators, including the priorities set in the regional air navigation plan

3.6 Other Air Navigation Initiatives

Specimen of NOTAMs related to the activation of a contingency plan

(Presented by ASECNA)

<p>RESUME</p> <p>This document presents at first the provisions to be considered for the issuance and drafting of NOTAMs relating to the activation of a level 2 contingency plan in each airspace and aerodrome. It then proposes standard NOTAM formulations developed with ICAO and IATA following feedback from ASECNA on the implementation of combined contingency plans of several FIRs of the Agency.</p>
<p>REFERENCE(S)</p> <p><i>AN 11- Attachment c. Material relating to contingency planning</i> <i>DOC OACI 10066 – Appendix3 ed 2018</i> <i>Doc OACI 7910 -</i> <i>Doc 8126^{7th} Edition 2022</i></p>

1. Introduction

- 1.1 The Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA) publishes aeronautical information for its 17 Member States.
- 1.2 From 23 to 25 September 2022, it went through a crisis that led to the unavailability of air traffic control services in upper and lower airspace and on aerodromes. Contingency measures have been implemented in each of these spaces to ensure continuity of service to users. For such a circumstance, the quality of the aeronautical information published is essential for air users in the context of flight preparation.
- 1.3 The measures applicable during the contingency must be published by way of Notam for each phase of flight until the contingency plan is deactivated.
- 1.4 This working document provides an overview of the key regulatory provisions to be taken into account in the issuance of these NOTAMs. It contains specimens of NOTAMs developed by ASECNA with the ICAO office in Montreal and ESAF as well as IATA, at the end of the crisis experienced by the Agency.

2. Regulatory review

- 2.1. In accordance with Annex 11, NOTAM notification of any **planned or actual** disruption to air traffic services and/or related ancillary services should be sent to users of air navigation services as soon as possible. **NOTAM should include related emergency provisions.** In the event of foreseeable disruption, the notice **period should in no case be less than 48 hours.**

- 2.2. To support the above-mentioned provision that NOTAMs contain the related emergency measures, ICAO Doc 8126, 7th Edition 2022, states in paragraph 6.4.2 that when a NOTAM contains temporary information of short duration, **references to the AIP should not be annotated** in the NOTAM. This informs NOTAM users that the NOTAM text contains all the information.
- 2.3. In accordance with the provisions of paragraph 6.3.4.2 of doc 8126, only one aerodrome may be indicated in case (A) of a NOTAM. If more than one aerodrome is involved, separate NOTAMs must be published. **More than one FIR may be indicated where applicable.** The location indicator for the FIR to be included is that of the Area Control Centre (ACC) or Flight Information Centre (FIC) providing air traffic services in the Flight Information Region (FIR).
- 2.4. With regard to case E) of the NOTAM the lateral boundaries of an area published in the AIP or by AIP supplement shall not be repeated in case E). it must simply **use the name of this area.**
- 2.5. In the case of the activation of a contingency plan, the subject of **the NOTAM** (second and third letter of line Q) must relate to one of the following areas:
- ATM : Space Organization–A, Air Traffic and Services VOLMET–S, Air Traffic Management Procedures–P
 - Navigation Warning: Airspace Restrictions – R, Warning–W
- The subject condition (fourth and fifth in line Q) must cover availability-A, C-changes, hazardous conditions-H, and L-limitations. The list is not exhaustive. ICAO DOC 8400
- 2.6. In the case of NOTAM cancellation, a subject reference and status message must be included to allow for accurate plausibility checks. ICAO DOC 8126 6.3.9.14
- 2.7. The notification by NOTAM of the interruption of emergency measures and the reactivation of the services set out in the regional air navigation plan **should be published** as soon as possible to ensure an orderly transfer from emergency conditions to normal conditions. AN 11-ATT C 6.4

3. NOTAM specimen

- 3.1. The result of the implementation of the above-mentioned guidelines led ASECNA to adopt the principle of publishing separate Notam for each UTA concerned by the contingency in an FIR, with the content of the applicable contingency measures and in the shortest possible manner, as requested by the relevant ICAO documents.
- 3.2. Three main topics among the selection criteria for Notam codes (NSC) were selected for the publication of NOTAM in case of activation of contingency measures. In the field of ATM, they are about :
- Air traffic management procedures – P: this topic indicates the activation of the contingency plan and contingency conditions applicable in upper airspace ,
 - Organization of space – A: this topic indicates the organization of the lower airspace
 - Air Traffic and VOLMET–S Services: This topic specifies the status of air traffic control organizations during contingency.
- 3.3. In accordance with Appendix C 6.4 of Annex 11 mentioned above, it was also important to publish new Notam information on the return to normal of the situation after the issuance of NOTAMC for a fixed period of time. NOTAM Cancel generally disappear after their issuance and do not allow users to guarantee the traceability of the latest information in force.
- 3.4. The selected Notam proposals are contained in the annex to the present note.

4. Actions of the Meeting

The meeting is invited to:

- a) Take note of the information contained in this information paper,
- b) Take note of the choice of Notam topics to select for the activation of a Level 2 contingency plan
- c) Encourage the updating of AFI contingency plans by the ICAO WACAF and ESAF regional offices with the insertion of proposed specimen of contingency NOTAMs to promote harmonization of publication procedures in the AFI Region.

APPENDIX: Contingency NOTAM Specimen

NOTAM Topic	Specimen of NOTAM promulgation	Cancellation NOTAM specimen
Activation of the contingency plan in Upper Airspace	<p>Q) -----/QPCCA/IV/BO/AE/000/999/-----</p> <p>E) CONTINGENCY PLAN ACT. MANDATORY CONTINGENCY ROUTES AND FL AVBL IN ACCORDANCE WITH AIP---- SPECIFIED AS FOLLOW:</p> <p>CR1(UB600) FROM ANITI TO GULAV, FL330, FL350</p> <p>FIS AND ALRS AVBL FROM ----- ACC ON ---- --- MHZ -----KHZ CPDLC----- INM: -----</p>	<p>Q) -----/QPCAK/I/BO/E/000/999/-----</p> <p>E) PROMULGATED CONTINGENCY PLAN DEACTIVATED. ----- UTA RESUMED NML OPS</p>
Organisation of lower airspace	<p>Q) -----/QATCH/IV/BO/AE/-----</p> <p>E) ----- TMA AIRSPACE DOWNGRADED TO CLASS ----. ONLY FIS AND ALRS PROVIDED</p> <p>OR</p> <p>E) -----TMA AIRSPACE DOWNGRADED TO CLASS -----. TIBA PROCEDURES APPLY</p>	<p>Q) -----/QATAL/IV/BO/AE/-----</p> <p>E) ----- TMA AIRSPACE CLASS D</p>
Functioning of the Control Bodies	<p>Q) -----/QSCLC/IV/NBO/E/000/999/-----</p> <p>E) ----- ACC NOT AVAILABLE DUE TO INDUSTRIAL ACTION. REFER CONTINGENCY PLAN</p>	<p>Q)-----/QSCAL/IV/NBO/E/000/999/-----</p> <p>E) ----- ACC RESUMED NML OPS</p>
	<p>Q)-----/QSTLT/IV/NBO/AE/-----</p> <p>E/ ----- TWR DOWNGRADED TO AFIS</p>	<p>Q) -----/QSTAL/IV/NBO/AE/000/999/-----</p> <p>E/----- TWR RESUMED NML OPS</p>
	<p>Q)-----/QSTAH/IV/BO/A/-----</p> <p>D) DAILY ----- AND ----- E/ ----- TWR HR SER</p>	<p>Q)-----/QSTAK/IV/NBO/A/000/999/-----</p> <p>E)----- TWR RESUMED NML OPS</p>
	<p>Q) -----/QSTAM/IV/NBO/A/-----</p> <p>E/ -----TWR UNAVAILABLE EXCEPT FOR STATE AIRCRAFT, MEDEVAC, HUMANITARIAN AND MIL OPS ONLY</p>	<p>Q)-----/QSTAL/IV/NBO/A/-----</p> <p>E/ -----TWR RESUMED NML OPS</p>
	<p>Q)-----/QSTLC/IV/NBO/A/-----</p> <p>E/ ----- TWR UNAVAILABLE</p>	<p>Q)-----/QSTAL/IV/NBO/A/-----</p> <p>E/ ----- TWR RESUMED NML OPS</p>

Some other NOTAM may ne necessary to publish depending on contingency measures in force