



International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Third Meeting (ATM SG/3)
(Cairo, Egypt, 22 – 25 May 2017)

Agenda Item 5: Airspace Management Issues

CONTINGENCY PLANNING

(Presented by the Secretariat)

<p style="text-align: center;">SUMMARY</p> <p>This paper presents the regional and inter-regional activities related to contingency planning.</p> <p>Action by the meeting is at paragraph 3.</p>
<p style="text-align: center;">REFERENCES</p> <p>- MIDANPIR/16 Report</p>

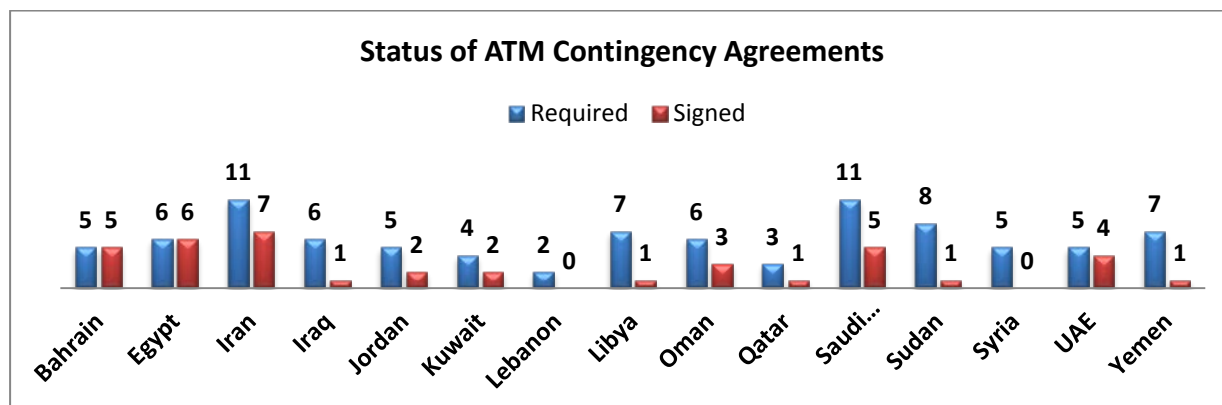
1. INTRODUCTION

1.1 In accordance with Annex 11 provisions, the Air traffic services authorities shall develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.

1.2 It is to be underlined that no contingency arrangement can be successful unless it has been consulted with all affected stakeholders, including *inter alia*, airlines, military, ATC units, and aerodrome operators. Each involved State must ensure that there is an adequate effort to identify potential problems that can be addressed in designing the contingency scheme, or mitigated as part of a safety analysis.

2. DISCUSSION

2.1 In order to ensure adequate level of coordination between States, Area Control Centres (ACC) are required to sign Contingency Agreements with their adjacent ACCs. The status of signed ATS Contingency Agreements in the MID Region is reflected in the below **Graph**. It is to be highlighted that air navigation deficiencies are reported in the MIDANPIRG Air Navigation Deficiencies Database (MANDD) related to the lack of signature of contingency agreements.



2.2 The meeting may wish to recall that the MIDANPIRG/16 meeting reviewed and updated the status of Contingency Agreement between the adjacent ACCs as at **Appendix A**. The meeting agreed that the ATM Sub-Group would explore ways and means to support States to comply with the ICAO provisions related to contingency planning, including the development of National ATM Contingency Plan.

2.3 The meeting may wish to note that some airspace users continue to circumnavigate Baghdad, Damascus, Tripoli FIRs and Yemen Airspace due to the conflict zones. With regard to Sana'a FIR, some air operators resumed operations through Sana'a FIR using the ATS routes over the high seas.

2.4 Several Contingency Coordination Teams (CCTs) have been established in accordance with the MID Region ATM Contingency Plan, which succeeded in the provision of a forum for sharing information, identifying the challenges and implementation of contingency measures/routes ensuring the safety of air traffic during contingency situations.

2.5 Regarding Bagdad FIR, the meeting may wish to note that Iraq Civil Aviation in coordination with the relevant authorities in Iraq implemented measures that would ensure the safety of traffic operating within the Iraqi Airspace. Restricted areas have been defined and published through aeronautical information based on conflict zones, in addition to the realignment of the ATS Routes UM860 and UM688 to the east side of the FIR, to ensure adequate distance from the restricted areas, were implemented on 27 April 2017. The information received from Iraq was shared through the CCT.

2.6 The MID Region ATM Contingency Plan (MID Doc 003) is available on the ICAO MID Website: https://portal.icao.int/RO_MID/Pages/MIDDocs.aspx

2.7 The MIDANPIRG/16 meeting noted that a Special Coordination Meeting on Afghanistan Contingency Planning was held at the Emirates Airlines Headquarters, Dubai, UAE, on 25 August 2016. The following are the main key points that were highlighted during the meeting:

- a) Afghanistan had made progress in terms of enhanced infrastructure; however, the State understood that as a critical Major Traffic Flow operated through the Kabul Flight Information Region (FIR), there would continue to be a focus to ensure the maximum availability of services and appropriate contingency planning in accordance with Annex 11. Moreover, Afghanistan was urged to better engage with stakeholders individually and at ICAO meetings.
- b) Afghanistan was urged to inform ICAO and stakeholders of any shortcomings that might affect the viability of ANS in the Kabul FIR.
- c) Iran and Pakistan were urged to inform stakeholders at the earliest opportunity regarding progress on the availability of the third (central) contingency route

for the Organized Traffic System (OTS) in order to provide maximum capacity.

- d) Regarding capacity, Afghanistan, India, Iran and Pakistan were urged to provide capacity enhancements on a daily basis, not just for contingency (as Europe does) – this included the urgent implementation of at least 20NM longitudinal spacing all along the axis formed by Iran-Pakistan-India and Afghanistan-Pakistan-India routes.

2.8 Iran informed the MIDNPIRG/16 meeting their readiness to implement the proposed route in c) and 20 NM longitudinal separation awaiting Pakistan acceptance.

2.9 The MIDANPIRG/16 meeting noted that the African Region (AFI)-Asia/Pacific Region (APAC)-Middle East Region (MID) Air Traffic Management (ATM) Special Coordination Meeting (AAMA/SCM) (Mumbai, India, 19 - 20 January 2017) agreed to contingency measures in order to ensure the safety of traffic operating through the Mogadishu FIR, which requires collaboration of all the concerned States (Ethiopia, Kenya, India, Oman, Seychelles and Yemen).

2.10 The MIDANPIRG/16 meeting was apprised of the the resilience measures implemented in the UAE to overcome the challenges posed by weather as well as the lessons learnt.

2.11 The MIDANPIRG/16 meeting noted that in order to maintain a safe flow of air traffic during adverse weather conditions, departure restrictions were applied to certain traffic arriving to the UAE. To apply these restrictions efficiently, a zone system was introduced in 2014 and published as AIC 05/2014. Selected airports are classified into three zones based on flying time to the UAE. Emirates Area Control Centre applies zone closure depending on the current arrival delay for a UAE airport. The closure and opening of zones requires a lot of collaboration amongst UAE aviation stakeholders as well as the affected airports in the vicinity of the UAE. In the attempt to resume normal operations all parties have varying priorities. The airline operations give priority to the repositioning of diverted flights, the ground operations give priority for the releasing of parking gates and the ATSU's priority is to ensure that the safety of air traffic is not compromise.

2.12 Based on the above, the MIDANPIRG/16 meeting agreed that UAE works with the Secretariat in order to propose necessary amendments to the MID Region ATM Contingency Plan, to include measures and procedures enabling the Contingency Coordination Teams (CCTs) to deal with weather disruptions in a timely and effective manner. The proposed amendment to the MID Region ATM Contingency Plan should be presented to the ATM SG/3 meeting.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and update the status of contingency agreement at **Appendix A**;
- b) explore ways and means to support States to comply with the ICAO provisions related to contingency planning, including the development of National ATM Contingency Plan;
- c) urge States to complete the signature of the contingency agreements with their adjacent States, if not yet done so; and
- d) develop an Action Group to conduct a comprehensive review of the MID Region ATM Contingency Plan, taking into consideration the latest developments, experience, and to include in the revised version measures and procedures enabling the CCTs to deal with weather disruptions in a timely and effective manner.

APPENDIX A

STATUS OF CONTINGENCY AGREEMENTS IN THE MID REGION

STATE	CORRESPONDING STATES			REMARKS
BAHRAIN	<input checked="" type="checkbox"/> IRAN <input checked="" type="checkbox"/> KUWAIT	<input checked="" type="checkbox"/> QATAR <input checked="" type="checkbox"/> SAUDI ARABIA	<input checked="" type="checkbox"/> UAE	Completed
EGYPT	<input checked="" type="checkbox"/> GREECE <input checked="" type="checkbox"/> JORDAN	<input checked="" type="checkbox"/> LYBIA <input checked="" type="checkbox"/> CYPRUS	<input checked="" type="checkbox"/> SAUDI ARABIA <input checked="" type="checkbox"/> SUDAN	Completed
IRAN	<input checked="" type="checkbox"/> ARMENIA <input type="checkbox"/> AZERBAIJAN <input type="checkbox"/> TURKMENISTAN <input type="checkbox"/> AFGHANISTAN	<input checked="" type="checkbox"/> BAHRAIN <input checked="" type="checkbox"/> IRAQ <input type="checkbox"/> KUWAIT <input checked="" type="checkbox"/> OMAN	<input checked="" type="checkbox"/> PAKISTAN <input checked="" type="checkbox"/> TURKEY <input checked="" type="checkbox"/> UAE	7/11
IRAQ	<input checked="" type="checkbox"/> IRAN <input type="checkbox"/> JORDAN	<input type="checkbox"/> KUWAIT <input type="checkbox"/> SAUDI ARABIA	<input type="checkbox"/> SYRIA <input type="checkbox"/> TURKEY	1/6
JORDAN	<input checked="" type="checkbox"/> EGYPT <input type="checkbox"/> IRAQ	<input type="checkbox"/> ISRAEL <input checked="" type="checkbox"/> SAUDI ARABIA	<input type="checkbox"/> SYRIA	2/5
KUWAIT	<input checked="" type="checkbox"/> BAHRAIN <input type="checkbox"/> IRAN	<input type="checkbox"/> IRAQ	<input checked="" type="checkbox"/> SAUDI ARABIA	2/4
LEBANON	<input type="checkbox"/> CYPRUS	<input type="checkbox"/> SYRIA		0/2
LIBYA	<input type="checkbox"/> ALGERIA <input type="checkbox"/> CHAD <input checked="" type="checkbox"/> EGYPT	<input type="checkbox"/> MALTA <input type="checkbox"/> NIGER	<input type="checkbox"/> SUDAN <input type="checkbox"/> TUNIS	1/7
OMAN	<input type="checkbox"/> INDIA <input checked="" type="checkbox"/> IRAN	<input type="checkbox"/> PAKISTAN <input type="checkbox"/> SAUDI ARABIA	<input checked="" type="checkbox"/> UAE <input checked="" type="checkbox"/> YEMEN	3/6
QATAR	<input checked="" type="checkbox"/> BAHRAIN	<input type="checkbox"/> SAUDI ARABIA	<input type="checkbox"/> UAE	1/3
SAUDI ARABIA	<input checked="" type="checkbox"/> BAHRAIN <input checked="" type="checkbox"/> EGYPT <input type="checkbox"/> ERITREA <input type="checkbox"/> IRAQ	<input checked="" type="checkbox"/> JORDAN <input checked="" type="checkbox"/> KUWAIT <input type="checkbox"/> OMAN <input type="checkbox"/> QATAR	<input type="checkbox"/> SUDAN <input checked="" type="checkbox"/> UAE <input type="checkbox"/> YEMEN	5/11
SUDAN	<input type="checkbox"/> CENTRAL AFRICAN <input type="checkbox"/> CHAD <input checked="" type="checkbox"/> EGYPT	<input type="checkbox"/> ERITREA <input type="checkbox"/> ETHIOPIA <input type="checkbox"/> LIBYA	<input type="checkbox"/> SAUDI ARABIA <input type="checkbox"/> SOUTH SUDAN	1/8
SYRIA	<input type="checkbox"/> IRAQ <input type="checkbox"/> JORDAN	<input type="checkbox"/> LEBANON <input type="checkbox"/> CYPRUS	<input type="checkbox"/> TURKEY	0/5
UAE	<input checked="" type="checkbox"/> BAHRAIN <input checked="" type="checkbox"/> IRAN	<input checked="" type="checkbox"/> OMAN <input type="checkbox"/> QATAR	<input checked="" type="checkbox"/> SAUDI ARABIA	4/5
YEMEN	<input type="checkbox"/> DJIBOUTI <input type="checkbox"/> ERITREA <input type="checkbox"/> ETHIOPIA	<input type="checkbox"/> INDIA <input checked="" type="checkbox"/> OMAN <input type="checkbox"/> SAUDI ARABIA	<input type="checkbox"/> SOMALIA	1/7

Agreement Signed Agreement NOT Signed Signed Agreements / Total No. of required Agreements