



International Civil Aviation Organization

**MIDANPIRG/21 & RASG-MID/11 Meetings**

*(Abu Dhabi, UAE, 4 – 8 March 2024)*

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**Agenda Item 5.3 : ANS (AIM PBN, AGA-AOP, ATM-SAR, CNS and MET)**

Regional Contingency Management Framework Proposal

*(Presented by IATA)*

<b>SUMMARY</b>
<p>The key success indicator in any action/reaction to a contingency is the capacity to which flight operations can withstand and recover from the difficulties//disruption.</p> <p>This paper informs the MIDANPIRG of a proposal that IATA intends to submit to ICAO HQ of a Regional Contingency Management Framework (RCMF) to be included as attachment to Regional Contingency Plans strengthening the governance, process and procedures and harmonise Regional Contingency Management.</p> <p>Action by the meeting is at paragraph 3</p>
<b>REFERENCE</b>
<p>- .....</p> <p>- .....</p>

**1. INTRODUCTION**

1.1 Contingency is an allowance made to accommodate for an out of the ordinary condition/event. Resilience is the capacity to withstand or recover quickly from difficulties/disruptions and is the key success indicator in any action/reaction to a contingency.

1.2 Resilience in any contingency situation or event is dependent on effective, timely, and transparent coordinated action between the impacted parties, be it airspace users, air navigation service providers, and/or other key role-players. Flexibility and close collaboration between these parties within an agreed framework is vital.

1.3 The purpose of Regional and State Contingency plans is, or at least should be, to manage a contingency event to facilitate resilience throughout the entire air navigation system; from airports to aeronautical information, flight operations, Infrastructure (CNS), Air Traffic Services and airline operations.

**2. DISCUSSION**

2.1 Through experience gained from the numerous contingency coordination events in the region over the past decade, the MID Region ATM Contingency Plan has been reviewed by the ATM SG and submitted to the MIDANPIRG21 for endorsement (WP40).

2.2 Further to this amendment IATA proposes the establishment of a wider framework for Contingency Management within regions, that can be adopted globally by other regions that have the need for Contingency Coordination.

2.3 The Regional Contingency Management Framework (RCMF) is intended to build on the success of the CCT, it will further clarify the roles, responsibilities, process, and procedures for contingency coordination and management in the Region by each stakeholder to better support operational resilience during contingency coordination events.

2.4 At its core, a governance and leadership body; the Contingency Management Team (CMT) comprising ICAO Central and Regional Office; representing States, and the IATA Regional Office, representing airspace users. The RCMF shall clearly define and differentiate between the CMT, and the Operational Contingency Coordination Team (CCT); a team brought together for the effective management of an event or events, established by the CMT, and comprised of stakeholders, with the purpose of coordinating and managing one or multiple events; Contingency Coordination Event (CCE) which result in operational disruption to the air navigation system in whole or portion of one or more flight information regions (FIR).

2.5 Each ICAO Planning & Implementation Regional Group (PIRG) shall mandate a dedicated Steering Group to ensure the effective maintenance and alignment of the RCMF and the development of processes for the CMT, CCT, and CCE.

2.6 Contingency Management Team (CMT) is responsible for the oversight and administration of Regional Contingency Management Framework. The CMT is a governance and leadership body comprised of the ICAO Regional Office representing States, and the IATA Regional Office, representing airspace users. The CMT is the decision-making body for the activation of a Contingency Coordination Team (CCT) for in response to a Contingency Coordination Event (CCE). They shall also be responsible for both the strategic planning, pre tactical and tactical elements of any Regional Contingency to ensure these are effectively managed within one region, across multiple regions, and possibly across multiple events at a time. The Contingency Management Team (CMT) is established to ensure cross-regional interoperability and harmonisation of both the strategic and operational activities of contingency management. The CMT will comprise of:

- 2.6.1 ICAO Regional Office
- 2.6.2 IATA Regional Office
- 2.6.3 ICAO HQ
- 2.6.4 PIRG Chairperson(s)
- 2.6.5 PIRG Contingency Coordination Steering Group (PIRG-CC/SG)

2.7 The Management of a CCE will be in line with regularly reviewed and updated, Regional and State Contingency Plans.

2.8 Contingency Coordination Team (CCT) is a 'dynamic' team, of core stakeholders that is brought together (activated) by the CMT for management and coordination of a CCE or series of linked CCE's, with the following participating members;

- 2.8.1 ICAO HQ
- 2.8.2 ICAO RO (CCT Lead)
- 2.8.3 IATA (CCT Airline Lead)
- 2.8.4 Impacted States
- 2.8.5 Invited contributory regional and/or international organizations.

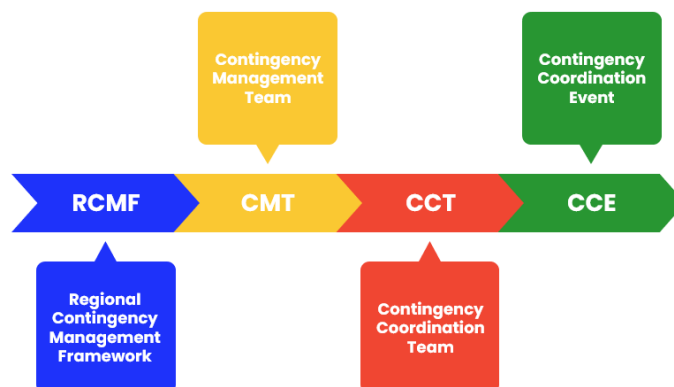
2.9 Contingency Coordination Event (CCE)

2.10 A Contingency Coordination Event is a single or multiple events where operational

disruption occurs.

2.11 The CCT shall manage the coordination of the event from initiation (Activation) through to return to service/recovery of State.

2.12 The RCMF will ensure that the processes and procedures for managing Contingency Coordination Events is robust, flexible, and operationally supportive. The Management of a contingency Event (CCE) will be in line with, regularly reviewed and updated, Regional and State Contingency Plans and shall be harmonised across regions.



### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper, including the high-level proposed framework; and
- b) task the ATM SG to review IATA's detailed draft proposal of the RCMF and consider its content to support the Regional Contingency Plan Doc 003

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