



**Agenda Item 2: Optimisation of SAM airspace**

**d) Progress made in contingency plans**

**SAM ATS CONTINGENCY PLANS**

(Presented by the Secretariat)

<b>SUMMARY</b>	
<p>This paper presents the results of the Workshop/meeting on ATS/CONT/PLAN held in March 2018. Mention is made of the importance of ATS contingency plans, since discontinuity or degradation of ATS services in any administration or provider in the SAM Region may affect the services and airspaces of adjacent FIRs. The paper highlights the creation of the SAM CCT.</p>	
<p><b>References:</b></p> <ul style="list-style-type: none"><li>- Report of the SAM meeting on ATS contingency plans (ATS/CONT/PLAN), 19-23 March 2018.</li></ul>	
<p><b>ICAO strategic objectives:</b></p>	<p><i>A - Safety</i> <i>B – Air navigation capacity and efficiency</i></p>

**1. Introduction**

1.1 The SAM workshop/meeting on ATS contingency plans (ATS/CONT/PLAN) was held at the ICAO South American Regional Office in Lima, Peru, on 19-23 March 2018. The meeting was attended by Argentina, Bolivia, Chile, Colombia, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay, and Venezuela.

1.2 The final report of the aforementioned workshop/meeting is posted on:

[https://www.icao.int/SAM/Documents/2018-ATS/ATSCONTPLAN\\_InformeFinal.pdf](https://www.icao.int/SAM/Documents/2018-ATS/ATSCONTPLAN_InformeFinal.pdf)

1.3 According to the Chicago Convention, States are responsible for assuring international civil aviation that ATS will continue to operate and that the main international air routes will remain open in case of ATS disruption, through the development of an ATM contingency plan.

**2. Discussion**

2.1 It is felt that the disruption or degradation of ATS services in any administration or provider in the SAM Region may affect the services and airspaces of adjacent FIRs, and even States of the CAR Region, to the detriment of airspace optimisation efforts through PBN implementation and ATFM, and contravening ICAO strategic objectives “Air navigation capacity and efficiency” and “Safety”.

2.2 Recognising that there are currently no cases of severe degradation of ATS services or risk to air navigation due to warfare, the meeting on ATS/CONT/PLAN felt that the SAM Region should be prepared to respond to different types of contingencies.

2.3 In this regard, the meeting agreed on the convenience of establishing a Contingency Coordination Group for the South American Region (CCT-SAM) led by the SAM Office and with the participation of at least six representatives of SAM States, as well as IATA and IFALPA, with the purpose of:

- fostering the implementation and dissemination of regional guidance material on ATS and volcanic ash contingencies;
- support the development and implementation of the Contingency Plan on natural disasters and/or catastrophic events for the Region;
- conduct regular communication drills between the CCT and the States, and support the drills that the States may need to organise for the contingency;
- in case of contingency, act as the entity providing support, coordination and exchange of accurate and updated information about the contingency, and as a link with the States involved, users, and international entities and organisations concerned, including the NACC Regional Office and ICAO Headquarters; and
- carrying out any other activities aimed at ensuring safety through proper response in case of contingency.

2.4 In view of the foregoing, the meeting formulated a conclusion to be submitted to this SAM/IG meeting, as follows:

*Conclusion ATS/CONT/PLAN/1 – Creation of the SAM Contingency Coordination Group (CCT-SAM)*

*That SAM States support the creation of the SAM Contingency Coordination Group (CCT-SAM) under the leadership of the South American Regional Office that will be responsible for coordinating the composition of the CCT-SAM with at least six delegates of SAM States, and representatives of IATA and IFALPA, **in order to submit the composition of the CCT-SAM to the SAM/IG/21 in May 2018.***

2.5 To date, the only members that have been designated are those of the administrations of Argentina, Brazil, Chile, and Uruguay. Consequently, they are awaiting the designation of at least two SAM States in order to establish the CCT.

2.6 The workshop/meeting considered that, in accordance with the publication and dissemination process set forth in Annex 15, updated ATS contingency plans must be included in the respective AIPs and websites. Likewise, within the States, the need was identified to disseminate ATS contingency plans among aircraft operators, users, and airport administrators.

2.7 The meeting agreed on the need to prioritise the drafting of national volcanic ash contingency plans, using as a reference the guidance material available for the SAM Region, integrating the activities of ATM/CNS/MET/AIM units and also including airport administrations, aircraft operators and other users involved.

2.8 The Meeting took note of the draft contingency plan on natural disasters and/or catastrophic events (earthquakes, tsunamis, flooding, volcano eruptions, etc.), which constitutes guidance material

developed pursuant to a conclusion of the RAAC/12, aimed at providing States with this type of plans that seek to restore air navigation and airport services as soon as possible. The aforementioned draft still requires the feedback from the States, users, and stakeholders. Accordingly, the meeting agreed on the advisability of entrusting the drafting task to the Contingency Coordination Group (CCT-SAM).

2.9 Similarly, the workshop/meeting allowed for the updating and signing of letters of ATS operational agreement between Guyana-Venezuela, Colombia-Venezuela (Barranquilla ACC –Maiquetia ACC), Bolivia-Paraguay and Chile - Bolivia.

**3. Suggested action**

The Meeting is invited to take note of the information presented herein and to foster within their administrations the implementation of the conclusions of the ATS/CONT/PLAN meeting, invoking the representatives to:

- a) coordinate and designate at this SAM/IG meeting their delegates to the CCT-SAM;
- b) promote activities in their administrations to disseminate and publish their ATS contingency plans; and
- c) promote activities in their administrations for the development of a National contingency plan on volcanic ash and a contingency plan on natural disasters and/or catastrophic events, in accordance with available regional guidance material.

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