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# SCM ACA Introduction

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**Muscat, 16-18 July 2019**



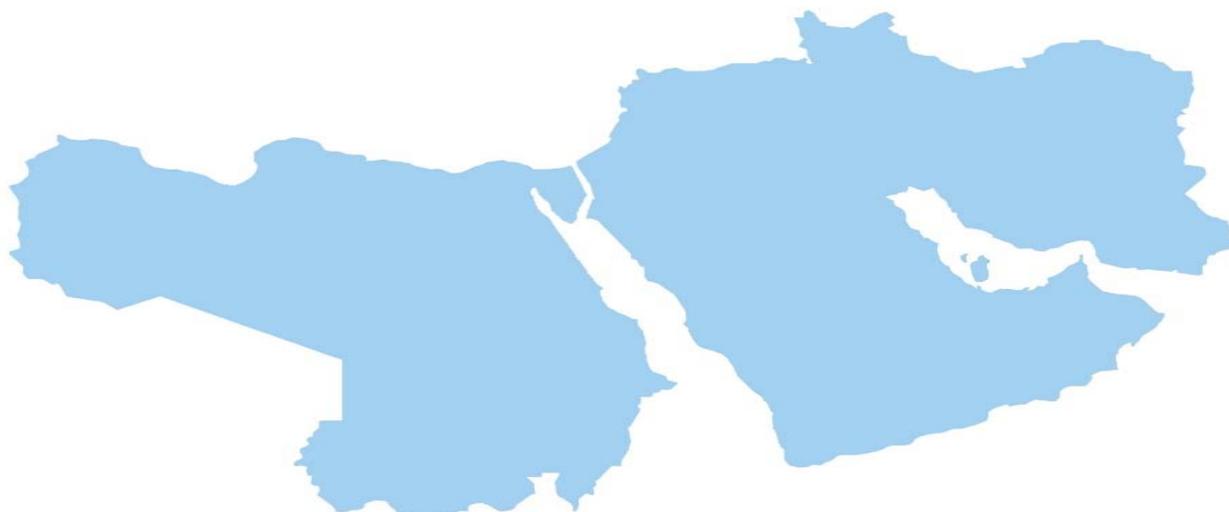


## Presentation Outline

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- **CCTs**
- **Keys to Success**
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## The MID Region



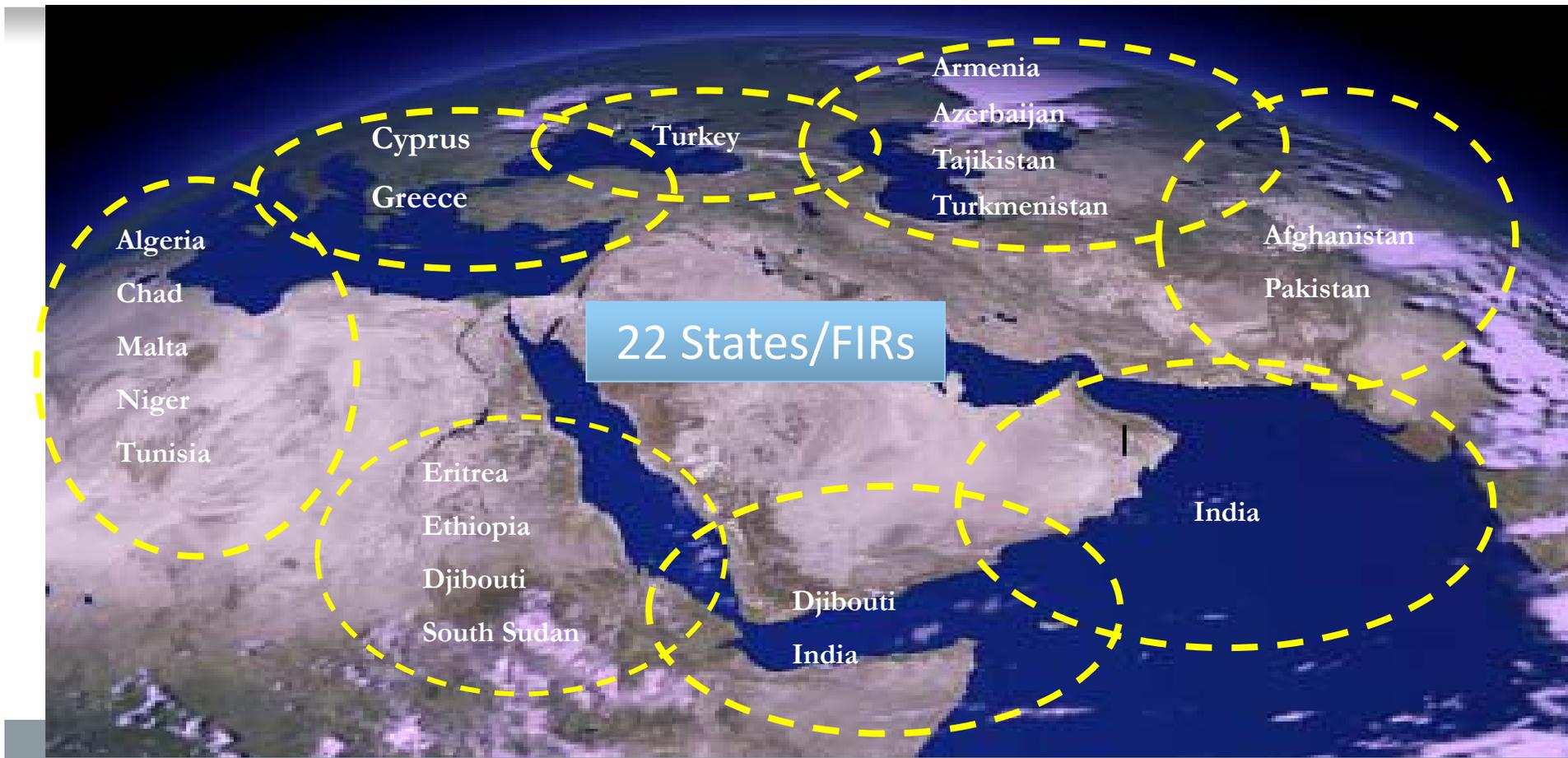
The Middle East Region is composed of **15 States**:

Bahrain, **Egypt**, **Iran**, **Iraq**, Jordan, Kuwait, **Lebanon**, **Libya**, Oman, **Qatar**, **Saudi Arabia**, **Sudan**, **Syria**, UAE and **Yemen**

ICAO MID Office has been hosted by Egypt in Cairo since 1953.



# MID Region Interfaces





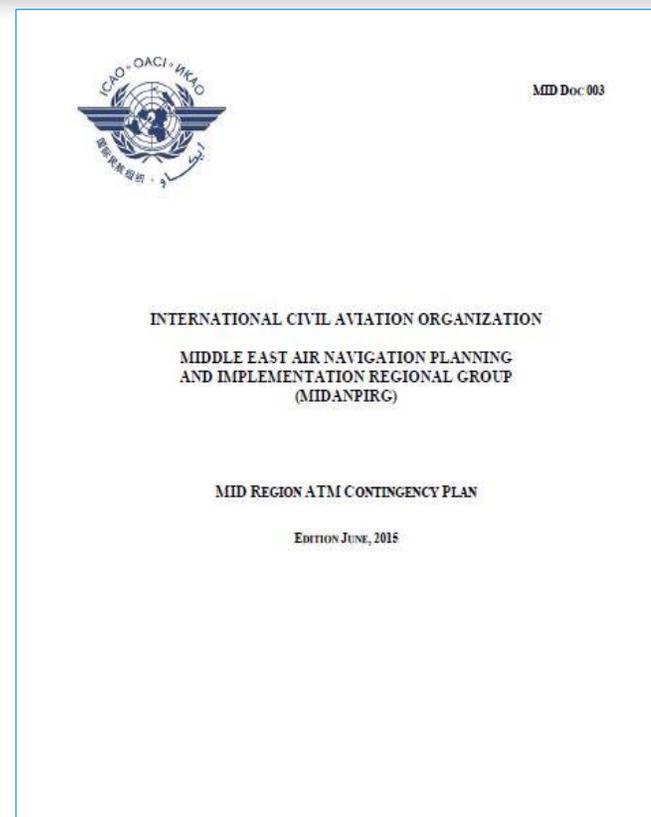
## Prior 2013

- MID Region Contingency Plan was around 150 pages gathering procedures from national contingency plans in a single document.
- Contingency Routing Scheme Asia/Middle East/Europe-2003 (CRAME-03) developed in 2003 during the Gulf War.
- It was challenging keeping the 2 Regional Plans up-to-date



### MID Region ATM Contingency Plan (MID Doc 003)

- Endorsed by MIDANPIRG/14 (Jeddah, Saudi Arabia, 15-19 December 2013)
- Available on the MID Office website
- Includes the MID Region **Volcanic Ash** Contingency Plan
- Main Objective to Ensure **coordination** and **sharing** of information between stakeholders to agree on the implementation of **contingency measures/routes**
- Through:**
  - ✓ Notification Procedures
  - ✓ Establishment of Contingency Coordination Teams (CCTs) on case-by-case basis





## MID Region ATM Contingency Plan objectives

- ✓ Ensure the continued **safety** of air transport in the event of disruption or potential disruption of Air Traffic Services and related supporting services in the ICAO MID Region.
- ✓ The Plan is also activated in cases when airspace users decided to circumnavigate airspace(s) due to **conflict zones, weather**, etc. which might increase significantly the air traffic in other airspace(s).





## How it works

- Upon receipt of **information** from any source (IATA, States, media, internal or external, etc.) ICAO MID Office initiates the coordination with ICAO HQ, IATA, States concerned and monitors closely the situation in accordance with the agreed Notification Procedure
- **Contingency Coordination Team (CCT)** would be established once a conclusion is reached between **ICAO and IATA**
- **ICAO MID Office** maintains close liaison with the **States** concerned, **activate/deactivate** the CCTs, issue the updates and conduct teleconferences and face-to-face meetings as required.
- **IATA** coordinates with the **airlines** in order to address the airlines views and needs and keep very close coordination with ICAO MID Office



## Contingency Coordination Teams (CCTs)

- Used as the **main platform** for **sharing** of information and **coordination** to implement **contingency measures** to overcome the associated challenges affecting the air traffic flow across the ICAO MID Region.
- **CCT** framework is also used for the implementation of **recovery plans** for the normalization of air operations in airspaces where the contingency events had ceased.





Airspace Avoidance Notification/Coordination Process				
Airlines	Airline Actions	IATA Actions	ICAO MID Office	States/ ANSPs
Monitor global activities that have an effect on flight operations. (currently in place)	NONE	NONE	NONE	NONE
Review State activity that requires airline safety and security review (currently in place)	Notify IATA as to effected FIR' and factors under review. (security and or safety)	When more than (30%) of airlines reporting, notify ICAO MID	Call for the Contingency Coordination Team (CCT)	NONE
Identify specific Factors and possible triggering events (currently in place)	inform IATA on review findings and possible triggering events	Inform CCT on findings and number of airlines reporting	Notify effected States/ANSPs on number of airlines reviewing current activity	NONE
Event triggered: reviewing avoidance options and select avoidance scenario	Inform IATA of selected scenario and volume/initial timelines.	Inform CCT	Notify effected States/ANSP scenario and volume/timelines	Review scenario and give feedback on feasibility
48 Hours prior to activation of planned avoidance re-routes	Notify IATA	Notify CCT	Notify effected States/ANSPs	Prepare NOTAMs and avoidance scenario
24 Hours prior to activation of planned avoidance re-routes	Notify IATA	Notify CCT	Notify effected States/ANSPs	Publish NOTAMs



## Contingency Coordination Teams (CCTs)

- **CCTs are established** of members from **ICAO** (MID, HQ, relevant ROs), **IATA** [as permanent members], **States** affected by traffic changes, **EUROCONTROL**, **FAA**, and other interested **Organizations**.
- **Active CCTs:** Iraq, Libya, Qatar, Sudan, Syria, Yemen, India/Pakistan
- **Closed CCTs:** Beirut-Cyprus (3 CCTs), Ankara-Bagdad-Tehran Interface (5 CCTs), Turkey Coup, Tehran-Bahrain and Kuwait interface (2 CCTs), Egypt (Sinai Peninsula).
- **Other focused** CCTs related to different factors that had impact on the MID Region traffic flows such as ATC strikes, weather, etc., which addressed the issues and were closed after the situation returned to normal.



## Keys to Success

- **Confidence** (States' buy-in)
- **Collaboration and commitment** to ensure safety
- Open **Communication, transparency and neutrality**
- Cooperation with the Organizations concerned
- **Dedication** and **professionalism** of the CCTs members
- Effective **coordination**





## Challenges

- The plan was developed and has been implemented with very **limited resources**.
- Coordination are carried out through emails, teleconferences, phone calls.
- **Budget** constraint does not allow for required face-to-face meetings and in particular for the unplanned ones.
- Other



## SCM IACA (Cairo, September 2014)

Based on the discussions and taking into consideration the situation in the MID Region, Afghanistan and Ukraine the meeting agreed to the following:

- The MID Region ATM Contingency Plan should be amended to cover the cases of significant traffic increase in some FIRs, as a result of the circumnavigation of Airspace(s) due to conflict zones, weather, etc.
- In accordance with the MID Region ATM Contingency Plan, extra traffic shall be accommodated on the existing route network, unless additional routes are needed. Accordingly, coordination between the concerned States and the Users (IATA) should be carried out for the implementation of temporary routes, on case-by-case basis. In this regard, the meeting agreed that there is no need for the development of permanent Contingency Routing Schemes to be included in the MID Region ATM Contingency Plan.



## SCM IACA (Cairo, September 2014)

- The draft process for notification and coordination of contingency operations at **Appendix D** was developed to complement the responsibilities/tasks of the Contingency Coordination Team reflected in the MID Region ATM Contingency Plan.
- The revised version of the MID Region ATM Contingency Plan should be presented to MSG/4 meeting, Cairo, Egypt 24-26 November 2014 for endorsement.
- ICAO MID Regional Office and IATA MENA to communicate to the relevant authorities Iran's concerns related to the impediments for the improvement of their CNS/ATM system due the sanctions imposed on Iran.



## SCM IACA (Cairo, September 2014)

- With regard to Afghanistan Contingency planning, ICAO MID Regional Office, IATA and the concerned States to continue their support and contribution to the work programme of the AHACG, in order to ensure the implementation of harmonized inter-regional contingency arrangements.
- Bahrain, Iran and UAE to request formally from the ICAO MID Regional Office the allocation of Five Letter Name Codes (5LNCs) and route designators for the new established ATS routes and request the amendment of the MID ANP accordingly.



## SCM IACA (Cairo, September 2014)

The following is a non-exhaustive list for consideration by the States during their contingency planning process:

- Develop/update their National Contingency Plan.
- Design contingency routes and Flight Level Allocation Scheme (FLAS) in consultation with the Airspace Users (IATA).
- Involve the MIDRMA for the safety assessment of the new ATS routes within the RVSM Airspace.
- Develop necessary coordination and communication procedures.
- Determine minimum longitudinal, lateral and vertical separations (aircraft spacing, where no ATC service is provided).



## SCM IACA (Cairo, September 2014)

- Determine capacity of contingency airspace; both the degraded airspace, and the airspace used for alternative routes.
- Conduct traffic simulation of ATS contingency routes. The simulation should preferably be a fast-time simulation using known/anticipated traffic to determine whether demand will exceed capacity.
- Conduct real-time simulation of contingency procedures.
- Finalize procedures.
- Conduct Safety Analysis.
- Finalize Contingency Plan, related LoA or other agreement, and promulgate AIS Publication.



## SCM IACA (Cairo, September 2014)

- Conduct simulator training of operational ATC staff.
- Conduct regular review of contingency plan, and refresher simulator training of ATC staff.
- Consider the implementation of well-defined segregated airspace to be avoided in case of conflict, weather, etc.
- ICAO to follow-up with Oman the concerns related to the implemented restrictions on the traffic flows entering Muscat FIR.
- The development of ATFM Plan for the implementation of harmonized ATFM measures within the MID Region should be considered. This would be addressed during the ANSIG/1 or the ATM SG/2 meetings.



## MIDANPIRG/17 (Cairo, April 2019)

### **MIDANPIRG CONCLUSION 17/19: SAFETY ASSESSMENTS DUE TO CONTINGENCY WITH IMPACT ON ATS ROUTE NETWORK**

*That,*

- *Bahrain, Iran, Oman, Qatar and UAE be urged to provide the outcomes of their safety assessment of the contingency routes and/or changes to the ATS Routes Network to the ICAO MID Office by **15 June 2019**, as well as the relevant data for the analysis of the disruption and its impact to the network;*
- *the ATM SG/5, with the MIDRMA support, carry out analyses of the data/inputs received from States to identify the challenges and agree on necessary measures to mitigate any safety risk; and*



## MIDANPIRG/17 (Cairo, April 2019)

### ***MIDANPIRG CONCLUSION 17/19: SAFETY ASSESSMENTS DUE TO CONTINGENCY WITH IMPACT ON ATS ROUTE NETWORK***

- *conduct a lessons-learned session during the ATM SG/5 meeting with the participation of affected stakeholders reviewing the impact of the disruption to the network, allowing all stakeholders to present their views and feedback*



## MIDANPIRG/17 (Cairo, April 2019)

### ***MIDANPIRG CONCLUSION 17/20: ENHANCED FRAMEWORK FOR THE MID CCT***

*That,*

- States intending to restrict traffic or close all or part of their airspace be urged to consider adequate time before affecting the required change to minimize traffic disruption;*
- States, under the framework of the CCT, in coordination with airspace users, agree on interim guidance with a progressive set of flow measures to address the current Air Traffic Flow disruption caused by the closure of Pakistan airspace; and*



## MIDANPIRG/17 (Cairo, April 2019)

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- a) States intending to restrict traffic or close all or part of their airspace be urged to consider adequate time before affecting the required change to minimize traffic disruption;*
  
- b) States, under the framework of the CCT, in coordination with airspace users, agree on interim guidance with a progressive set of flow measures to address the current Air Traffic Flow disruption caused by the closure of Pakistan airspace; and*



## MIDANPIRG/17 (Cairo, April 2019)

### *MIDANPIRG CONCLUSION 17/20: ENHANCED FRAMEWORK FOR THE MID CCT*

- c) the ATM SG/5:
  - i. develop guidelines on how extended disruptions in the network are to be managed in a balanced manner; and
  - ii. enhance the notification and coordination process of contingency operations in the frame of the MID CCT, particularly for:
    - consistency of interrelated contingency information promulgated by more than one State; and
    - agreement on recovery plan for each contingency situation



## Conclusions

- CCTs framework proved its effectiveness and success in ensuring the continued safety of traffic during contingency.
- Effective **communication, support** and high level of **cooperation** between all parties should be maintained.
- Building on the Excellent cooperation and success of the CCTs, the development of Recovery Plans for the normalization of traffic through **the MID Region** should be **initiated** based on **collaborative** approach.
- Support and foster the establishment and implementation of regional **ATFM** System/Solution
- **Support** the ATM Contingency Plan Action Group with the review of the MID Region ATM Contingency Plan. The revised version shall be presented to the MID ATM SG/5 meeting (8-11 September 2019).



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