



Agenda Item 2:

Report of activities of the GESEA and Subgroups

OPTIMIZATION OF THE OF ATS CONTINGENCY PLAN ACTIVATION AND THE APPLICATION OF THE PRE-TACTICAL/TACTICAL BRISA

(Prepared by IATA)

SUMMARY

This working paper presents a proposal to optimize the activation of ATS contingency plans and the application of the BRISA pre-tactical/tactical

References:

- SAM ATS Contingency Framework Plan (MCATS/SAM)
- ATFM Operations Plan (OPSAM)

1. Background

1.1 The SAM/IG has approved the ATS Contingency Framework Plan for the SAM Region (MCATS/SAM) with the following objectives:

- a) provide a framework for contingency responses with which the States of the SAM Region can guarantee the controlled continuation of aircraft operations in the affected UIRs/FIRs during contingency events, including the flow between the FIRs not involved;
- b) ensure timely, harmonized, and adequate responses to all events that may result in the interruption of ATS provision, or in which ATS is involved, thus interrupting the normal movement of aircraft;
- c) provide a greater degree of certainty to airspace and aerodrome users during contingency operations;
- d) facilitate the harmonization of Plans between States/Territories/Organizations in the common limit of the CAR/SAM Regions.

1.2 Appendix E of the MCATS establishes the formation of the Contingency Coordination Team (CCT), which resides in the need for the SAM Region to have a coordination mechanism that optimizes the implementation of the contingency measures, without prejudice to the responsibilities inherent to the States in which the contingency situation develops.

1.3 In the same way, the SAM/IG has approved the ATFM Operations Plan for the SAM Region (OPSAM) and established the SAM ATFM operational teleconferences (BRISA), with the objective of giving support to the OPSAM, promoting the exchange of essential information in the strategic, pre-tactical and post-operations levels among the States of the SAM region.

1.4 The BRISA – Pre-tactical, is carried out weekly, virtually, with the aim of performing the following analysis:

- a) Important information, for example, scheduled events (Copa América, G20, etc.), strikes and holidays with increased passenger flow, among others;
- b) Relevant information of an ordinary nature, for example, runway closures, flight inspection, impacts on capacity and NOTAMS, among others;
- c) Weather information; and
- d) Scheduled ATFM measures.

1.5 As already GESEA had the opportunity to discuss in some meetings, there is a close relationship between the activation of the Contingency Plan and the activities of the pre-tactical and tactical ATFM level.

2. **Analysis**

2.1 In contingency situations and/or unexpected events that cause significant impact to the ANSPs and/or airspace users, it is necessary to adopt tactical coordination mechanisms, with a prompt response, with a view to evaluating alternatives that can reduce or eliminate these impacts, such as alternative routes, exclusion of specific flights from restrictive measures, relaxation of restrictive measures, etc.

2.2 These tactical coordination mechanisms should be established through the adoption of a process that allows their activation by SAM States, ANSPs and/or airspace users. The process should be based on the possibility of using videoconferences involving the States, ANSPs and airspace users involved, who could make quick and effective decisions, based on the agreements reached in the calls.

2.3 For the prompt response mechanism to be effective, it would be essential that exists a responsible ATFM unit, regardless of its area of action, for obtaining preliminary information on the contingency/unexpected event, the mitigation proposal received from a stakeholder and activate the videoconference as soon as possible. Said responsibility might be shared by a rotation mechanism among the ATFM units that have H24 operations.

2.4 It is essential to differentiate between the activation of the ATS Contingency Plan, which must be done through the mechanisms established in MACATS and in the States' plans, using the Call Tree, and the discussion of alternative measures, which could be discussed within the scope of the ATFM tactical coordination mechanism, which could be called Extraordinary Tactical BRISA. In addition, unexpected events that do not require the activation of contingency plans but cause significant impact to airspace users and/or ANSPs, could also be considered in the Tactical ATFM Coordination Mechanism.

2.5 The following requirements are necessary for the formation of the Tactical ATFM Coordination Mechanism (EXTRAORDINARY BRISA):

- a) Verify the feasibility that the SAM ATFM units that operate H24 volunteer to coordinate the Tactical ATFM Coordination Mechanism in a rotation system.

- b) Develop and update a list of ATFM or ATC points of contact (for States that do not have H24 ATFM units), which can be triggered H24 to participate in calls of the Tactical ATFM Coordination Mechanism (Extraordinary BRISA). These points of contact must have the power to make operational decisions, reached by agreements during the Extraordinary BRISA, and implement them immediately.

3. **Suggested actions**

3.1 The Meeting is invited to:

- a) Take note of the information provided in this working paper;
- b) evaluate the feasibility of implementing the Tactical ATFM Coordination Mechanism (Extraordinary BRISA);
- c) verify the feasibility that the SAM ATFM units that operate H24 volunteer to coordinate the Tactical ATFM Coordination Mechanism in a rotation system;
- d) develop and keep updated a list of ATFM or ATC contact points (for States that do not have H24 ATFM units), which can be triggered H24 to participate in calls of the Tactical ATFM Coordination Mechanism (EXTRAORDINARY BRISA).