



Agenda

Item 2: Report of activities of the GESEA and Subgroups

OPPORTUNITY FOR IMPROVEMENT TO THE FRAMEWORK PLAN FOR ATS CONTINGENCIES OF THE SAM REGION (MCATS/SAM)

(Prepared by Argentina)

SUMMARY

This working paper presents an analysis of an opportunity for improvement in relation to the Framework Plan for ATS Contingencies of the SAM Region (MCATS/SAM).

References:

- Annex 11 Air Traffic Services
- LAR 211 Air Traffic management

1. Background

1.1 During the Thirteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/13), held in the city of Santiago, Chile, from November 14 to 18, 2005, an Action Plan for the preparation of ATS Contingency Plans in the CAR and SAM Regions was established through Conclusion 13/68.

1.2 Therefore, the South American Regional Office (RO SAM) of ICAO decided to implement actions aimed at harmonizing the ATS Contingency Plans of the States of that Region, within the framework of the Airspace Study and Implementation Group (GESEA), through the formation of an Ad Hoc Group to address this matter, within Subgroup 1.

1.3 At the SAM/IG/25 Meeting, Conclusions 2-4 and 2-5 adopted the Framework Plan for ATS Contingencies of the SAM Region (MCTAS/SAM), developed by the Ad Hoc Group cited above, in order to prepare the ATS Contingency Plans of the States of the Region, based on the provisions of the Framework Plan, thus contributing to their harmonization.

2. Analysis

2.1 In order to achieve the objectives of the Framework Plan for Contingencies ATS of the SAM Region (MCATS/SAM) - among others, those linked to the harmonization and response capacity of these States to the development of a contingency situation -, the need was identified to:

- a) To boost the processes of harmonization of the ATS Level 2 Contingency Plans, with the purpose of increasing the response capacity of the States of the SAM Region to the activation of said Plans, adopting actions that contribute to the rapid recovery of air operations and the regular provision of Air Navigation Services (ANS);
- b) Identify aspects related to the change management processes in the NSAs and the CNS/ATM Systems and their impact on the forecasts of the ATS Contingency Plans of the States of the SAM Region which, in turn, could affect the ATS Level 2 Contingency Plans;
- c) Accelerate and make more flexible the processes of updating the contingency measures established between two or more States of the SAM Region, which are implemented through International Letters of Agreement, by virtue of their operational nature and the need for their immediate implementation for the continuity and safety of air operations. In this regard, the optimization of the ATS Route Network of the SAM Region is cited as an example, which is characterized by constituting an agile process of continuous improvement by virtue of permanent innovations in PBN capabilities and specifications. However, the updating of the aforementioned Letters that contain these Routes, do not constitute an equally dynamic process;
- d) Have guidance material that contributes to the satisfaction of the needs described, through the establishment of standardized mechanisms and procedures.

2.2

Therefore, in order to meet the needs expressed, it is considered appropriate to adopt:

- a) Standardized mechanisms that promote coordination actions among the adjacent States of the SAM Region in order to adopt contingency measures to be included in the ATS Level 2 Contingency Plans;
- b) Standardized mechanisms that contemplate aspects inherent to the management of change in the ANS and in the CNS/ATM Systems that impact on the contingency measures included in the ATS Level 2 Contingency Plans;
- c) Standardized mechanisms for amending and/or updating International Letters of Agreement that include contingency measures, also providing for the procedure for approving them. Likewise, it is required to contemplate updating actions regarding the most dynamic aspects of the ATS Contingency Plans of the States of the SAM Region that affect the contingency measures included in the ATS Level 2 Contingency Plans, for example, Call Tree and Contingency Route Network (Scheme of Alternate Contingency Routes)
- d) Criteria on the aspects or contents of contingency measures agreed between two (2) or more adjacent States to be published in the respective PIPs.

2.3

That is why, in view of the provisions of points 2.1 and 2.2, it is proposed:

- a) The preparation of a Model Contingency Agreement That includes clauses referring to the most dynamic aspects or that require frequent updates in annexes or attachments whose approval mechanism by the States involved is flexible and dynamic, without prejudice to their legal regimes;

- b) The establishment of a methodology of intervention in the review and signature of said Letters or measures, which contemplates the delegation of the signature in competent authorities that integrate the Senior Management but that the decision making is directly linked to the matter; and the formation of technical tables for its treatment that dispenses with the physical presence of the intervening parties;
- c) The development of a Guide for guidance for the States of the SAM Region that includes the mechanisms listed in 2.2 and the procedures derived from them.

3. **Suggested actions**

3.1 The meeting is invited to:

- a) Take note of the information provided in this working paper; and
- b) establish an AD HOC Working Group for the purpose of developing the proposals made in the present study note.

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