ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

MID ATM Contingency Plan Concept of operation

ICAO MID – 25 – 28 June 2024

Part 1

Introduction

Part 2

Basic Principles

(Foundation)

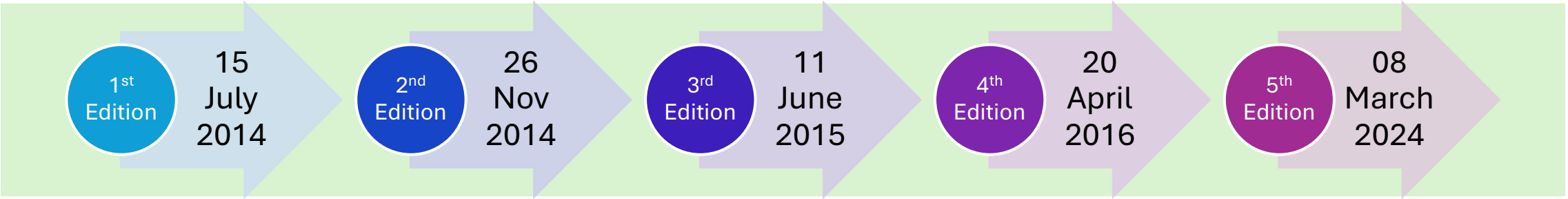
Part 3

CP

Structure

Introduction

ICAO MID ATM contingency plan development progress



Editions 3 & 4 of the contingency plan expanded concept of CCT; used to effectively addressed numerous regional crises that occurred 2014 – 2019, including normalization of traffic operation within Baghdad FIR.

States requested further regional collaborative effort in managing contingency, so, MSG Decision 6/14, established MID ATM Contingency Plan Action Group to:

- carry out a comprehensive review of the MID Doc 003;
- take into consideration the experience gained;
- revise procedures to enable CCTs to deal with airports & airspace disruptions in a timely & effective manner;

Key concept

References to CP is included in An.11 and Doc 4444. various circumstances of each contingency situation preclude the establishment of exact detailed procedures to be followed.

Based on that, to effectively handle of contingency situations, two interconnected systems should be established:

1- Regional and National Contingency Plan

a) **General** scope

b) planning phase

c) **Proactive** & **proposed** actions and measures

2- Contingency Coordination Team (CCT)

a) Individual **specific** plan

b) **Dynamic** response to events

c) **Harmonized** actions and measures

Level and Category of Contingency

			Category		
Level	States are responsible for assessing and announcing the level and category of Contingency.		A	B	C
			Safe Airspace, but Restricted/No ATS (pandemic, earthquake)	Not Safe Airspace, (volcanic ash cloud, military activity)	Airspace Not Available (national security, political decision)
	1	Internal of States	1A	1B	1C
	2	Inter-States	2A	2B	2C
	3	Major/Total disruption	3A	3B	3C

We need to come to an agreement to have a common understanding in this subject.

Basic Principles
(Foundation)

Preparation

- Documents
- Agreement
- Backup
- Training
- etc.

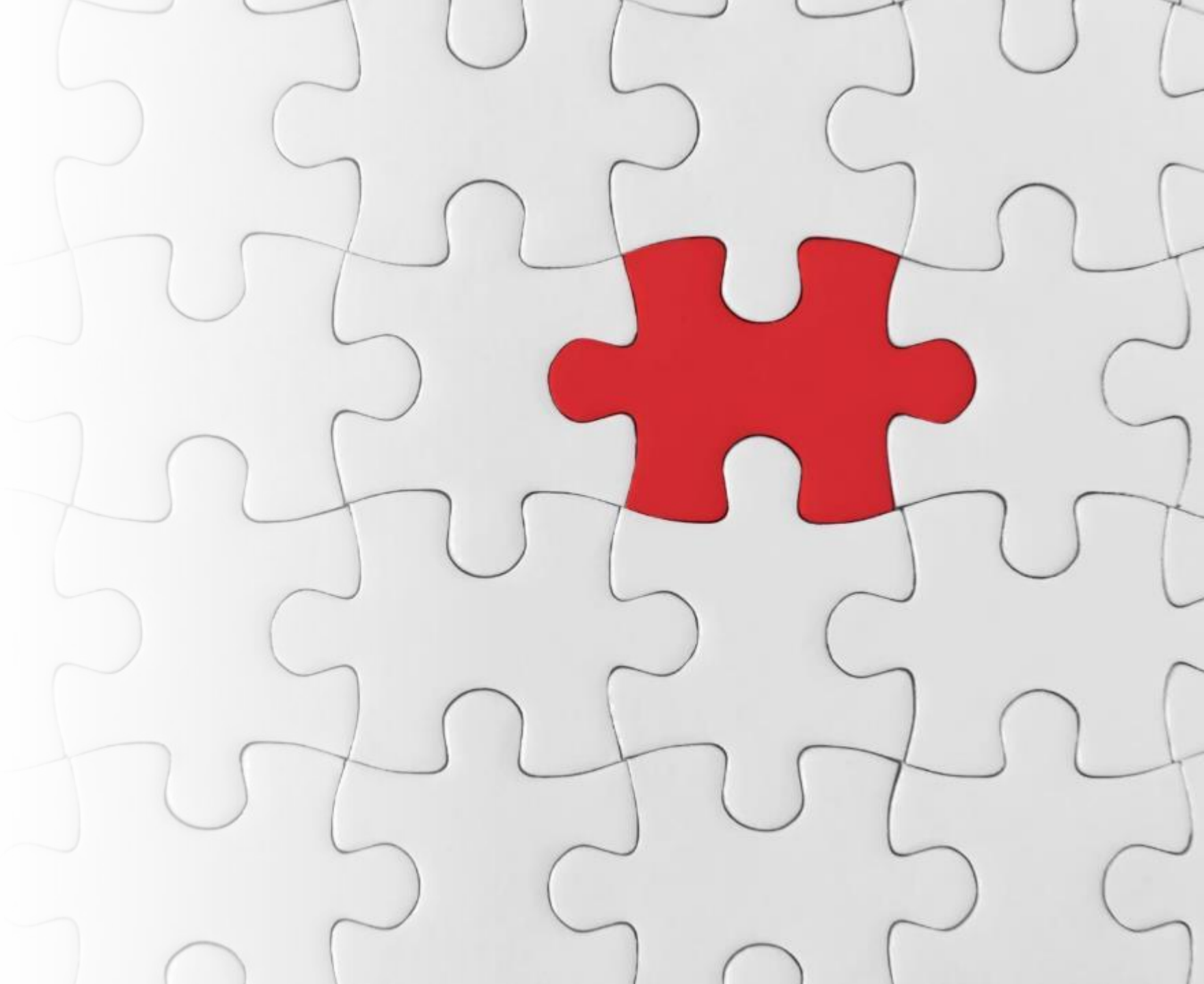
SAFE SKIES.
SUSTAINABLE FUTURE.
A UNITED NATIONS SPECIALIZED AGENCY
Repository

Monitor

All Stakeholders

Collect information & data

Verify



Coordination

- Public subject
- Sensitive subject

Focal Point

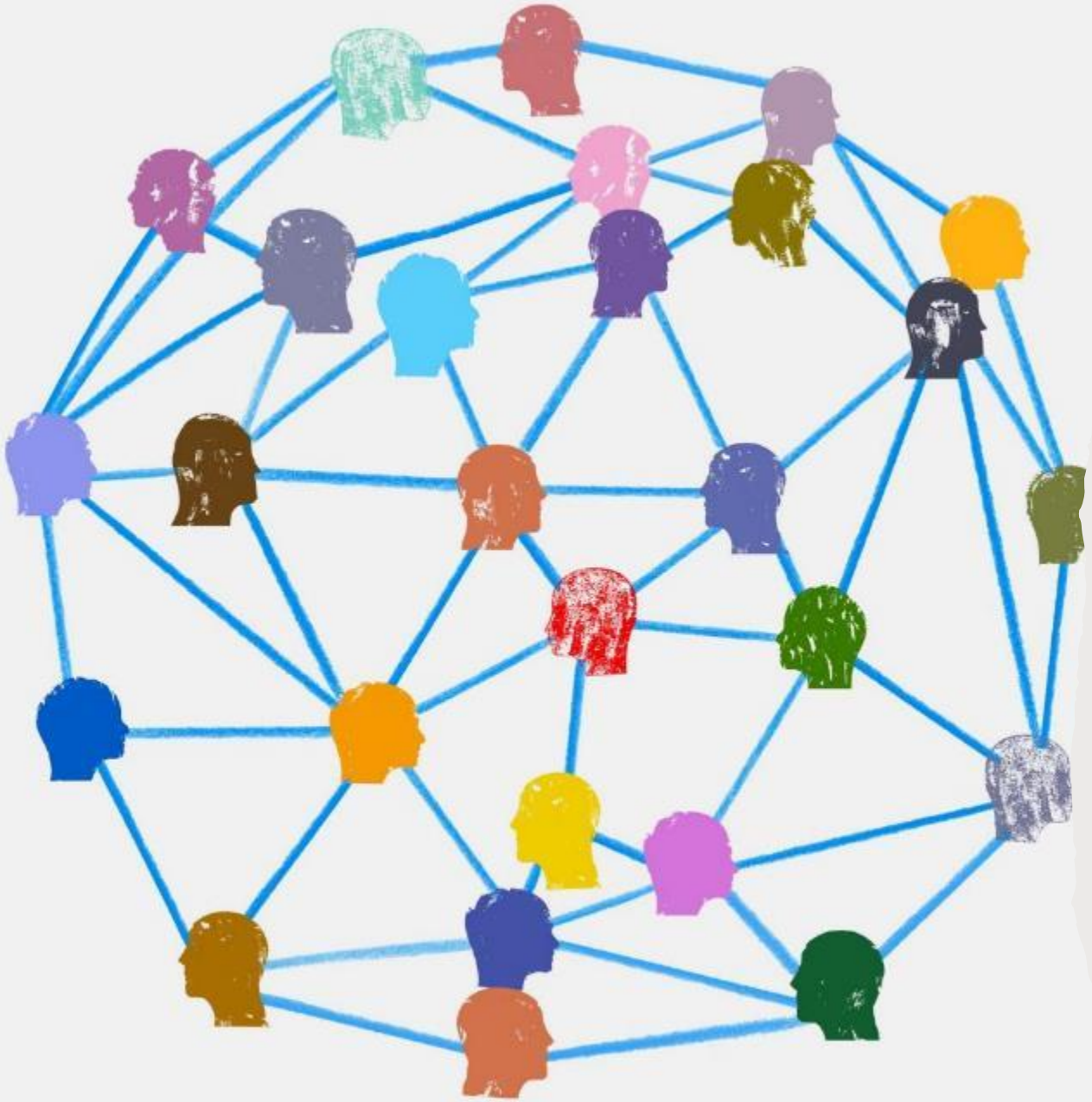
- ICAO
- States
- IATA/AUs

Authorization

- Internal
- States
- Airlines

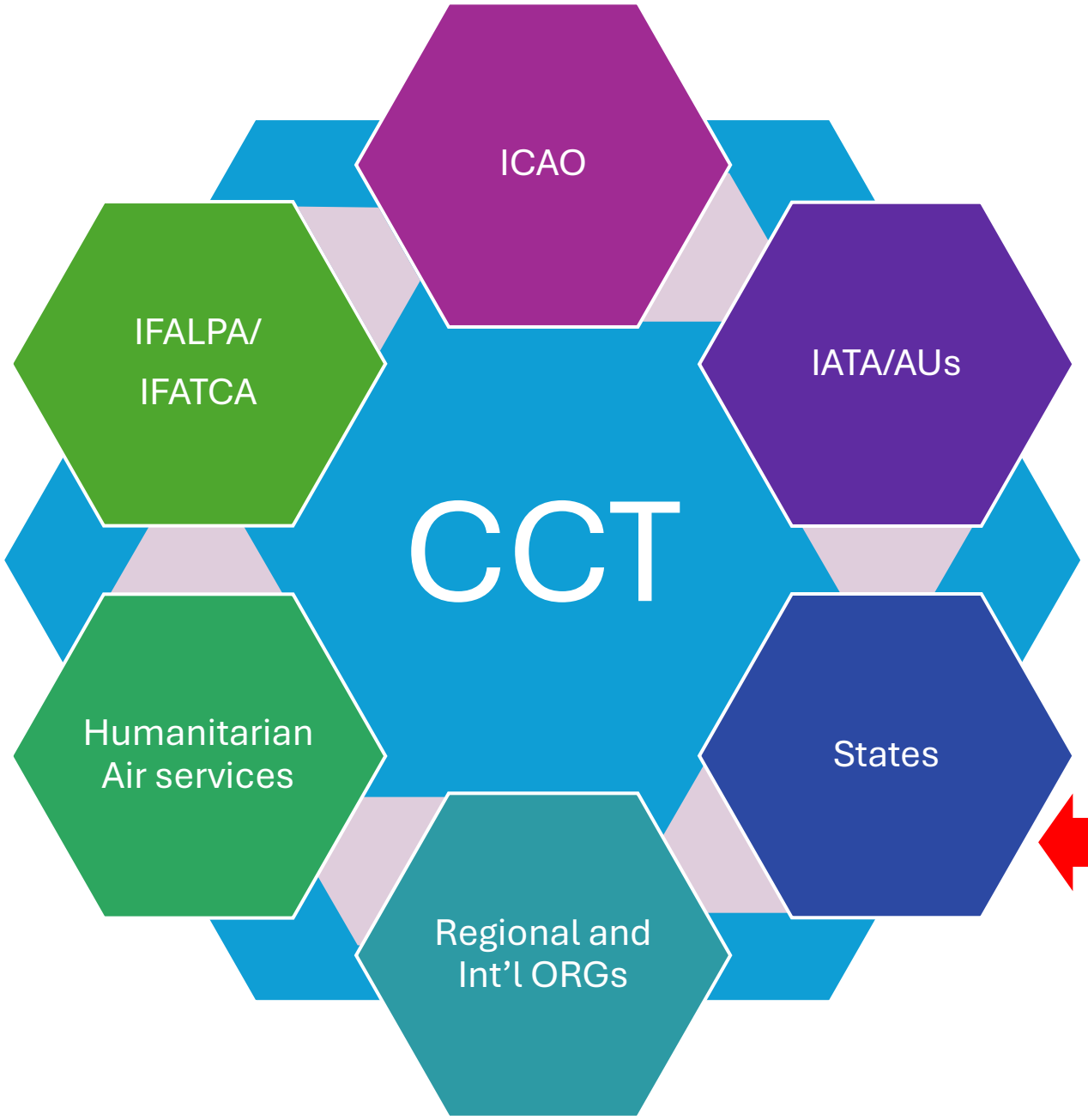
Activation of CCT

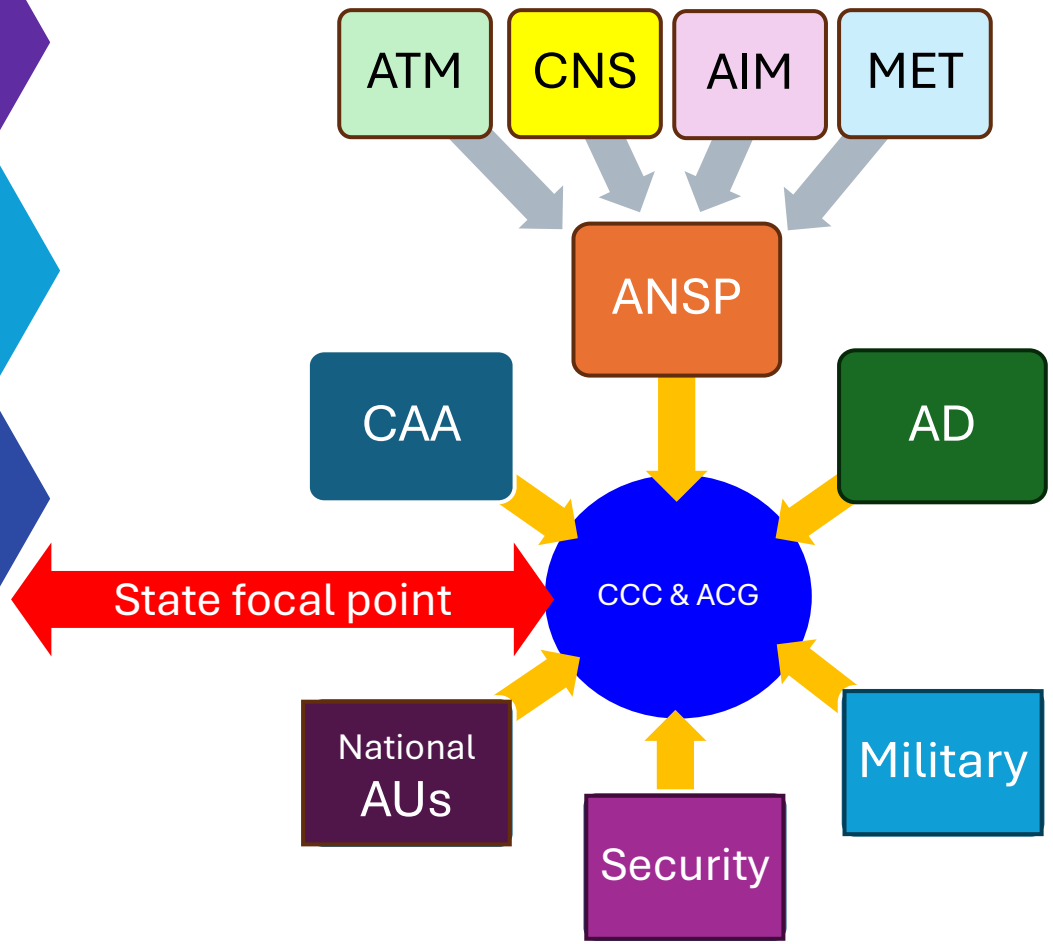
Establishment of team



Establishment of WhatsApp Group?

Collaborative Decision Making (process)





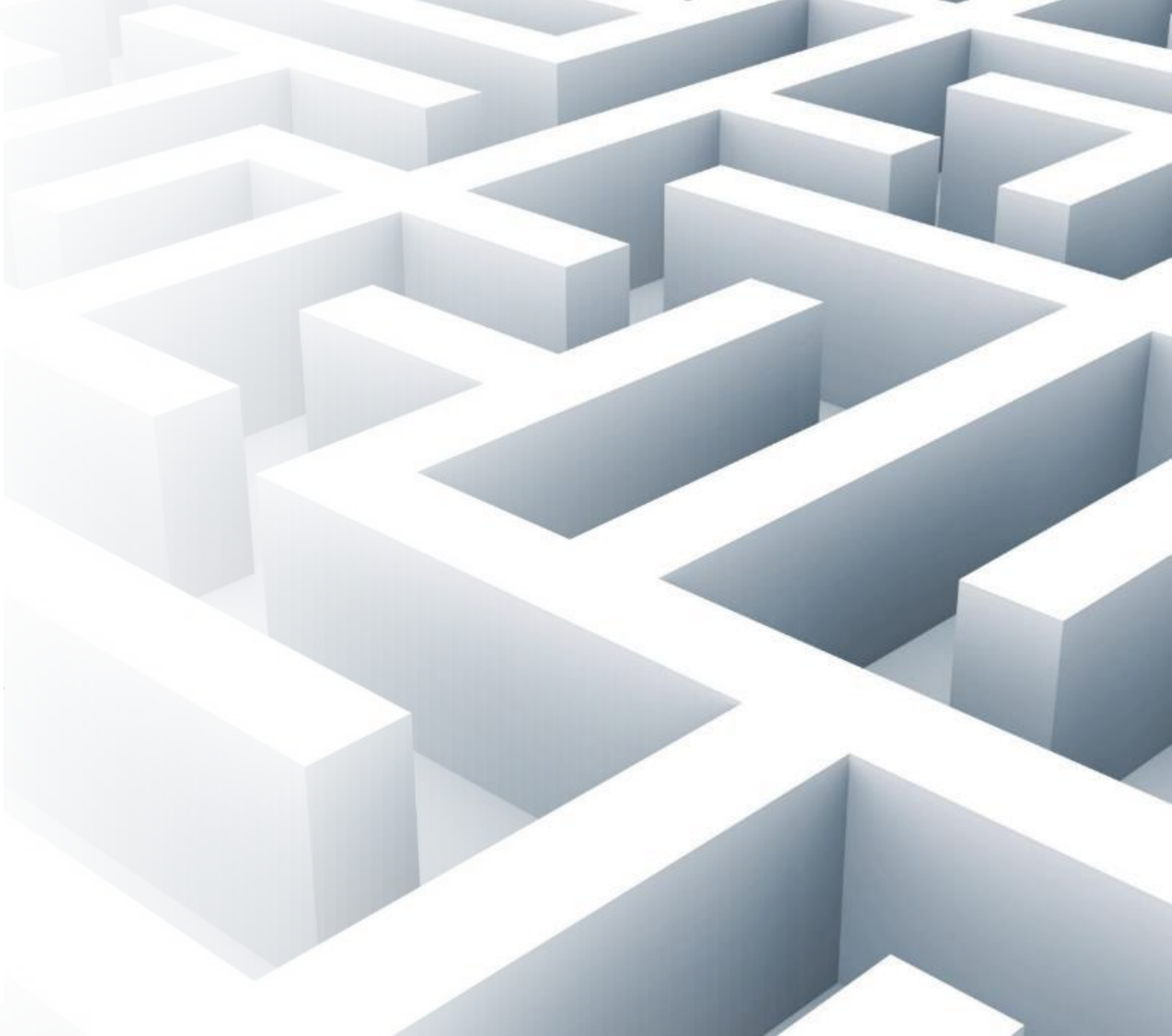
Sharing

Data & Information

Gap Analysis

Brainstorming

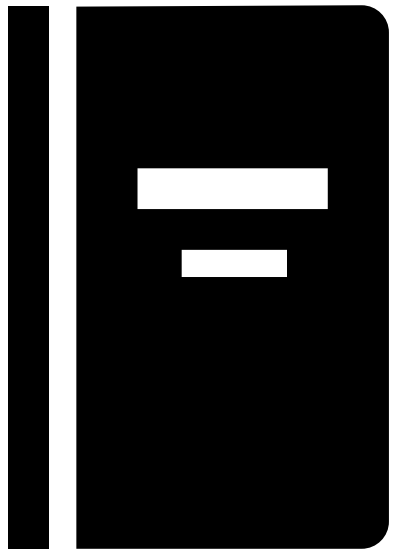
Agree on way forward



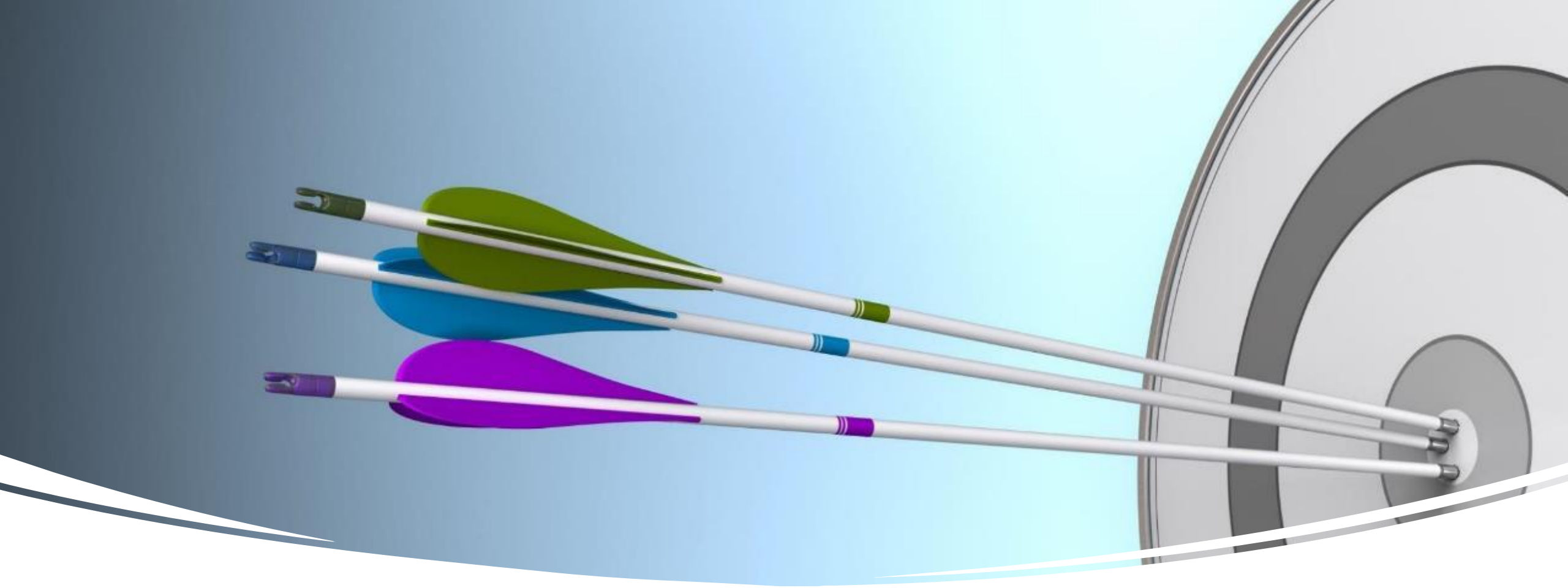
Safety risk assessment & validation

Technical & Operational requirement

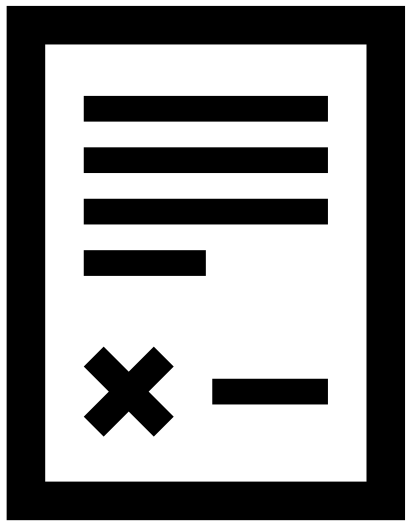
Draft Contingency Plan



Feedback & Consensus



Effective data and time



LoA & LoP

grand-père
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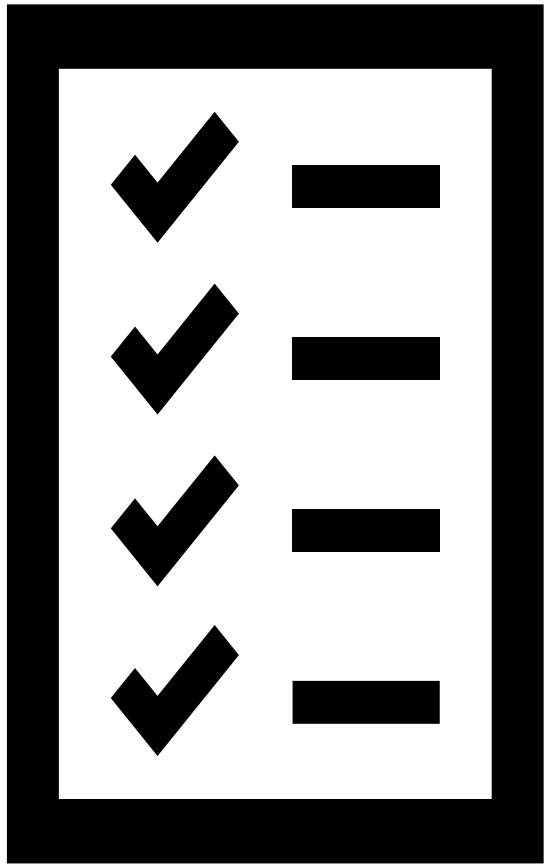
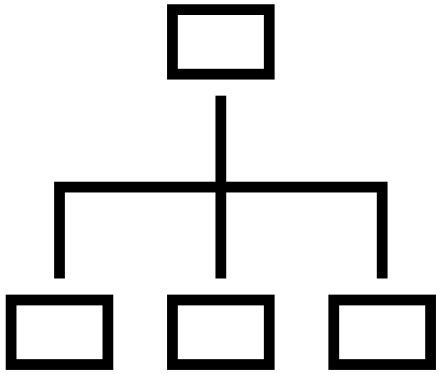
Training



Completion of Checklist

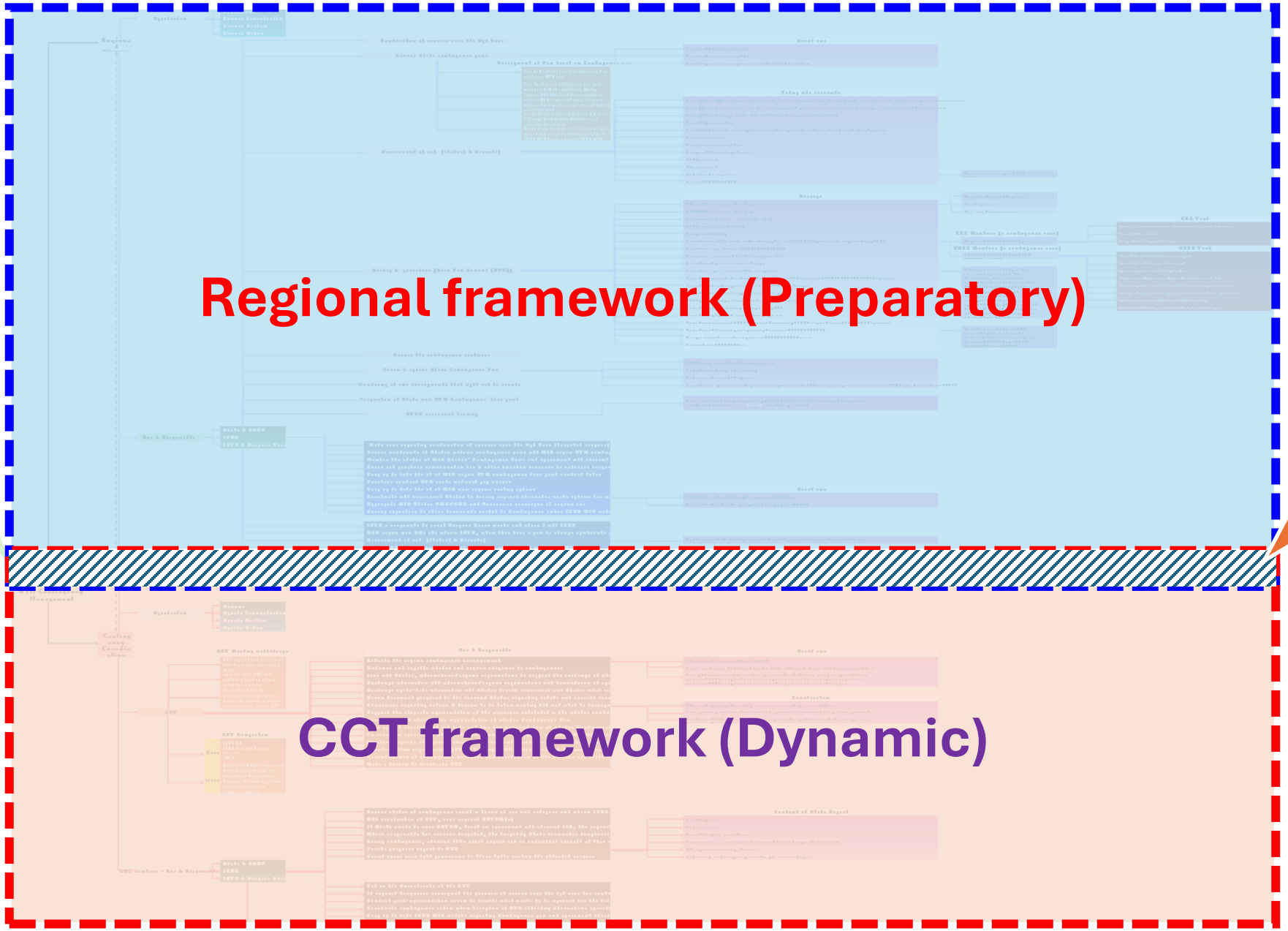
Harmonized Notification

Harmonize Implementation



MID ATM Contingency Plan **Structure**

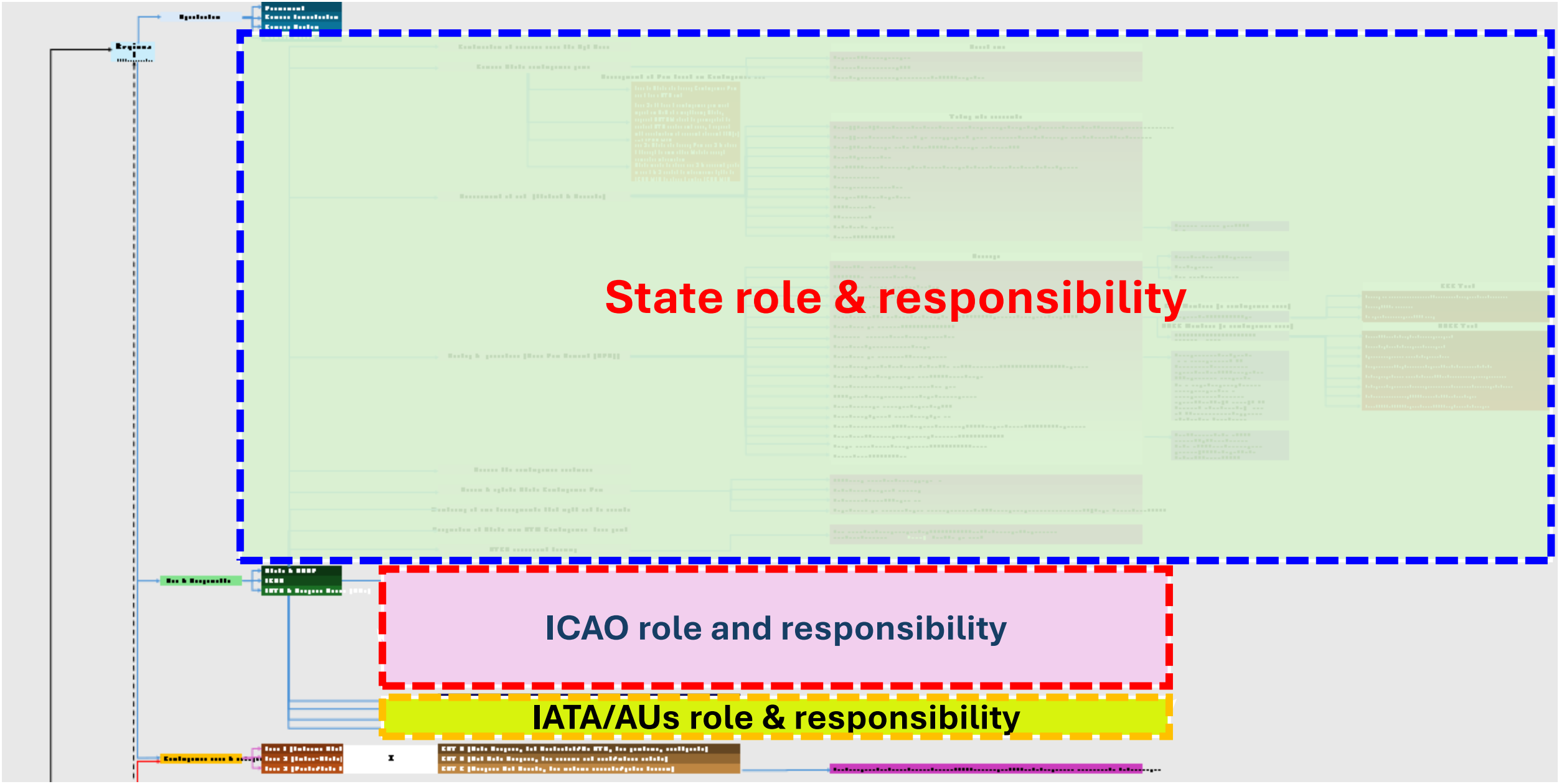
Component of MID CP-Overview



Component of regional CP

Level & CAT of contingency

Component of MID Regional CP (Preparatory)-Overview



Component of MID Regional CP (Preparatory)-State & ANSP

a) Continuation of services to international operation over the High Seas;
b) General State contingency plans & agreements based on Regional plan, foreseeable events and historical information;
c) Assessment of risk (Likelihood & Severity);
d) Backup & procedure (Basic Plan Element (BPE));
    a) Communication, Navigation & Surveillance backup;
    b) Establishment of CCC & ACG;
    c) Procedure for SUA, TOS, FLAS, CDR, classification, ATFM, separation, level change, position report;
    d) Monitoring of any developments that might t, emergency, transition to contingency, reassignment for providing ATS, and resumption;
    e) Procedure for Flight plan and priority of scheduled, non-scheduled, domestic, OVF, international (DEP & ARR), SAR, HUM & STS operation; and
    f) Agreement with adjacent FIRs including provision of AIS and MET services.
e) Assess the contingency readiness;
f) Review & update State Contingency Plan; lead to events;
g) Designation of State main ATM Contingency focal point; and
h) ATCO recurrent training (Performance-based training)

Component of MID Regional CP (Preparatory)-ICAO & IATA/AUs

ICAO role and responsibility

1. continuation of services over the High Seas (delegated airspace);
2. conformity of States national contingency plans and agreements with regional plan;
3. carry out periodically communication drills & other simulation exercises;
4. keep up to date the list of MID region focal point contact details;
5. periodically conduct ATS route network gap analysis;
6. keep up to date the list of MID main regional routing options;
7. coordinate with concerned States to develop required alternative route options for main flows;
8. aggregate MID States DME/DME and Surveillance coverages at regional level; and
9. develop repository to share documents related to Contingency under ICAO MID website

IATA/AUs role & responsibility

1. collect Airspace Users needs and share it with ICAO;
2. if main AUs have a plan to change significantly their flow, IATA needs to inform ICAO accordingly;
3. assessment of risk (Likelihood & Severity)
4. collect GNSS interference report from AUs and share it with ICAO MID

Component of MID CCT (Dynamic)-Overview

Component of MID CCT (Dynamic)-CCT

1. activate & deactivation of the regional contingency arrangement;
2. expedite individual and regional response to contingencies;
3. liaise with States (concerned/potentially concerned), international/regional organizations & humanitarian agencies to support the exchange of information;
4. review safety & security assessment prepared by State;
5. develop individual contingency plan/amendments;
6. support implementation of measures established in the individual plans;
7. follow checklist for implementation of individual plan;
8. set date and time for implementation of individual plan;
9. agree with States concerned to promulgate NOTAM(s) at agreed effective date;
10. monitor implementation of individual plan & conduct post implementation review;
11. consider hidden requirements (ATCO training, CNS infrastructure) to develop recovery plan based on step-by step approach before terminating CCT activity; and
12. discontinuance of measures & reactivation of services set forth in the regional plan.

Component of MID CCT (Dynamic)-States/ANSPs

1. assess level and category of contingency event and inform ICAO MID & Stakeholders;
2. with coordination of CCT, issue required NOTAM(s);
3. if unable, based on agreement & notification, issue required NOTAMs on its behalf;
4. if responsibility for services delegated, the delegating State terminates temporarily delegation to provide appropriate contingency action;
5. adjacent FIRs should expect lost or unidentified aircraft at their own airspace;
6. provide progress report to CCT; and
7. grant special over flight permissions to those flights avoiding the affected airspace.

Component of MID CCT (Dynamic)-ICAO & IATA/AUs

ICAO role & responsibility

1. act as the Secretariate of the CCT;
2. if required temporarily reassigned the provision of service over the high seas;
3. conduct post-implementation review;
4. coordinate contingency action when state authority cannot discharge the responsibility;
5. up to date ICAO website regarding plan & agreement shared by states;
6. up to date the list of MID region contingency focal point; and
7. update CCT meeting regarding progress & implementation of contingency plan.

IATA/AUs role & responsibility

1. provide statistic data to CCT regarding AUs demand to develop individual plan;
2. provide CCT with feedback from AUs regarding implementation of individual plan;
3. If MID main AUs decided to change significantly their flow, IATA needs to inform ICAO.

Issues & Challenges

- Regional implementation needs further developments by States i.e. National contingency plan & agreement;
- H24 activities (monitoring, collection, verification, coordination, etc.) have negative impact on ATM Officers personal life;
- None availability of some States Focal Point(s);
- Lack of global harmonization (Concept of Operation, terminology, abbreviation & acronym, etc.);
- Needs further harmonization regarding contingency level and category;
- Some States delay to share Contingency plan and agreement with ICAO to establish required repository;
- Further effort required to develop harmonized NOTAM templates;
- Lack of legal authorization to use public platform for coordination and exchange of information.
- Some States have hesitation to share information with ICAO or CCT due their national security policy.
- Regional obligation is required to conduct preparation exercise;
- Lack of harmonization in State publications regarding Contingency procedure in AIPs;
- Lack of aggregated regional DME/DME and Surveillance coverage;
- Deal with States which have been identified as conflict zone.

Thank You!

ICAO