



Agenda Item 2: Presentation by the States of the available contingency plans

UPDATE ON ATS FOR CONTINGENCY PLANS AND LETTERS OPERATIONAL AGREEMENT BETWEEN PARAMARIBO CONTROL AND ADJECENT CENTERS

(Presented by Suriname)

SUMMARY

This information paper presents an update on the known progress of ATS contingency plans in the event of total or partial interruption of air traffic services and / or corresponding support services within the Paramaribo airspace.

REFERENCE:

SAM/IG meetings reports

1. Introduction

1.1 Annex 11 to the Convention on Civil Aviation requires that ATS 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.

1.2 This information paper serves the purpose of providing an update on the known progress made by Suriname regarding ATS contingency plans in the event of total or partial interruption of air traffic services and / or corresponding support services.

2. Hierarchy of Suriname contingency plans are categorized in levels

2.1 Level 1, for domestic (internal State) plans between the two Aerodromes (SMZO & SMJP), PENGEL APPROACH and PARAMARIBO CONTROL that have little or no effect on external air navigation service providers;

2.2 Level 2, for coordinated (inter-State) contingency plans involving two or more States (In this case between Suriname, Trinidad and Tobago, Guyana, French Guyana and Brazil);

3. Categories of contingency plans

3.1 Category A – Airspace Safe, but Restricted or No ATS, due to causal events such as industrial action, pandemic, earthquake, nuclear emergency affecting the provision of ATS, or ATM system failure or degradation;

3.2 Category B – Airspace Not Safe, due to causal events such as Volcanic Ash Cloud (VAC), nuclear emergency, military activity; and

3.3 Category C – Airspace Not Available, due to causal events such as pandemic, national security – normally a political decision.

4. ATS Contingency Plan Review

4.1 The ATS Contingency plans require regular updating to accommodate changes in contingency arrangements and contact details. Updating of the plan appendices is carried out by the Suriname ATM-Unit and conduct a complete review of the Plan every three (3) years.

4.2 Suriname shall establish an official ATM contingency Central Coordinating Committee (CCC) function before January 2023 for the development, maintenance, activation and conduct of contingency plans, and for the forming and convening of an ATM Operational Contingency Group (AOCG) function.

5. Plan Objectives

5.1 Provide a contingency response framework for Neighbor States to ensure the managed continuation of aircraft operations within the Paramaribo FIR, including transiting between unaffected FIRs, during contingency events;

5.2 Ensure timely, harmonized and appropriate responses to all events resulting in disruption to the provision of Air Traffic Services (ATS), or in which ATS is involved, and hence to normal aircraft movement; and

5.3 Provides a greater degree of certainty for airspace and aerodrome users during contingency operations.

6. Optimization of LoA's

6.1 Letters of Agreements (LoA's) between Guyana (21-08-2017) and Trinidad & Tobago (16-08-2017) are already signed and also implemented.

6.2 Regarding the LoA's between Suriname, Brazil and French Guyana; Suriname will take the opportunity to meet their counterparts and together discuss the necessary arrangements to update, harmonize and contribute to ATS contingency plans to ensure the safety of operations in relation with the volume of air traffic being absorbed in the case of total or partial interruption of air traffic services and / or associated ancillary services

6.3 Volcano ash and other disaster contingencies are still in concept and not yet present in Suriname's contingency plans.