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INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

**ICAO APAC/MID ATM CONTINGENCY
PLANNING WORKSHOP**

**AFI ATM CONTINGENCY
PLAN FRAMEWORK**

Bangkok 24-28 June 2024- Presented by the ICAO ESAP & WACAF

— OUTLINE

- **REGIONAL FRAMEWORK**
- **AFI ATM CONTINGENCY PLAN STRUCTURE**
- **STATES NATIONAL CONTINGENCY PLAN**
- **CHALLENGES**
- **REGIONAL DEVELOPMENT**

— REGIONAL FRAMEWORK

- **Assembly resolution A23-12**

The development of guidelines for contingency measures to address disruption of air traffic services, specifically the creation of Attachment C to Annex 11 to the Convention on International Civil Aviation

- **ICAO Annex 11**

Section 2.32- contingency arrangements in States

Attachment C- Material relating to contingency planning

— REGIONAL FRAMEWORK

- **AFI Air Navigation Plan Volume I**

PART I-General Planning Aspects

Section 10-Contingency planning

10.2 ICAO and State's responsibility for initiating and coordinating contingency actions.

10.3 APIRG responsibility for development, approval and maintenance of Regional contingency plan

10.4 AFI States responsibility for the development, approval and publication of national contingency plan

- **AFI Regional ATM contingency plan**

Adopted in August 2019 through APIRG/22 Conclusion 22/14.

— AFI ATM CONTINGENCY PLAN STRUCTURE

- **Objective**

Provide a common framework for a harmonized, standardized and uniform management of contingencies events in the AFI Region.

- **Scope**

The plan serves as guidance material for the AFI region for the management of contingencies, development of regional AFTM planning, research and development in crisis management, setting of priorities.



— AFI ATM CONTINGENCY PLAN STRUCTURE

- **Regional coordination body**

The Contingency Coordination Team (CCT) established through APIRG/22 Conclusion 22/14.

Core members of the CCT include: ICAO (ANB, Regional Offices ESAF & WACAF), IATA, States concerned.

Other States and organization maybe invited as needed.

- **Regional contingency management team**

The plan is continuously reviewed and updated by the ATM contingency management team (ATM CMT)

established by APIRG. Core members: States, IATA, ANSPs (ASECNA, ATNS, NAMA), ICAO Secretariat.

— AFI ATM CONTINGENCY PLAN STRUCTURE

- **National contingency coordination**

- ✓ The national contingency plan is established, initiated and managed by the central coordinating committee (CCC) in each State. The State's contingency plan is activated by the CCC coordinator.
- ✓ The ATM Operational Contingency Group (AOCG): established for each ATS unit for the tactical or operational management of the contingencies. Members act as focal point in the regional CCT.

- **Operational contingency procedures**

Items defined include

- ✓ Contingency classification: Level 1 (domestic), 2 (inter-FIR coordination) & 3 (Delegation of ATS)
- ✓ ATC procedures: Notification, transition plan, FLAS, reporting, MoU applicability
- ✓ Airspace users' procedures: In-flight procedures, Communication procedures
- ✓ Contingency routings structure for level 2 and level 3 contingencies.

- ✓ Contact details of focal points: regional focal points only.



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— STATES NATIONAL CONTINGENCY PLAN

- **Status of implementation of national contingency plan**
 - ✓ States plans are developed in accordance with the regional plan.
 - ✓ 19 States out 48 have developed, published their national contingency plan and share the access link with ICAO.
 - ✓ National contingency plan are developed for upper airspace only.
 - ✓ National contingency plans of some states are available on their eAIP.

CHALLENGES

- **Unclearly established responsibilities for contingency level 3 activation, especially during civil unrest.**
- **Unclarity in the correlation between contingency levels and the status of airspace and ATS**
- **Lack of effective interregional coordination of contingency planning**
- **No contingency plan has been developed for State's lower airspace**
- **No connection between airspace contingency plan and airport emergency plan**
- **Lack of training for State's focal points (oversight & operational)**
- **Uncoordinated establishment of CRs resulting in some conflicting FLAS at crossing points**
- **Lack of contingency tabletop exercises at national and regional levels**
- **List of States' focal points to be developed**

REGIONAL DEVELOPMENT

- **ATM contingency plan is being reviewed by the ATM Contingency Management Team (ATM CMT)**
- **Additional guidance material are under development, including among others: A contingency level matrix, contingency events classification, state's national contingency plan template, tabletop exercise checklist etc.**
- **Awareness workshop scheduled in Q4 2024**
- **Templates validation workshops scheduled in Q1 2025**
- **Inter-FIRs tabletop exercises scheduled in Q4 2025**

REGIONAL DEVELOPMENT

Contingency level matrix

	Level 1 (Domestic)	Level 2 (Cross-border coordination)	Level 3 (Inter-State/ATS units arrangements)
Category A <i>(Airspace available)</i>	<ul style="list-style-type: none"> Classification: L1A ✓ Airspace Status: (partially/wholly) Available ATS status: Partially disrupted OR degraded Disrupted Triggering events: Action required: 	<ul style="list-style-type: none"> Classification: L2A Airspace Status: (partially/wholly) Available ATS status: : Partially disrupted OR degraded Disrupted Triggering events: Action required: 	<ul style="list-style-type: none"> Classification: L3A Airspace Status: (partially/wholly) Available ✓ ATS status: Not available Triggering events: Action required:
Category B <i>(Airspace not available)</i>	N/A	N/A	<ul style="list-style-type: none"> Classification: L3B ✓ Airspace Status: Not Available ATS status: Triggering events: Action required:

REGIONAL DEVELOPMENT

Contingency event classification

L1A	L2A	L3A
Events that cause partial disruption of operations at domestic level (i.e not affecting cross-border coordinations): a) degraded ATM system, b) severe weather within airspace, c) natural disaster, d) partial air-ground COMS failure, e) partial ATS surveillance failure where applicable, f) degradation of navigation system (e.g. temporary unreliability of GNSS signal) in the absence of conventional NAVAIDs, g) Unlawful interference (e.g spoofing of CNS systems, ATC frequency interference, cyber threat and attack on ATM system etc.)	Events that cause partial disruption of operations at domestic and cross-border levels: a) pandemic outbreak affecting the required minimum staffing level of ATS units, b) natural disasters (earthquake, flooding), C) Volcanic ash clouds d) severe weather, e) radioactive matter clouds, f) degradation of navigation system (e.g. GNSS vulnerability) in the absence of conventional NAVAIDs, g) Partial air-ground communication failure, h) Partial ATC surveillance system where applicable. i) Unlawful interference (e.g spoofing of CNS systems, ATC frequency interference, cyber threat and attack on ATM system etc.).	Events that cause total disruption of operations and require inter States/ATS units arrangement: a) total ATM system failure, b) total air-ground communication failure, c) total surveillance system failure where applicable, d) Permanent loss of GNSS signal in the absence of conventional NAVAIDs, e) industrial action, g) extreme weather h) Unlawful interference (e.g spoofing of CNS systems, ATC frequency interference, cyber threat and attack on ATM system etc.)
		L3B
		Events that cause the total unavailability of the airspace for civil air navigation: a) national security (e.g military coup, civil unrest, elections etc.) b) Geopolitical tensions (e.g political decisions, Inter-States disputes etc.) c) imposition of sanctions (e.g embargo, etc.).



Thank You!