



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)

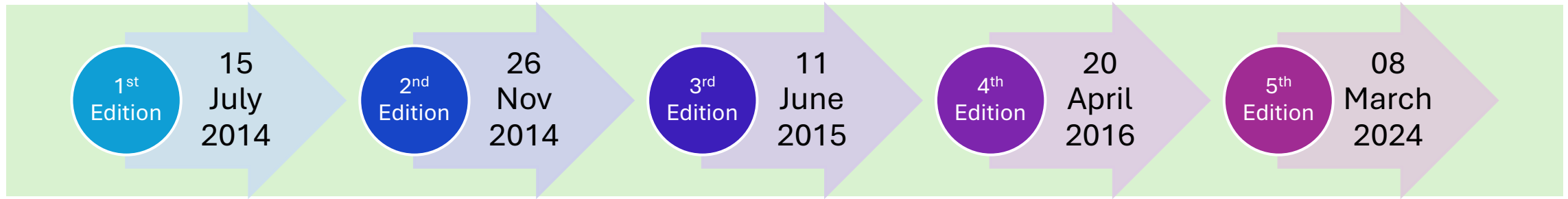
Part 3

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.

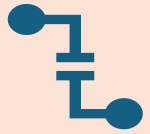
States requested **further regional collaborative effort** in managing contingency, so, **MSG Decision 6/14**, established MID ATM Contingency Plan **Action Group** to:

- 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.



Repository

Monitor

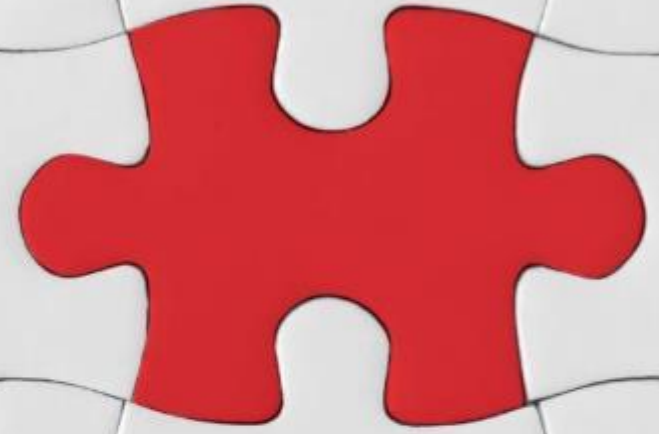
All Stakeholders





Collect information & data

Verify





Coordination

- **Public subject**
- **Sensitive subject**



Focal Point

- ICAO
- States
- IATA/AUs



Authorization

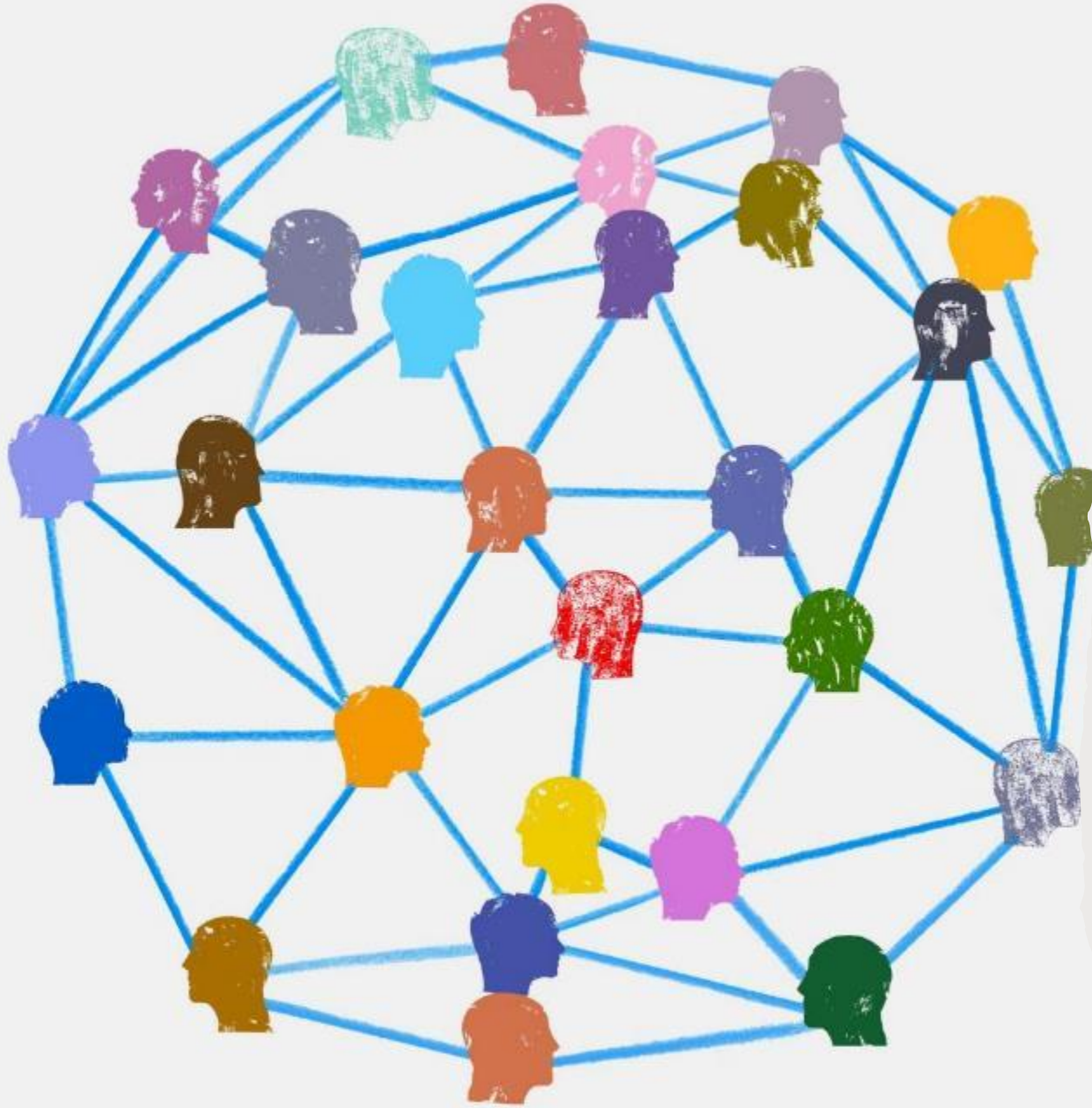
- **Internal**
- **States**
- **Airlines**



Activation of CCT

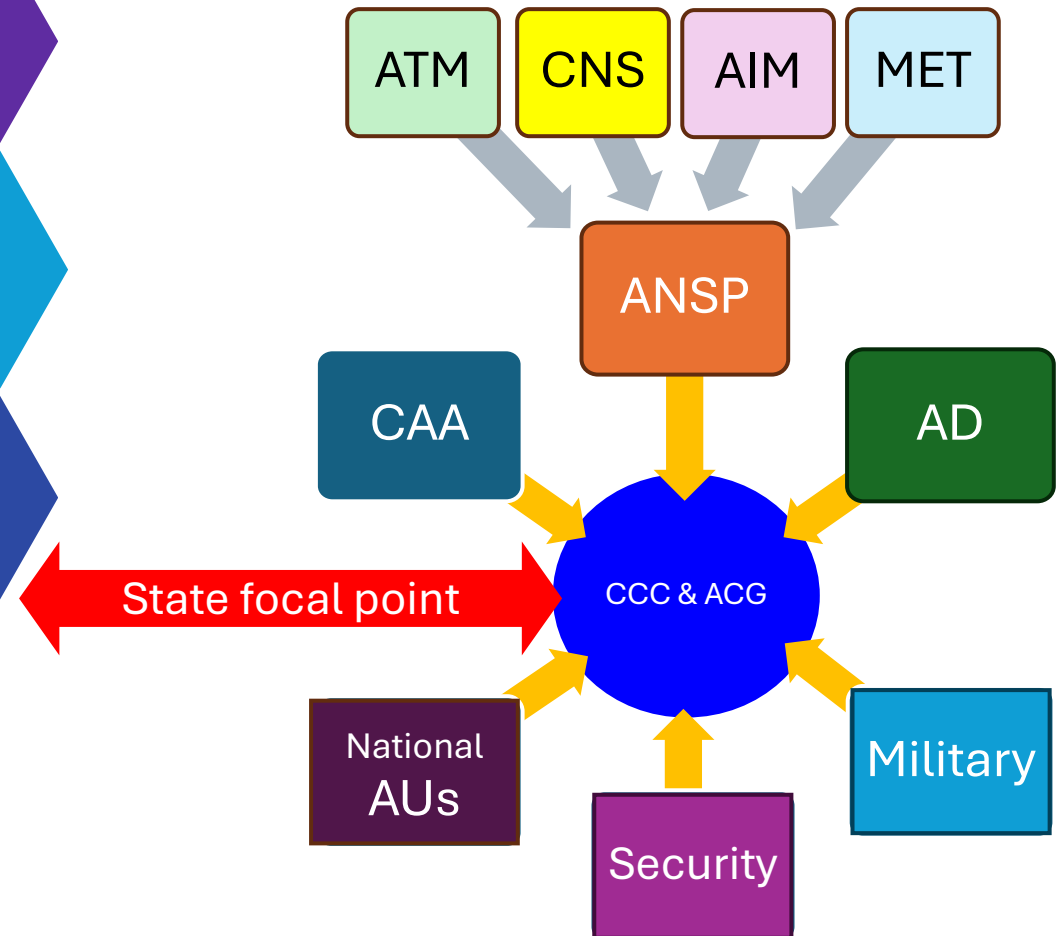
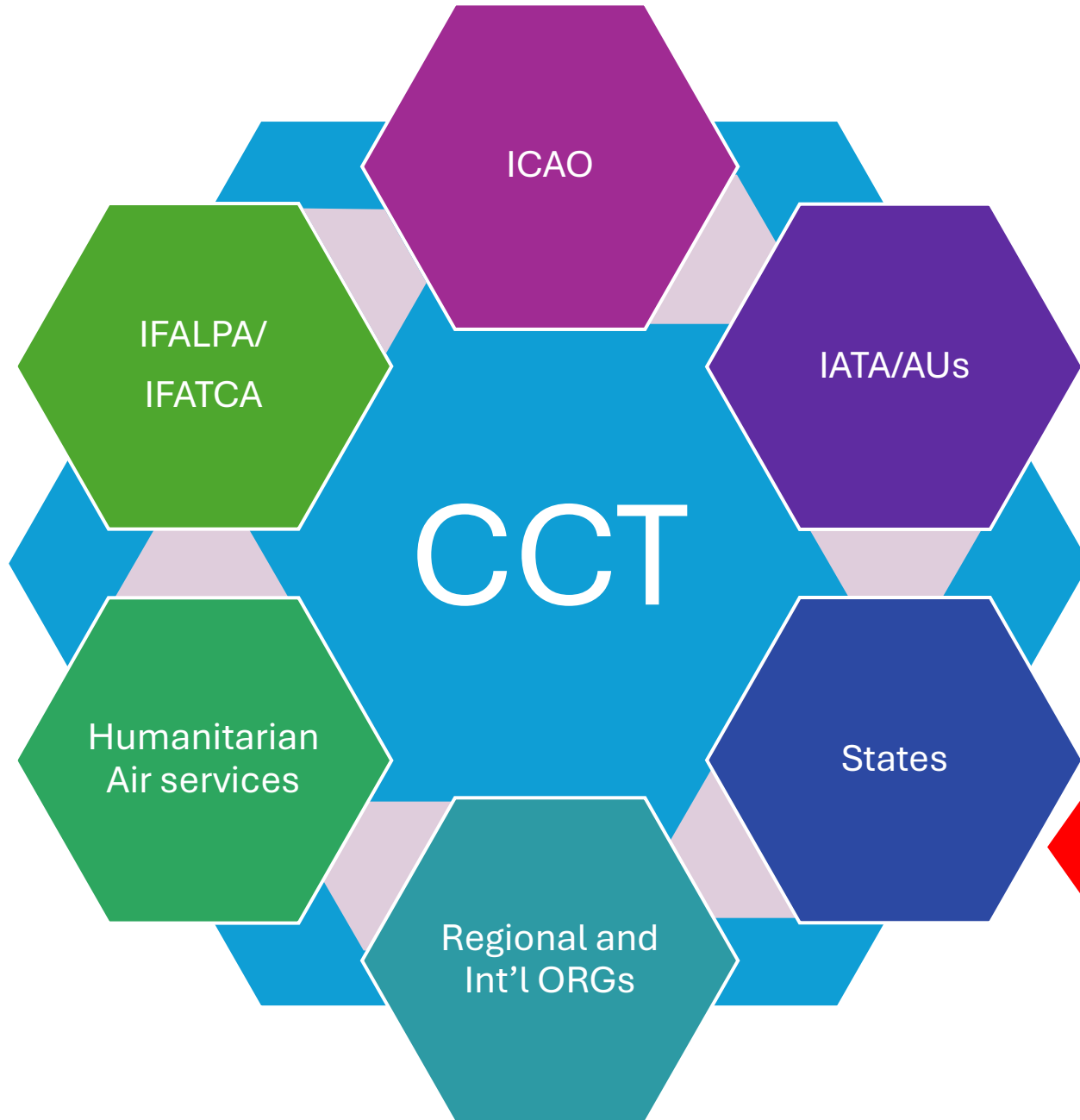


Establishment of team



**Establishment
of
WhatsApp
Group?**

Collaborative Decision Making (process)





Sharing Data & Information

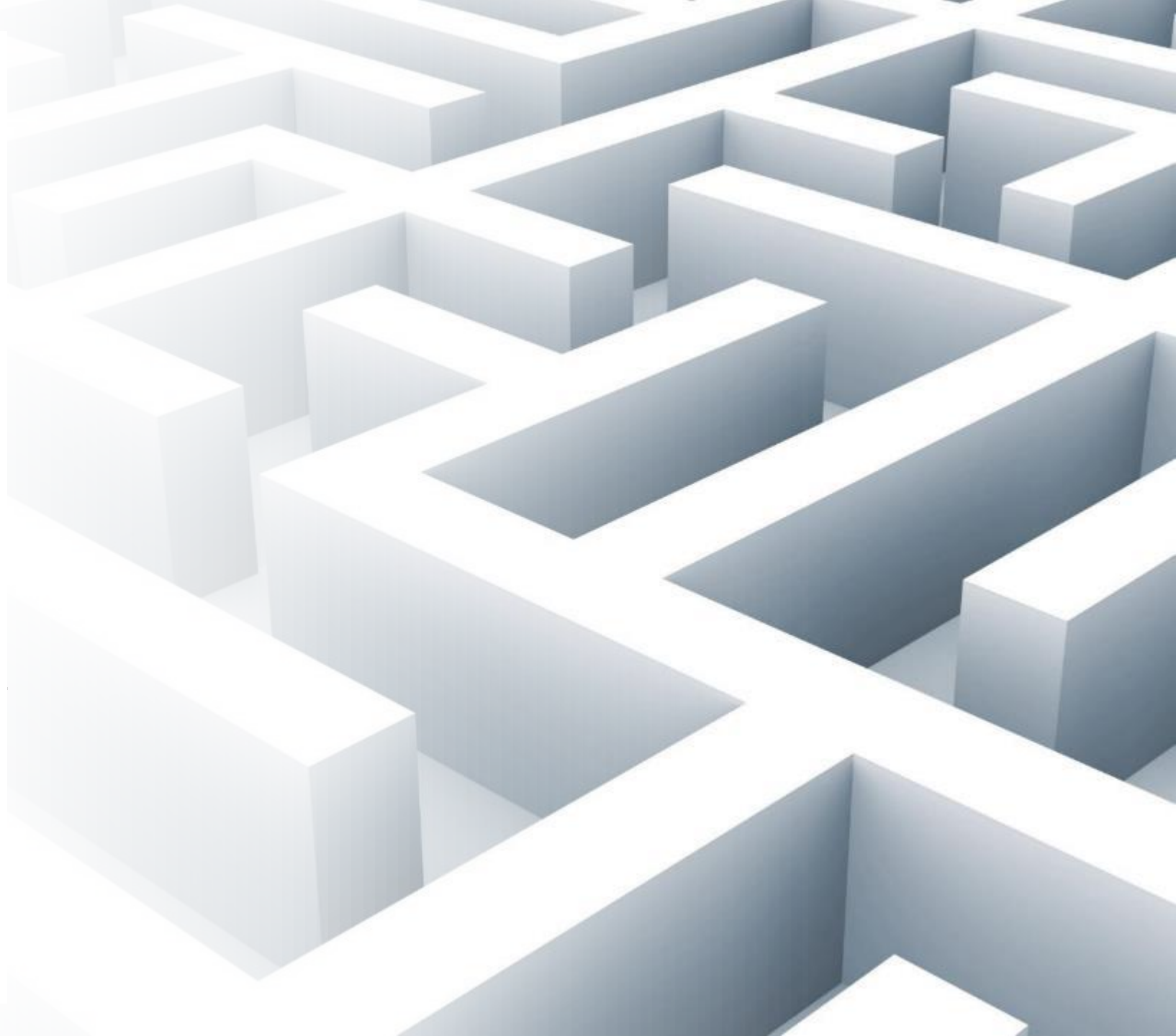
A pair of dental pliers and a dental mirror are shown resting on a blue, textured surface. The pliers are positioned diagonally across the upper right portion of the image, with their handles extending towards the top right corner. The dental mirror is placed in front of the pliers, with its circular head and handle visible. The background is a soft, out-of-focus blue gradient.

Gap Analysis



Brainstorming

**Agree on
way
forward**



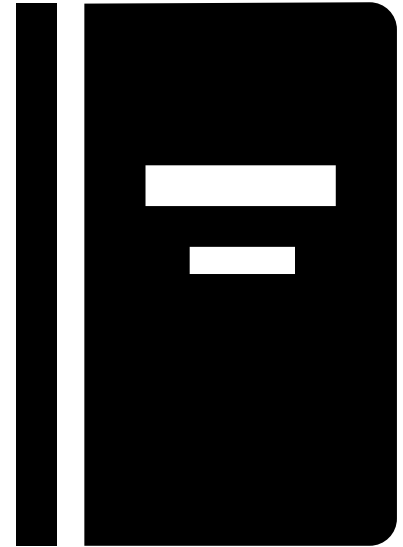
A photograph of two men in a workshop setting. On the left, an older man with white hair and glasses, wearing a red shirt, holds a clipboard and looks down at a cardboard model of a house. On the right, a younger man with dark hair, wearing a blue shirt and grey overalls, also looks at the model. The background is a blurred workshop with various tools and equipment. The text "Safety risk assessment & validation" is overlaid in the center in a large, bold, orange-outlined font.

Safety risk assessment & validation



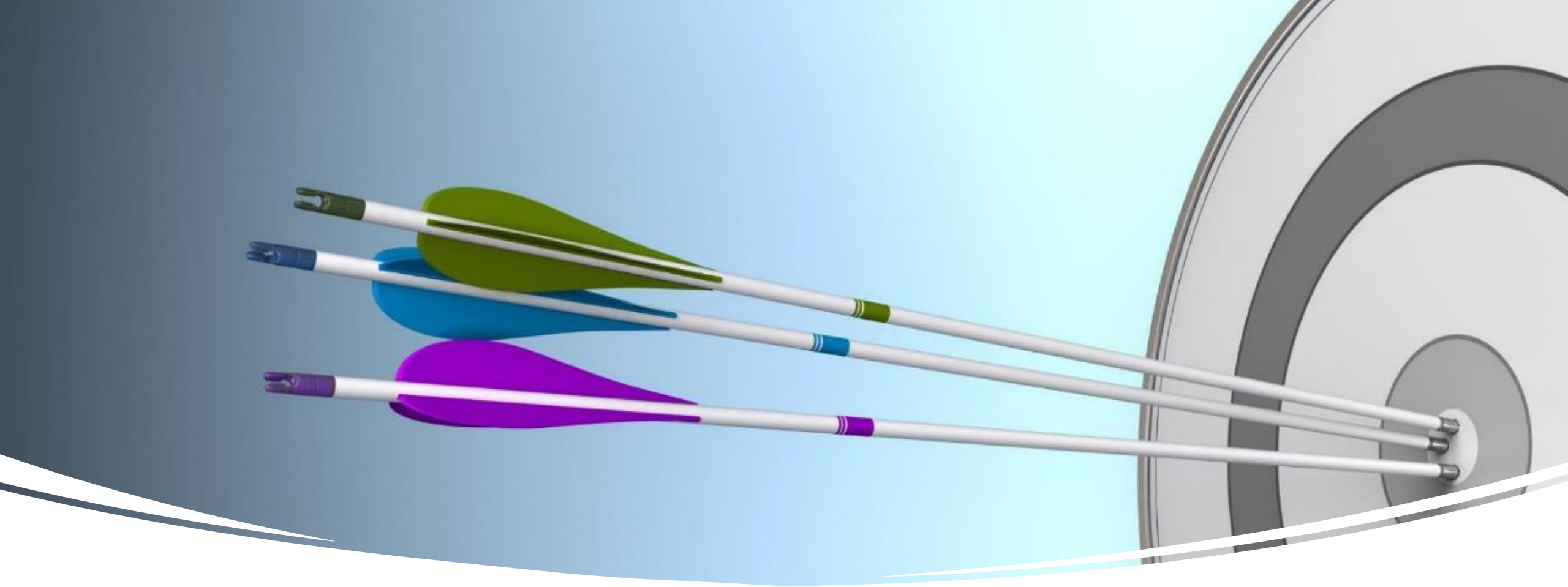
Technical & Operational requirement

Draft Contingency Plan

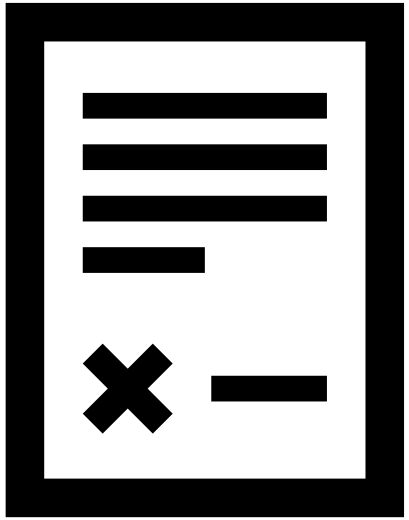




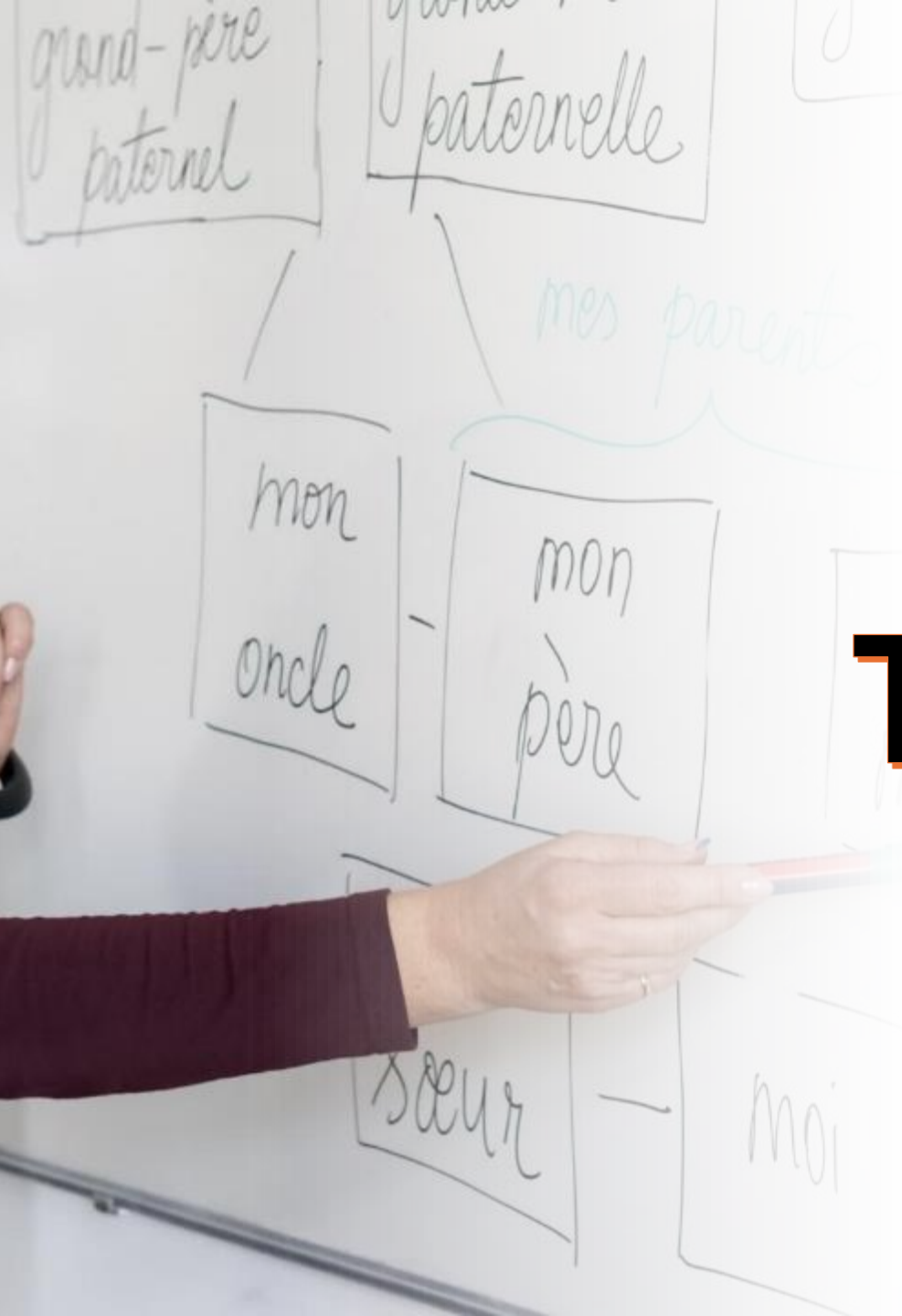
Feedback & Consensus



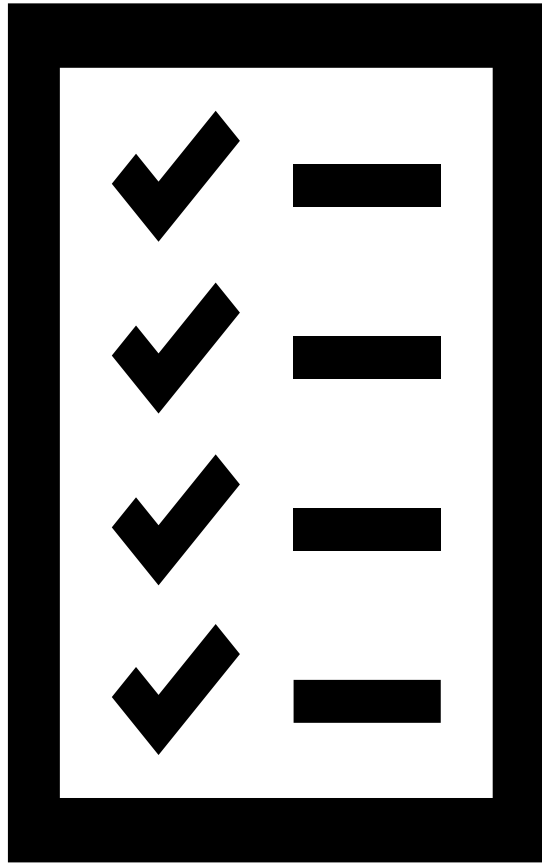
Effective data and time



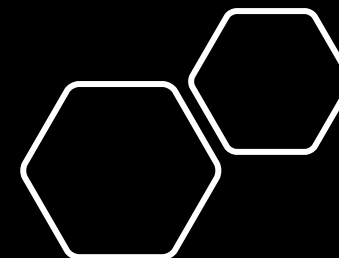
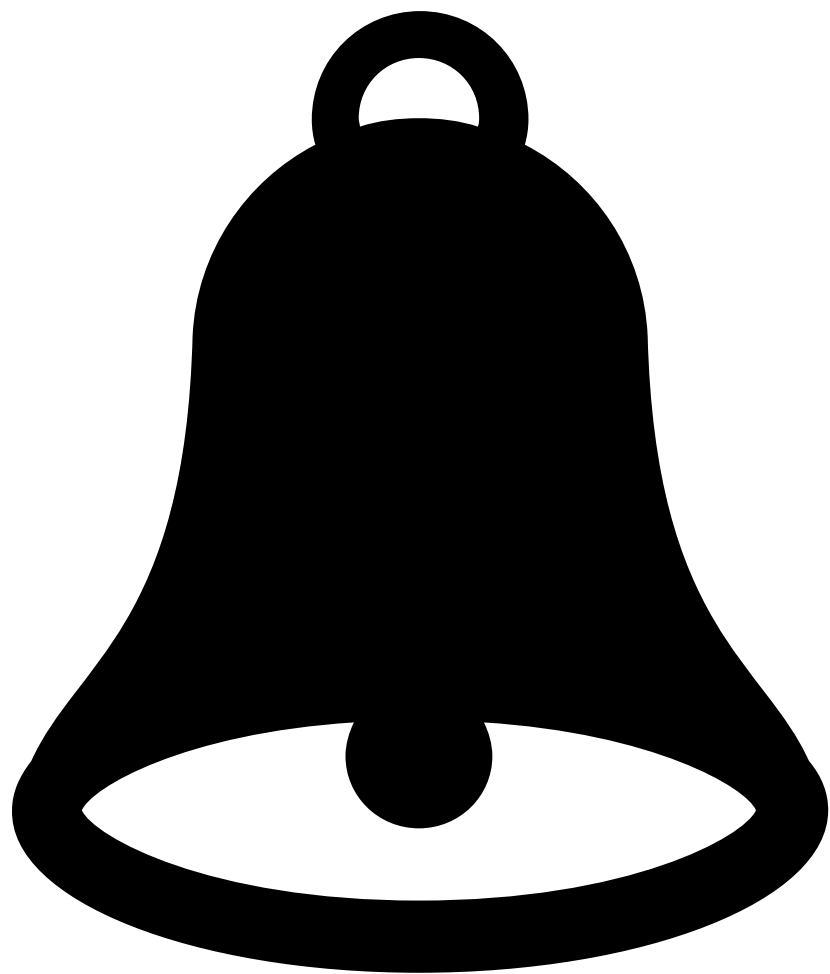
LoA & LoP



Training



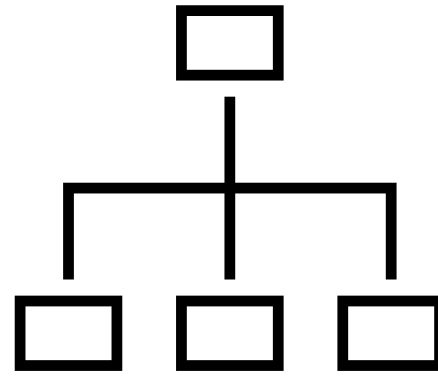
Completion --- of Checklist



Harmonized Notification

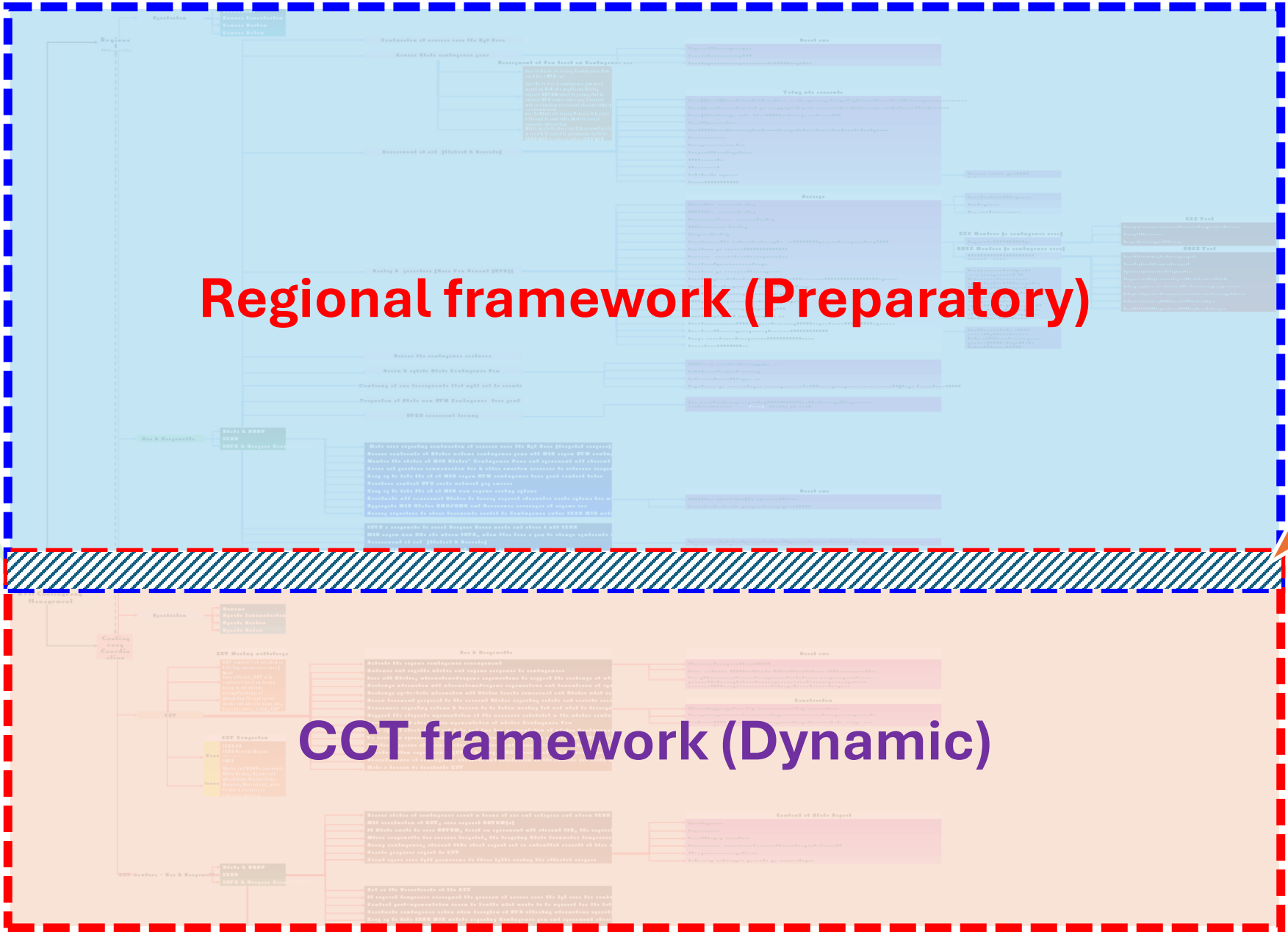
A rowing team of nine people is silhouetted against a sunset sky as they row a long boat across a calm body of water. The sun is low on the horizon, creating a warm orange glow. In the background, a range of mountains and a city skyline are visible under the twilight sky. The water reflects the light from the sky and the silhouettes of the rowers.

Harmonize Implementation



MID ATM Contingency Plan **Structure**

Component of MID CP-Overview



Component of MID Regional CP (Preparatory)-Overview

State role & responsibility

ICAO role and responsibility

IATA/AUs role & responsibility

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

CCT role & responsibility

CCT Working methodology

CCT conduct risk assessment at least once every year (May)
Once activated, CCT will be conducted based on decision taken by ICAO HQ
Characteristics of information through various means and interact mainly email, teleconference, bulletin, CCT Web

Role & Responsibility

- Activate the regional contingency arrangement
- Enhance and expedite individual and regional response to contingency
- Liaise with States, international/regional organizations to support the exchange of information and improve the exchange of information
- Exchange information with international/regional organizations and humanitarian aid agencies
- Exchange up-to-date information with States directly concerned and States which are potentially engaged in contingency
- Review document prepared by the relevant State regarding safety and security arrangement
- Consensus regarding actions & decision to be taken including but not limited to development of individual contingency plan
- Support the adequate implementation of the contingency plan
- Develop required checklist and set time and time for implementation of individual contingency plan
- Fallout agreed checklist and set time and time for implementation of individual contingency plan
- To reach an agreement with States concerned to promulgate common NOTAM(s) text at a commonly agreed office
- Monitor progress of implementation of individual Contingency Plan and Conduct post implementation arrangement
- Consider hidden requirements (ATCO training, CNS infrastructure) to develop recovery plan based on step-by-step
- Discontinuation of contingency measures and reactivation of the services set forth in the regional plan
- Make a decision to deactivate CCT

Based on:

- The relevant State requested directly to ICAO MID
- Recommendation from ICAO MID Handbook from IATA and States which is confirmed by the concerned State.
- Plan might be also collected in cases when airports were decided to communicate airports due to a perceived risk to the safety of flight. In this case, the management not only decrease airports capacity over concerned FIR, but also significantly increase or change the flow of the traffic in other airports[4].

Consideration

- The overriding principle is that safety has primacy over efficiency and optimal levels and modes
- Contingency operations over the concerned airports will necessitate lower than airports capacity as that airports to ensure safety
- Collaborative ATM measures should be the first priority response to Category B events, and for the management of deviating traffic
- Annex 6, Volume 1 and Chapter 4

CCT Composition

ICAO HQ
ICAO Relevant Regional Office(s)
IATA
States and AUPs concerned
Other States Regional and international organizations
Regional Development when further resources or human resources are required

State & AUPs Role & Responsibility

- Assess status of contingency event in terms of level and category and inform ICAO MID and Stakeholders
- With coordination of CCT, issue required NOTAM(s)
- If State unable to issue NOTAM, based on agreement with adjacent FIR, the required NOTAM will be issued by relevant FIR
- Where responsibility for services delegated, the delegating State terminates temporarily delegation to provide services
- During contingency, adjacent FIRs should expect lost or unidentified aircraft at their own airspace
- Provide progress report to CCT
- Grant special over flight permissions to those flights avoiding the affected airspace
- Act as the Secretariat of the CCT
- If required temporarily reassign the provision of service over the high seas for continuation of the service by other States
- Conduct post-implementation review to identify what needs to be improved for the future
- Coordinate contingency action when disruption of ATS affecting international operations & for some reasons, it is necessary to suspend international operations
- Keep up to date ICAO MID website regarding Contingency plan and agreement shared by states and further documents
- Keep up to date the list of MID region ATM contingency focal point contact details
- Provide update information regarding progress and implementation of Contingency Plan to CCT meeting

Content of State Report

- Status of national events
- Capacity considerations
- Status of CNS equipment and facilities
- Status of major communication/coordination and data exchange with adjacent FIRs
- Changes to operational publications
- Any development having an impact on the implementation of the plan

Core team (States, ICAO, IATA/AUs) role & responsibility

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

→ Act as the Secretariate of the CCT

- 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!