



| ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



CAR/SAM Contingency Planning

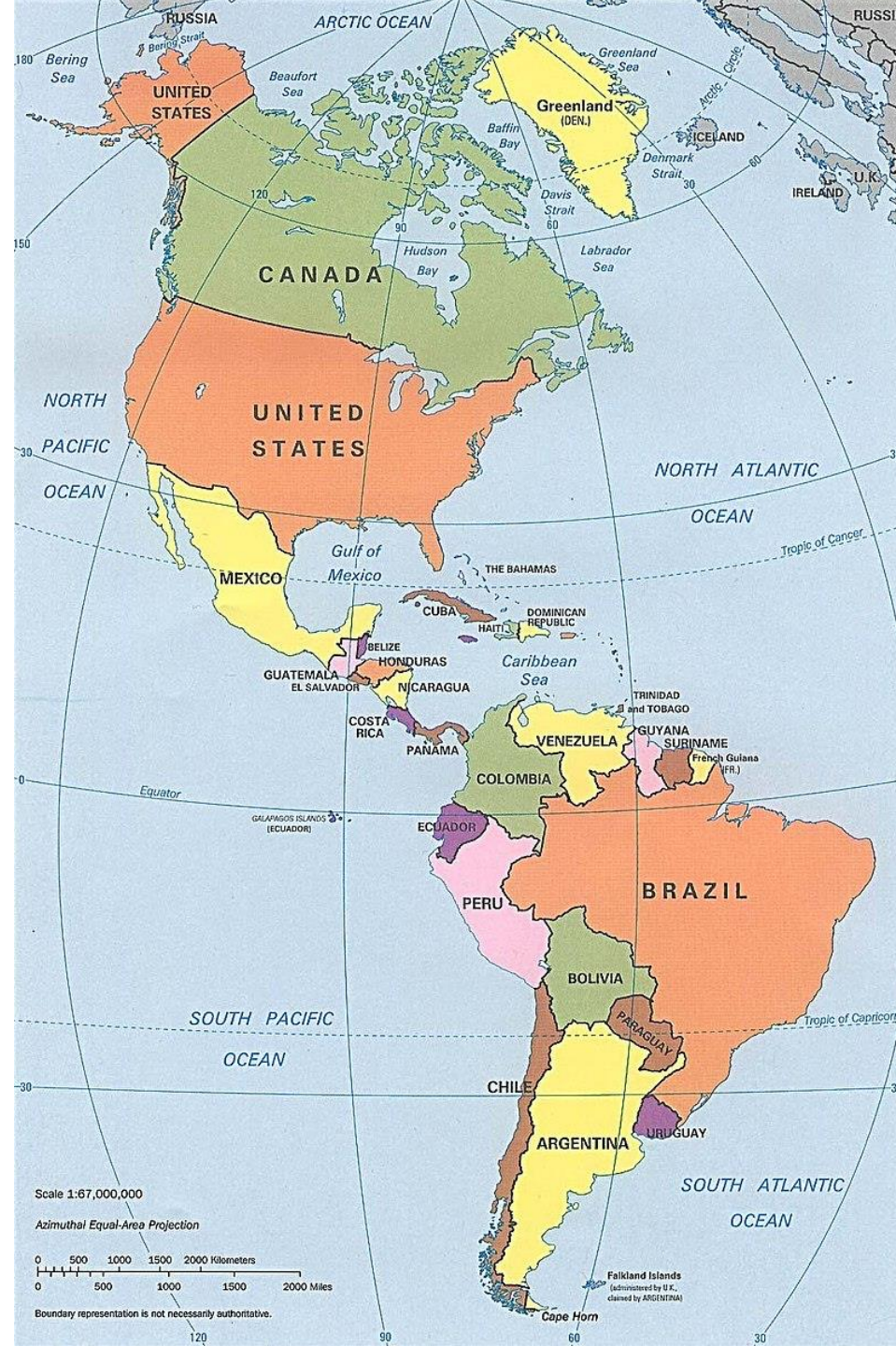
Fernando Hermoza, ICAO SAM ATM/SAR Regional Officer

Eddian Méndez, ICAO NACC ATM/SAR Regional Officer

ICAO APAC/MID ATM Contingency Planning Workshop (25 - 27 June 2024)

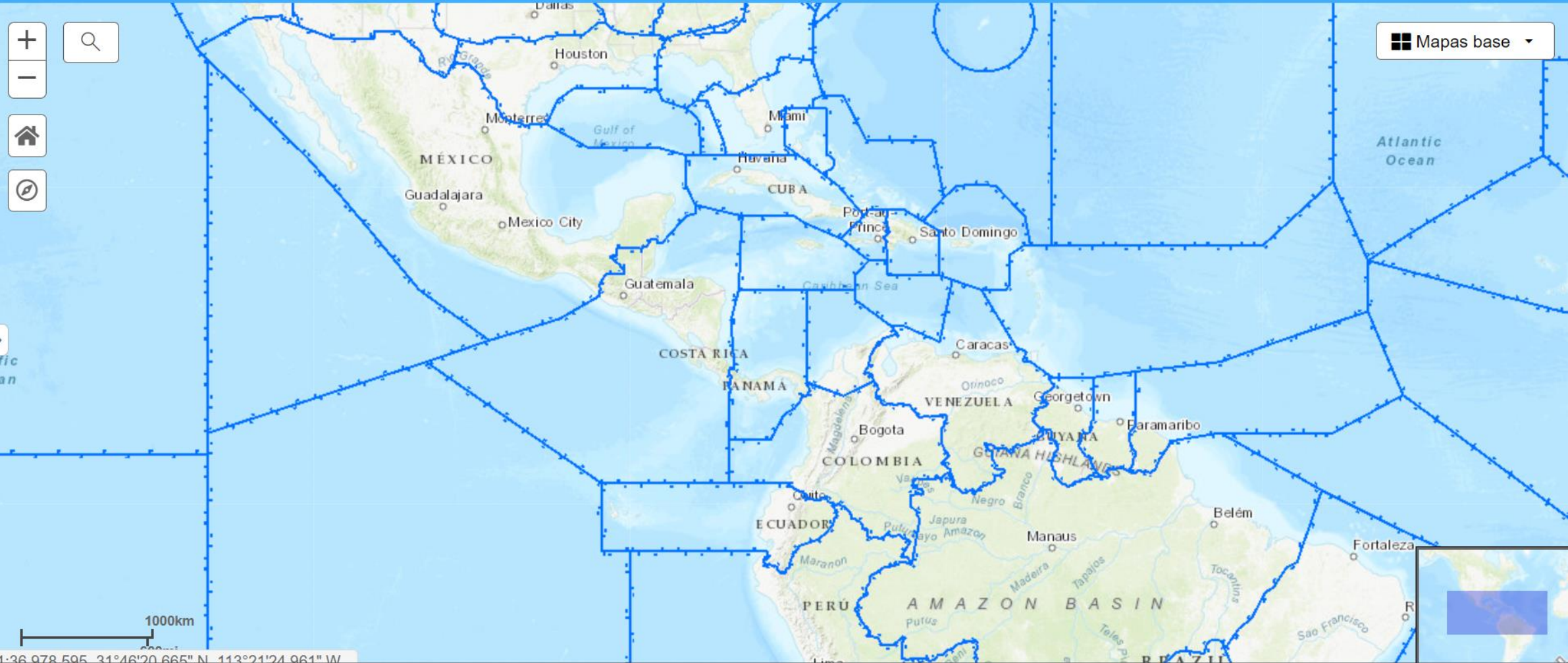
APAC ATM Contingency Tabletop Exercise (28 June 2024)

(Bangkok, Thailand)





Caribbean Region

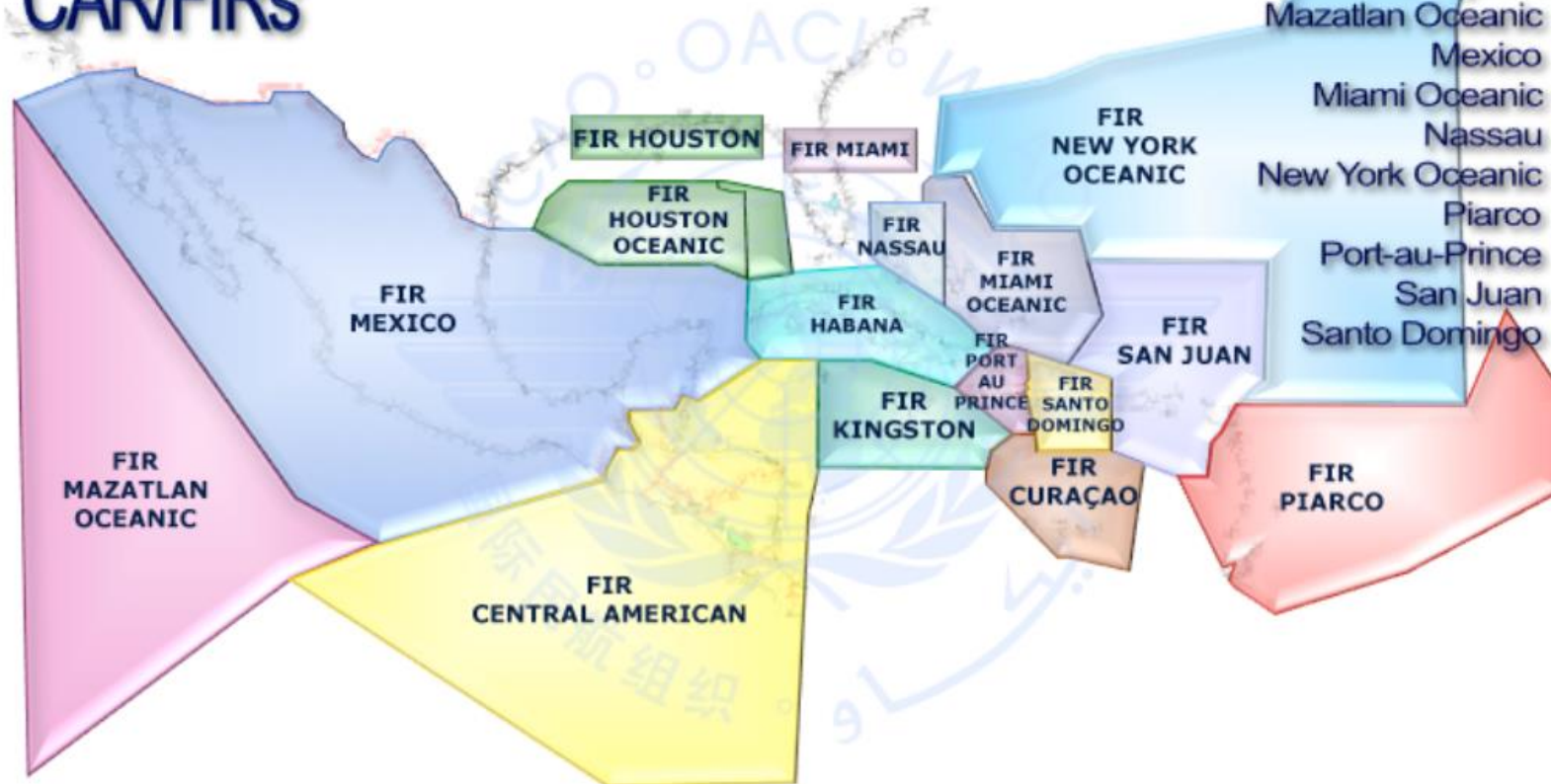


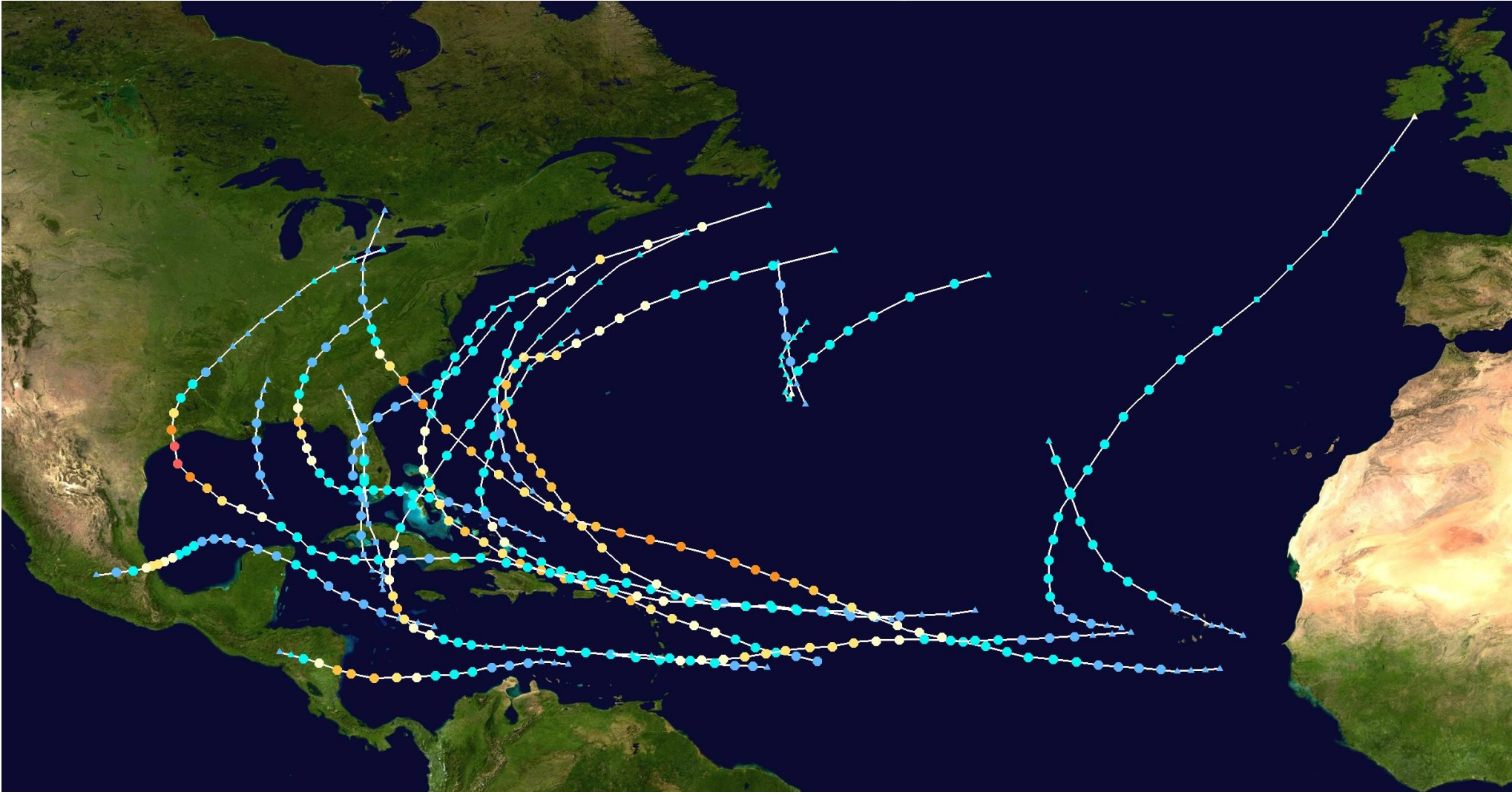
1:36 978 595 31°46'20.665" N 113°21'24.961" W



14 CAR Flight Information Regions

CAR/FIRs





Regional Agreements

GREPECAS Action Plan for the Development of ATM Contingency Plans



Development of
ATM Contingency
Plans



Harmonization of
ATM Contingency
Plans

Contingency Plans

States	Latest Version
Antigua and Barbuda	May 2020
Bahamas	It has not been submitted yet
Barbados	It has not been submitted yet
Belize	June 2020
Canada	It has not been submitted yet
Costa Rica	October 2020
Cuba	August 2019
Dominica	It has not been submitted yet
Dominican Republic	June 2020
El Salvador	August 2020
Grenada	It has not been submitted yet
Guatemala	July 2020
Haiti	October 2019
Honduras	August 2020
Jamaica	April 2020
Mexico	July 2020
Nicaragua	June 2020
Saint Kitts and Nevis	It has not been submitted yet
Saint Lucia	September 2019
Saint Vincent and the Grenadines	May 2020
Trinidad and Tobago	June 2019
United States	It has not been submitted yet

Submission of
ATM contingency
plans to the ICAO
Regional Offices

Regional Agreements

CAR Region ATM Contingency Plan

Background

- 2017 contingency scenarios

Objectives

The Plan is structured to provide:

- regional ATM contingency planning elements;
- linkage with other regional planning schemes;
- guidelines for ATM contingency planning;
- guidelines for regional coordination to respond to contingencies;
- considerations for research and future development; and
- milestones, timelines, priorities and actions.

CAR CERT

- Enhance and expedite individual and regional response to contingencies or possible contingencies scenarios that may affect the ATS and all other activities related to ensuring that air transport operations can be maintained.
- Support the exchange of information between States, Territories, International Organizations, industry, and other relevant stakeholders.



CAR REGION AIR TRAFFIC MANAGEMENT CONTINGENCY PLAN

Version 1.3
July 2020

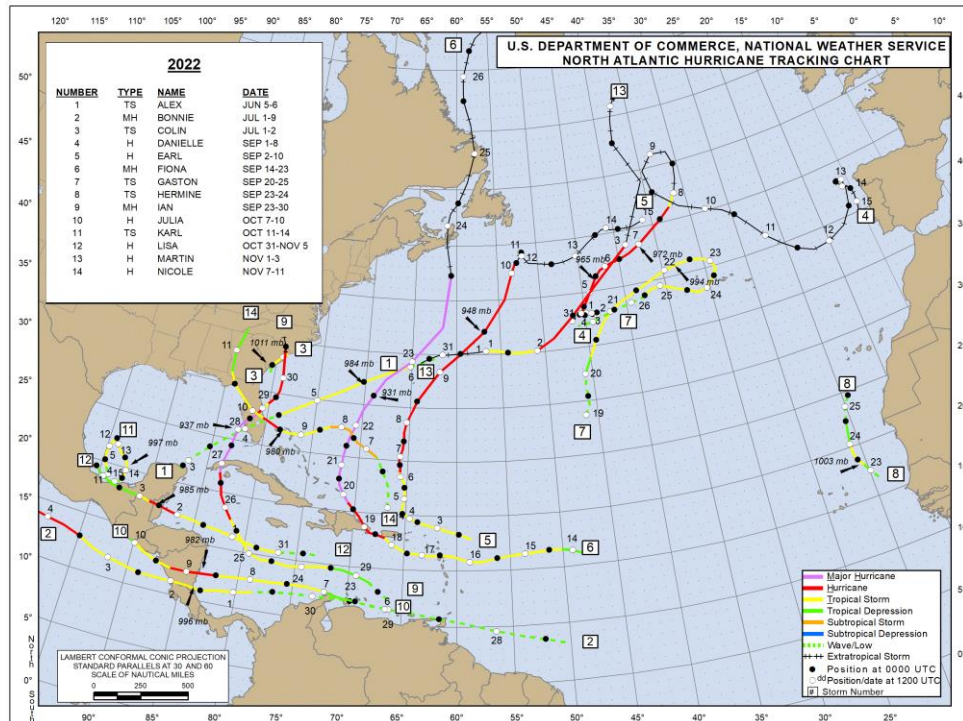
This Plan was developed by the Regional Contingency and Emergency
Planning and Response Ad hoc Group

Approved by:
NAM/CAR Air Navigation Implementation Working Group, States and Territories

Published by:
ICAO North American, Central American and Caribbean Office (NACC) Office

CAR Region ATS Availability Main Threats

Hurricanes, Tropical Storms and related phenomena are a recurring threat for the Region



Social demonstration
and civil unrest



Air Traffic Control
(ATC) industrial actions



Communications Navigation
and Surveillance (CNS)
systems failures



Infrastructure and Facilities
Maintenance /Outsourced Services

CAR Region Contingency Planning and Response Main Challenges



- Lack or Insufficient Planning
- Outdated Contingency Procedures



Limited Organizational Culture



Limited Analysis and Review of Contingency Situations



Challenges for Regional Harmonization of Contingency Procedures



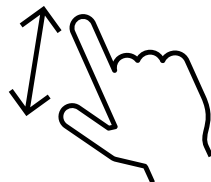
SOUTH AMERICAN REGION - SAM

SAM ATS CONTINGENCY FRAMEWORK PLAN (MCATS/SAM)

Approved June 2022
by SAM implementation Group (SAM/IG)

SAMIG Website:

<https://navisam.aero/rla06901/ats-servicios-de-transito-aereo/>



ICAO SAM REGION MAP

27 FIRs

SAVF	FIR COMODORO RIVADAVIA
SACF	FIR CORDOBA
SAEF	FIR EZEIZA
SAMF	FIR MENDOZA
SARR	FIR RESISTENCIA
SLLF	FIR LA PAZ
SBAZ	FIR AMAZONICA
SBAO	FIR ATLANTICO
SBBS	FIR BRASILIA
SBCW	FIR CURITIBA
SBRE	FIR RECIFE
SCFZ	FIR ANTOFAGASTA
SCIZ	FIR ISLA DE PASCUA
SCTZ	FIR PUERTO MONTT
SCCZ	FIR PUNTA ARENAS
SCEZ	FIR SANTIAGO
SKEC	FIR BARRANQUILLA
SKED	FIR BOGOTA
SEGU	FIR GUAYAQUIL
SOOO	FIR CAYENNE
SYGC	FIR GEORGETOWN
MPZL	FIR PANAMA
SGFA	FIR ASUNCION
SPIM	FIR LIMA
SMPM	FIR PARAMARIBO
SUEO	FIR MONTEVIDEO
SVZM	FIR MAIQUETIA



The objectives of the MCATS/SAM are to:

- a) provide a contingency response framework for SAM States to ensure the controlled continuation of aircraft operations in affected UIRs/FIRs, including flow between unaffected FIRs, during contingency events;
- b) ensure timely, harmonised and appropriate responses to all events resulting in the disruption to the provision of ATS, or in which ATS is involved, thereby disrupting the normal movement of aircraft;
- c) provide a higher degree of certainty to airspace and aerodrome users during contingency operations; and
- d) facilitate the harmonisation of plans among States/territories/organisations on the common boundary of the CAR/SAM Regions.

- Concepts Aligned to CAR and other ICAO Regions.
- Use of common framework:
 - Definitions. Terminology. Phone tree.
 - Hierarchy (levels) and Types
- National ATS Contingency Plans, promulgated - Publication in English - AIPs section ENR 1.15 or SUPP
- 80% harmonisation of Contingency Plans, among SAM states.

- Training for ATS Contingency. Tabletop exercises.
- Performance of ATFM during contingencies.
- Organization and performance of CCTs Teams.
- Interfaces to CAR Region. Harmonization.
- Improve interactions with other Contingency Plans; Volcanic Ash, CNS, AIM, ATFM.

AIP AMERICA

ENR-1.5-1

15

ENR-1.5. REGLAS Y PROCEDIMIENTOS GENERALES / GENERAL RULES AND PROCEDURES

ENR-1.5 PLAN DE CONTINGENCIA DE LA REPÚBLICA ARGENTINA

ENR-1.5 ATS CONTINGENCY PLAN OF THE REPUBLIC OF ARGENTINA

1. Objetivo

1.1 El objetivo de este Plan de Contingencia ATS es facilitar y mantener el movimiento aéreo y la seguridad de la aviación civil internacional y nacional en el espacio aéreo de la República Argentina (FIR's EZEIZA, CORDOBA, MENENDO, RESISTENCIA y COMODORO RIVADAVIA), en caso de una interrupción de los servicios de tránsito aéreo y/o de los servicios de apoyo, estableciendo medidas de contingencia y una Red Simplificada de Rutas ATS para encaminar el flujo de tránsito entre las FIR's Argentinas y las Regiones de Información de Vuelo de los países limítrofes.

1.2 Este plan se gobernará por hora UTC.

2. Información

2.1 El presente Plan de Contingencia es la directiva aprobada por el Comité del Manual de Procedimientos de los Serv. 9426, Parte 8, Sección 3, Capítulo 1, p. QAC - Servicios de Tránsito Aéreo. Con la asistencia de la Oficina Regional armonización a nivel regional

2.2 La efectiva aplicación del plan requiere cooperación, colaboración autoridades aeronáuticas de los países usuarios del espacio aéreo de refer

2.3 Para su concreción, se le Operacionales con los países limítrofes medidas, procedimientos y rutas de caso de una degradación de los Serv. afectan a las Regiones de Información

3. Activación del Plan de Conting

3.1 En el caso de que no puedan por una CTA/AFR, se realiza interrupción sin plan de contingencia por medio de i. mientras con una antelación mínima de 60 minutos se consideren necesarias, mientras las circunstancias lo amer. requiera la interrupción / contingencia la antelación anteriormente mencionada NOTAM con la menor demora posible.

4. Desactivación del Plan

4.1 Este plan se desactivará / cancelación, informando que la preste han normalizado.

5. FIR's Afectadas

5.1 Las FIR's directamente afectas Contingencia son:

1. Purpose

1.1 The purpose of this ATS Contingency Plan is to facilitate and maintain an orderly and safe movement of the international and national civil aviation in the airspace of the Republic of Argentina (EZEIZA, CORDOBA, MENENDO, RESISTENCIA AND COMODORO RIVADAVIA FIR's) in case of an interruption of the air traffic services and/or the Support Services, by establishing contingency measures and a Simplified Network of ATS Routes to direct the traffic flow between the Argentine FIR's and the Flight Information Regions of the neighboring countries.

1.2 This plan shall be governed by UTC time.

AIP
COLOMBIA

ENR-1.5 PLAN DE CONTINGENCIA ATS

ENR-1.5 ATS CONTINGENCY PLAN

ENR-1.5-1
29 DEC 2022

PLAN DE CONTINGENCIA EN CASO DE FALLA TOTAL O PARCIAL DE LOS ACC DE COLOMBIA

CONTINGENCY PLAN IN CASE OF TOTAL OR PARTIAL FAILURE OF THE ACC OF COLOMBIA

Plan de contingencia ATS es en carácter general y no cubre contingencias de vuelo en función de la capacidad de navegación, cambios de nivel por pérdida de performance, pérdida de capacidad RVSM, descensos de emergencia, etc.

ATS Contingency Plan is of general nature and does not cover in-flight contingencies, such as, loss of navigation capacity, level changes due to loss of performance, loss of RVSM capability, emergency descents, etc.

1 Contenido

Este plan de contingencia contiene arreglos para garantizar el mantenimiento de la seguridad operacional de la navegación aérea en caso de interrupción parcial o total de los servicios de tránsito aéreo (ATS), y está relacionado con el Anexo 11 de la CTA - Servicios de tránsito aéreo, Capítulo 3, párrafo 2.2.8. El plan de contingencia debería estar diseñado de tal manera que ofrezca rutas alternativas, utilizando las aerovías existentes en la mayoría de los casos, lo cual permitirá a los explotadores de aeronaves atravesar o evitar espacios aéreos dentro del área de Tráfico Superior (UTA) y de la Región de Información de Vuelo (FIR) de Bogotá (SKEB) y Barranquilla (SKEK), del Estado colombiano.

1 Content

This contingency plan contains arrangements that guarantee the operational safety of air navigation maintenance in the event of partial or total interruption of air traffic services (ATS) and is related to ICAO Annex 11 - Air traffic services (Chapter 3, paragraph 2.2.8). The contingency plan should be designed in such way that it offers alternate routes, using existing airways in most cases, which will allow aircraft operators to cross or avoid airspace within the Upper Traffic Area (UTA) and the Flight Information Region of Barranquilla (SKEK) and Bogotá (SKEB), of the Colombian state.

2 Niveles de contingencia

Se consideran dos niveles de contingencias ATS:

a. Contingencia ATS Moderada o parcial: Significa que la degradación en los servicios de navegación aérea aún permite mantener el uso de la red de rutas ATS de Colombia, pero que se aplicarán mayores separaciones entre las aeronaves ingresando al espacio aéreo colombiano.

2 Contingency levels

Two levels of ATS contingency are considered:

a. Partial ATS Contingency: It means that the degradation in the Air Navigation Services still allows the use of the Colombian ATIS route network to be maintained, but greater separations between aircraft entering Colombian airspace will be applied.

b. Contingencia ATS Severa o control zero:

Significa que la interrupción y/o degradación en los servicios de navegación aérea no permite proveer ningún servicio de tránsito aéreo, razón por la cual, las llegadas y salidas se suspenden en todos los aeropuertos de las FIR's afectadas (s). Los subvuelos deberán quedarse a la red simplificada de rutas DESCRITAS EN LOS ANEXOS DE ESTE DOCUMENTO.

b. Severe ATS Contingency or Control Zero:

Means that the interruption and/or degradation in air navigation services does not allow the provision of any air traffic service, for which reason arrivals and departures are suspended at all airports of the affected FIR's). Overflights will have to adjust to the simplified network DESCRIBED IN THE ANNEXES OF THIS DOCUMENT.

Este Plan de Contingencia no pretende abarcar todas las contingencias, ni las posibles magnitudes de degradación en los servicios ATS, pues éstas pueden resultar innumerables, por lo que serán las dependencias ATS afectadas quienes determinarán en su momento, de

This Contingency Plan does not intend to cover all contingencies, nor all possible magnitudes of degradation in ATS Services, as these may be innumerable, so it will be the affected ATS units who will determine, in a tactical way, the conducive and additional measures to conjure up situations not foreseen in this plan.

AIP COLOMBIA

AIP-AMCY 6422



Thank You!