



**Twenty-first Meeting of the CAR/SAM Regional Planning and Implementation Group
 (GREPECAS/21)**

Santo Domingo, Dominican Republic, 15 to 17 November 2023

Agenda Item 3: Global and Regional Developments
3.3 CAR/SAM Air Navigation Services (ANS) Implementation Level

**IMPLEMENTATION OF MEASURES TO ENSURE CONTINUOUS IMPROVEMENT IN THE
 PREPARATION AND ISSUANCE OF NOTAM**

(Presented by the Dominican Republic)

EXECUTIVE SUMMARY	
<p>This Working Paper presents the achievements of the Dominican Republic to support the global campaign of ICAO looking to eliminate the proliferation of NOTAM that is still available in NOTAM databases beyond the required period.</p>	
Action:	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety • Air Navigation Capacity and Efficiency • Economic Development of Air Transport • Environmental Protection
<i>References:</i>	<ul style="list-style-type: none"> • Annex 15 Aeronautical Information Services • Doc. 10066 PANS AIM • Doc. 8126 Aeronautical Information Services Manual • ICAO State Letters, Ref.: AN 2/2-22/51

1. Introduction

1.1 The ICAO global campaign to improve NOTAMs began on 8 April 2021 and ended on 28 October 28 of that same year. Its purpose was for States to eliminate old and very old NOTAM, that is, more than three months and more than one year, respectively. As of 1 July 2023, in the NACC Region, the old NOTAM was 11.6% and the very old 5.1%; while in the SAM Region, they were 7.2% and 9.1% respectively. This means that, despite the efforts deployed, it has not been possible to completely eradicate the presence of old and very old NOTAMs in the Regions. A graph extracted from the ICAO NOTAMeter tool shows the progress and trends reflected by both Regions, from the beginning of the campaign to date (**Appendix**)

1.2 It is recognized that NOTAM constitutes an important element of safety and, therefore, should receive special attention. It is also recognized that the proliferation of NOTAM may prevent flight crews from having access to information critical to safety due to the bloat of non-essential information in Pre-Flight Information Bulletins (PIB).

2. Discussion

2.1 In the Dominican Republic we have completely eradicated the presence of old and very old NOTAM through the application of a series of sustainable measures over time, in response to the recommendations of the ICAO in its State Letter, Ref.: AN 2/2 -22/51, dated 12 May 2022 and in addition to the following measures:

- a) A Quality Management process has been implemented, through the Air Navigation Directorate (DINA), for the preparation and issuance of NOTAM; (DINA-AIM-003-PREPARATION AND ISSUANCE OF NOTAM Process).
- b) Periodic critical reviews of NOTAM are conducted to ensure compliance with applicable ICAO SARPs, such as Annex 15, PANS AIM 10066, and DOC. 8126, 7^o. Edition, 2022.
- c) Recurrent audits are carried out by the regulator to ensure that NOTAMs are issued in compliance with the provisions of Annex 15 and the Procedures for Air Navigation Services - Aeronautical Information Management (PANS-AIM) Doc. 10066.
- d) All staff of the International NOTAM Office (NOF) have received training (ICAO-ASCA TRAINAIR PLUS NOTAM Course) and continuous updating in accordance with the skills and knowledge required to perform their functions.
- e) The ICAO Level 4 Language Proficiency requirement for personnel working in the NOF Santo Domingo has been established by IDAC Resolution, in accordance with the provisions of Annex 15 1.3.1.
- f) The signing of formal Agreements (SLA) with the data initiators (aerodrome operators, air navigation services operators, military, etc.) is in process so that the data is provided with the quality requirements established in the Catalog of Data from Appendix 1, ICAO Doc. 10066.

2.2 The use of NOTAM is limited to information of short duration and temporary nature, in accordance with Annex 15, 6.3.2.2, and is intended for the type of information specified in Annex 15, 6.3.2.3; however, for the information listed in 6.3.2.4 of Annex 15, which should not be published through NOTAM, we have designed the INFORMATIVE NOTE product, which has the same distribution and scope of the NOTAM, but only for domestic and international users with local representation. This product is distributed through channels other than those used for the distribution of NOTAM and is not part of the PIB.

3. Suggested actions

3.1 The Meeting is invited to:

- a) continue with the efforts to totally eliminate old and very old NOTAM due to the aforementioned reasons;
- b) urge the States to establish overview and monitoring mechanisms to ensure NOTAM time and quality;
- c) urge the States to implement outreach mechanisms different from the NOTAM for the distribution of the information indicated in Annex 15, 6.3.2.4; and

APPENDIX/APÉNDICE

NOTAMeter

Análisis Región NACC

Trend Analysis by Region

Select a region, or click **WORLD** for all:

- WORLD
- APAC
- ESAF
- EUR/NAT
- MID
- NACC
- SAM
- WACAF

Total NOTAM

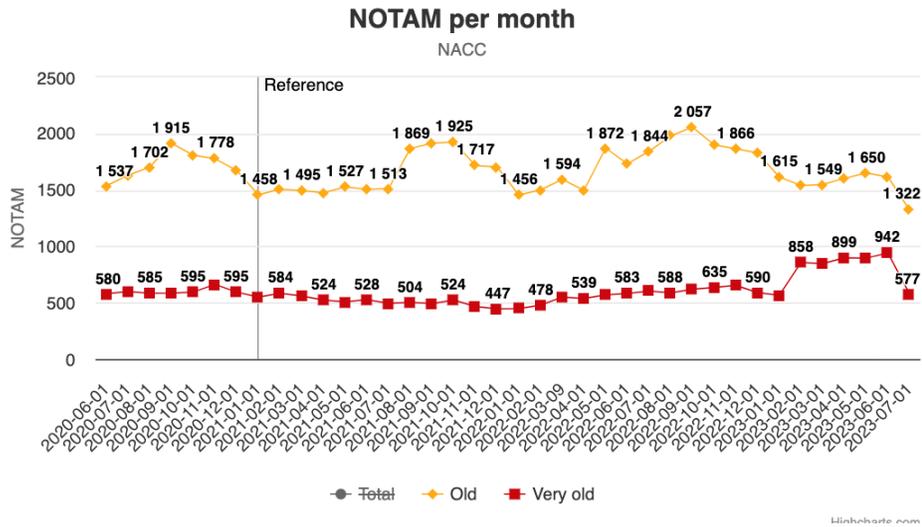
11370

Old NOTAM

1322
(11.6%)

Very Old NOTAM

577 (5.1%)



NOTAMeter

Análisis Región SAM

Trend Analysis by Region

Select a region, or click **WORLD** for all:

- WORLD
- APAC
- ESAF
- EUR/NAT
- MID
- NACC
- SAM
- WACAF

Total NOTAM

1763

Old NOTAM

127 (7.2%)

Very Old NOTAM

160 (9.1%)

