



WORKING PAPER

ASSEMBLY — 41ST SESSION

TECHNICAL COMMISSION

Agenda Item 31: Aviation Safety and Air Navigation Standardization

**PROPOSED REVISION OF APPENDIX 2 TO DOC 10066 – PANS-AIM FOR
INCORPORATION OF THE ATS CONTINGENCY**

(Presented by Argentina with the support of 19 LACAC Member States: Aruba (Kingdom of the Netherlands), Belize, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Cuba, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Dominican Republic, Uruguay and Venezuela (Bolivarian Republic of))

EXECUTIVE SUMMARY

This working paper presents the proposal to revise Appendix 2 – *Contents of the Aeronautical Information Publication (AIP)* to Doc 10066 *Procedures for Air Navigation Services – Aeronautical Information Management* in order to incorporate the air traffic contingency plan described in Annex 11 – *Air Traffic Services*.

The objective is to secure rapid effective identification of air traffic services (ATS) contingency plans in aeronautical publications.

Action: The Assembly is invited to:

- a) take cognizance of the problems posed in correctly identifying the ATS contingency plan and the difficulties faced by States' aeronautical authorities in its correct, effective and efficient communication to AIP;
- b) take cognizance of the measures adopted by Argentina, which has incorporated the ATS contingency plan into section ENR 1.15; and
- c) request ICAO to determine the means of updating Doc 10066 for the incorporation and identification of the ATS contingency plan in a clear and orderly manner in aeronautical information publication (AIP), thus ensuring harmonization with Annex 11.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives: - Safety - Air Navigation Capacity and Efficiency
<i>Financial implications:</i>	None

¹ Spanish version provided by Argentina.

<i>References:</i>	Doc 10066 – <i>Procedures for Air Navigation Services – Aeronautical Information Management</i> (PANS-AIM) Annex 11 – <i>Air Traffic Services</i>
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1. INTRODUCTION

1.1 This working paper proposes to incorporate into Appendix 2 *Contents of the Aeronautical Information Publication* (AIP) to Doc 10066, *Procedures for Air Navigation Services – Aeronautical Information Management* the air traffic contingency plan described in paragraph 2.32 of Annex 11 – *Air Traffic Services*.

1.2 The purpose of harmonization between Doc 10066 and Annex 11 is to improve the regulatory order, thus making it easier for the aeronautical community to identify ATS contingency plans effectively, quickly and assuredly.

2. DISCUSSION

2.1 Annex 11, Chapter 2, paragraph 2.32, setting out contingency arrangements, provides that “[a]ir 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”.

2.2 In Annex 11, Attachment C states that “[g]uidelines for contingency measures for application in the event of disruptions of air traffic services and related supporting services were first approved by the Council on 27 June 1984 in response to Assembly Resolution A23-12” and that “[t]he purpose of the guidelines is to assist in providing for the safe and orderly flow of international air traffic in the event of disruptions of air traffic services and related supporting services and in preserving the availability of major world air routes within the air transportation system in such circumstances”.

2.3 Doc 10066, *Procedures for Air Navigation Services – Aeronautical Information Management* indicates in Chapter 5 that the “AIP shall contain concise, current information (...). This facilitates both the locating of information under a specific heading and the storage/retrieval of the information using automated processing”.

2.4 The ATS contingency plan ensures continuity in air operations in case of events, in addition to providing timely and appropriate responses before such events, in order to reduce the impact of ATS contingencies on safety and air navigation efficiency.

2.5 As it has been observed that States enter their ATS contingency plans in differing parts of AIP, it is considered desirable that the content of ATS contingency plans and specifications for their development be included (in accordance with Annex 11) in Doc 10066, PANS – AIM.

3. NATIONAL AND REGIONAL SITUATION

3.1 The Argentine State has incorporated section ENR 1.15 into AIP with the ATS Contingency Plan. That incorporation contributes to:

- a) ease of identification of information;
- b) optimized response times in an ATS contingency;
- c) establishment of clear and regionally harmonized procedures;
- d) improved communication and coordination among stakeholders, and
- e) efficient airspace regulation.

3.2 Regionally, the ATS Contingencies Framework Plan for the SAM Region was presented to the South American Region Implementation Group (SAM/IG 25) under Regional Project RLA 06/901, with a view to the adoption by States of the guidelines in the Framework Plan drawn up by the SAM Airspace Study and Implementation Group (GESEA) and to the harmonization by countries of their national ATS contingency plans, in addition to identifying the place of publication.

4. CONCLUSION

4.1 As time is a critical element in an ATS contingency situation, in order to improve harmonization and standardize ATS contingency plans, it is considered that the content of ATS contingency plans and specifications for their development should be incorporated into Doc 10066 PANS – AIM, in accordance with Annex 11.

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