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FOURTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 26 August to 6 September 2024

Agenda Item 1: Update on the ICAO 2023-2025 Business Plan and Long-term Strategic Planning
1.1: Reprioritization of the ICAO 2023-2025 Business Plan

PROACTIVE CONTINGENCY PLANNING
PROMOTING THE ACTIVATION OF CONTINGENCY COORDINATION TEAMS AS AN
EFFECTIVE RISK MITIGATION TOOL

(Presented by Canada)

EXECUTIVE SUMMARY

This paper brings attention to the activation of a Contingency Coordination Team (CCT) as a proven and effective tool in ensuring the safety of civil aviation with minimal interruption to the flow of air traffic in the event of an airspace disruption, such as armed conflict; and promotes its development and implementation in all ICAO Regions including through the use of a regional air traffic management contingency framework.

1. INTRODUCTION

1.1 The Safer Skies Consultative Committee (SSCC) is a dedicated body of subject-matter experts from States, international organizations, and industry which provides a formal international platform to consolidate discussions on best practices in mitigating the risks conflict zones pose to civil aviation.

1.2 The SSCC has identified the establishment and successful implementation of Contingency Coordination Teams (CCTs) as a best practice in managing and mitigating these risks.

1.3 As global aviation continues to experience growth, the complex and interconnected nature of airspace management means that disruptions, whether due to natural disasters, technical failures, or geopolitical conflicts, are an ever-present risk. Contingency planning, through the use of a CCT, ensures the safety of civil aviation with minimal interruption to the flow of air traffic in the event of an airspace disruption.

2. STANDARDS AND RECOMMENDED PRACTICES

2.1 As per ICAO Annex 11 — *Air Traffic Services*, Standard 2.32, “Air traffic services authorities shall develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned”. The guidance material relating to the development, promulgation and implementation of contingency plans is contained in Attachment C of Annex 11.

2.2 As per ICAO Annex 17 — *Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference*, Standard 3.1.5, “States shall establish and implement procedures to share, as appropriate, with relevant airport operators, aircraft operators, air traffic services providers or other entities concerned, in a practical and timely manner, relevant information to assist them to conduct effective security risk assessments relating to their operations”.

2.3 In Appendix D of the guidance document Doc 10084, *Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones*, CCTs have been identified as an example of how the parties can share information.

3. CONTINGENCY COORDINATION TEAMS

3.1 As part of the contingency plans, CCTs have proven to be an effective regional or sub-regional mechanism to ensure that the global aviation system continues to operate smoothly and safely during disruptions.

3.2 The main objectives of the CCTs are to ensure coordination and sharing of information between stakeholders and to agree on contingency arrangements and routes in case of disruption of air traffic services or related services or when airspace users decide to circumnavigate airspace(s) due to conflict, weather, etc.

3.3 The recent ICAO Asia and Pacific (APAC)/Middle East (MID) Air Traffic Management (ATM) Contingency Planning Workshop held in Bangkok, Thailand, from 25 to 27 June 2024 clearly demonstrated the importance and benefits of advance contingency planning with regards to airspace disruptions. The workshop agreed that there is an urgent need for more collaboration and harmonization across the ICAO Regions, considering that the impact of any contingency event on international traffic flows is, in most cases, inter-regional. The workshop also agreed that the best way forward is to transition to a new regional ATM contingency framework covering air traffic services (ATS), air traffic flow management (ATFM), and airspace management (ASM).

3.4 Several ICAO Regions, such as APAC and MID, have successfully developed and implemented CCTs on numerous occasions over the years and their expertise on the matter serves as a model. For example, the MID Region has exemplified how a long-standing CCT can optimize international traffic flow during contingency situations. With well-established regional relationships and regularly reviewed contingency plans, the activation of contingencies can be achieved swiftly and efficiently. Through their Air Navigation Planning and Implementation Regional Group (APANPIRG) the APAC Region is actively promoting the use of CCTs and is currently in the last steps of refining a regional contingency framework that other regions will be able to adapt and adjust to their specific needs.

4. CONCLUSION

4.1 The CCT is a proven and effective tool in ensuring the safety of civil aviation with minimal interruption of the flow of air traffic in the event of an airspace disruption, such as armed conflict. Its development, implementation, and activation when necessary, should be encouraged in all ICAO regions including through the use of a regional ATM contingency framework.

4.2 Canada, through the SSCC, is working with ICAO to develop and deliver regional awareness seminars on Doc 10084 regarding effective risk management strategies in conflict zones. The first seminars will take place in Bangkok, Thailand (September 2024) and Almaty, Kazakhstan (November 2024). The use of the CCT as an effective risk mitigation tool will be promoted during these seminars.

4.3 Canada recognizes the efforts of the APAC/MID Regions in developing a regional ATM contingency framework that, inter alia, explains and refines the CCT use and concept. Canada, through the SSCC, stands ready to support the work in that domain, would it be required.

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