

*RLA/06/901 – Primer Taller/Reunión sobre optimización de la coordinación
ATS y Planes de Contingencia SAM/ATS/ATFM – SAM NORTE
(Lima, Perú, 24 al 28 de octubre de 2022)*



ICAO



**SAM REGION ATS CONTINGENCY
FRAMEWORK PLAN (MCATS/SAM)**

*Fernando Hermoza, Oficial ATM/SAR
Oficina Regional Sudamericana de la OACI*

3.- CONTINGENCY PLAN PROVISIONS

Requirement for contingency plans

3.1 Annex 11 to the Convention on International Civil Aviation requires that ATS authorities 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.




3.2 Annex 11 contains standards (SARPs) and guidance material for ATS contingency measures, as follows:

Annex 11, paragraph 2.32 Contingency arrangements

Air traffic services authorities shall develop and promulgate contingency plans for implementation in the event of the disruption, or possible disruption, of air traffic services and related support services in the airspace for which they are responsible for the provision of such services. Such contingency plans will be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.

3.3 In addition, Attachment C to Annex 11 contains guidelines on the development, promulgation and implementation of contingency plans.

SAMIG/25 - Virtual, 2 - 4 november 2020

	<p data-bbox="173 287 214 309">2-4</p> <p data-bbox="262 315 817 436">CONCLUSION SAMIG/25-02 Adoption of the guidelines of the SAM ATS contingency framework plan (MCATS/SAM) and alignment of national plans</p> <p data-bbox="262 532 817 743">States adopt the guidelines of the SAM ATS Contingency Framework Plan developed by GESEA and start harmonising their national ATS contingency plans, so that the documentation required for regional activities on contingency plans and letters of ATS agreement, tentatively scheduled for 2021, may be available on a timely manner.</p>	<p data-bbox="861 287 1121 372">Follow up ATS contingency planning harmonization</p>	<p data-bbox="1166 287 1396 401">Delivery of National ATS Contingency Plans harmonized to MCATS</p>	<p data-bbox="1447 287 1612 344">No later than 15 April 2021</p>	<p data-bbox="1663 287 1740 372">States Airlines IATA</p>	<p data-bbox="1880 287 1982 344">RO/ATM GESEA</p>	<p data-bbox="2173 287 2326 344">NEW FROM SAMIG/25</p>
<p data-bbox="173 825 214 848">2-5</p>	<p data-bbox="262 825 817 915">CONCLUSION SAMIG/25-03 Activities for the development of the SAM ATM/CNS contingency framework</p> <p data-bbox="262 982 817 1100">States support GESEA activities towards a second stage of the MCATS, with a view to developing guidance material for a “SAM ATM/CNS Contingency Framework Plan”.</p>	<p data-bbox="861 825 1121 1158">Prepare document for a harmonized implementation of ATM/CNS National Contingency Plans, with interfaces to AIM, MET, Airports, etc. services duly in line with neighbouring States, even if applicable, with CAR states.</p>	<p data-bbox="1166 825 1396 943">ATM/CNS contingency Plan Framework Plan for SAM</p>	<p data-bbox="1447 825 1587 882">No later than October 2023</p>	<p data-bbox="1663 825 1740 848">GESEA</p>	<p data-bbox="1880 825 1982 848">RO/ATM</p>	<p data-bbox="2173 825 2326 882">NEW FROM SAMIG/25</p> 

SAMIG/25 - Virtual, 2 - 4 november 2020


**SAM REGION ATS
CONTINGENCY
FRAMEWORK PLAN
(MCATS/SAM)**

**PLAN MARCO PARA
CONTINGENCIAS ATS DE LA
REGIÓN SAM (MCATS /SAM)**



SAM REGION ATS CONTINGENCY FRAMEWORK PLAN (MCATS/SAM)

This Framework Plan was developed by the SG1/GESEA CONT PLAN Task Force to address the issue of air traffic service (ATS) contingencies.



It is expected that this Plan will go along with other activities of regional technical entities that have been implementing plans for other issues related to air navigation services (ANS).

The SAM Region should seek to develop harmonised guides for addressing contingencies through broader regional plans, covering all air traffic management (ATM) tasks and/or ANS as a whole.

CHANGE CONTROL

Version	Date	Change	Pages
Original	4 November 2020	Approved SAM/IG/25	
Amendment 1	3 June 2022	Approved SAMIG27 <ul style="list-style-type: none"> • Inclusion of CCT and organization of the Team, changes in Appendix E • Appendix F, updating of Phone Tree • [NEW] Appendix I, harmonization processes for Contingency Plans. 	Pages. 5, 6, 8, 9, 11, 12, 24, 41, 42, 50, 51

Appendices

Appendix A – Glossary of terms

Appendix B – ATS contingency planning principles

Appendix C – Basic plan elements

Appendix D – Contingency plan template

Appendix E – Terms of reference of the Contingency coordination team (CCT)

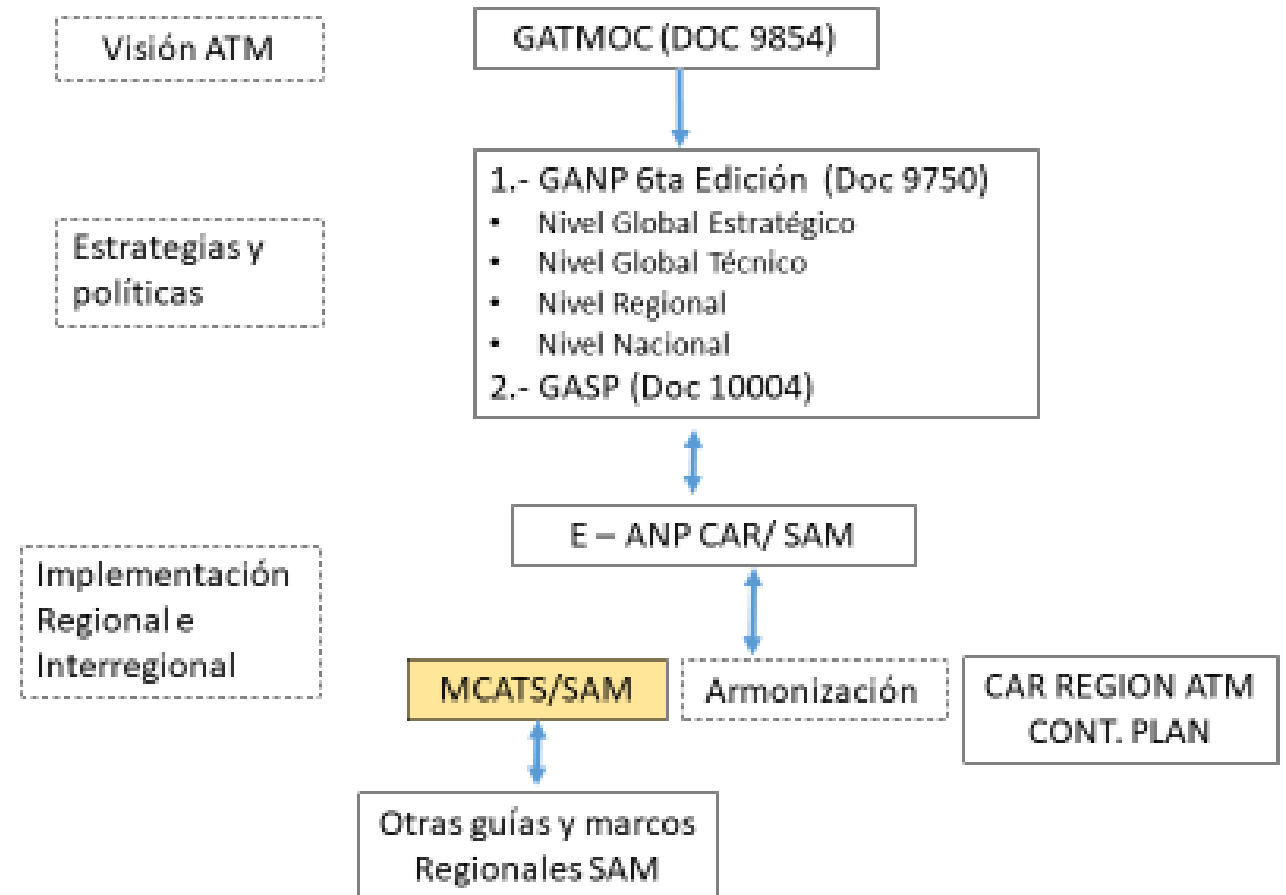
Appendix F – Regional list of points of contact (Phone tree)

Appendix G – Volcanic ash contingency plan for the ICAO South American Region (VACP/SAM)

Appendix H – Extreme weather contingencies

Appendix I - Harmonization processes for ATS Contingency Plans Level 2

The SAM ATS Contingency Framework Plan (hereinafter referred to as MCATS/SAM) falls within a hierarchy of planning documents defining global vision and strategy, and regional implementation action.



The MCATS/SAM is structured to provide:

- a) elements and guidelines for ATS contingency planning at regional level, so as to facilitate harmonisation of State plans;
- b) regional ATFM planning elements;
- c) performance improvements;
- d) considerations for research and future development; and
- e) milestones, timetables, priorities and actions.

The objectives of the MCATS/SAM are to:

- a) provide a contingency response framework for SAM States to ensure the controlled continuation of aircraft operations in affected UIRs/FIRs, including flow between unaffected FIRs, during contingency events;
- b) ensure timely, harmonised and appropriate responses to all events resulting in the disruption to the provision of ATS, or in which ATS is involved, thereby disrupting the normal movement of aircraft;
- c) provide a higher degree of certainty to airspace and aerodrome users during contingency operations; and
- d) facilitate the harmonisation of plans among States/territories/organisations on the common boundary of the CAR/SAM Regions.

Hierarchy of contingency plans:

Level 1, for domestic (internal State) plans dealing with non-regional ATS airspace and routes, and operations at domestic airports, having no effect on air navigation service providers or units in adjacent States;

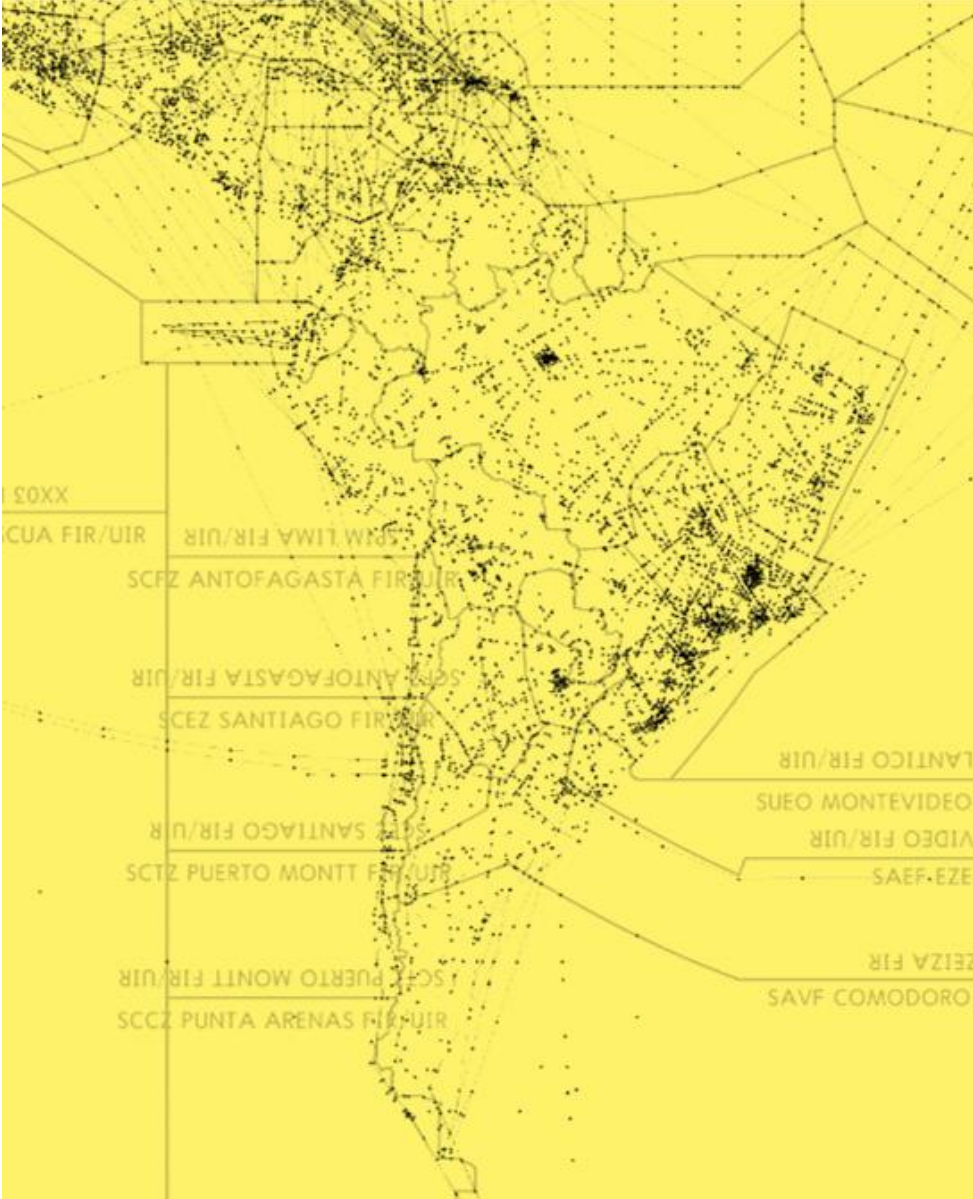
Level 2, for coordinated/harmonised (inter-State) contingency plans involving two or more States; and

Level 3, detailing contingency arrangements designed to enable contingency (alternate) routes at regional and/or sub-regional level, which will allow aircraft operators to cross or avoid airspace within the relevant flight information regions (FIRs).



MCATS/SAM refers to Level 1 and Level 2 contingency plans.

Level 3 contingency plans, including contingency routes and flight level allocation schemes (FLAS), will be developed by the 14 States of the SAM Region through a specific regional agreement.



Types of contingencies:

Type ALPHA – Airspace safe, but restricted or no ATS (ZERO ATS), due to causal events such as industrial action/strike, pandemic, earthquake, calamity, nuclear emergency affecting the provision of ATS;

Type BRAVO – Airspace not safe, due to causal events such as volcanic ash cloud, extreme weather events, nuclear emergency, military activity that is hazardous for civil aviation; and

Type CHARLIE – Airspace not available, due to events such as pandemic causing limited access to airports, national security reasons, and other causes resulting from a political decision by the State.

Note. - Type BRAVO and CHARLIE events involve airlines diverting to avoid affected airspace, based on measures issued in collaboration by ATS and ATFM services.

Contingency Coordination team (CCT)

3.14 The Contingency Coordination Team - CCT (See **Appendix E** for the terms of reference of the Team) groups the States/ANSPs of the ATS services adjacent to the State/Administration in a contingency situation.

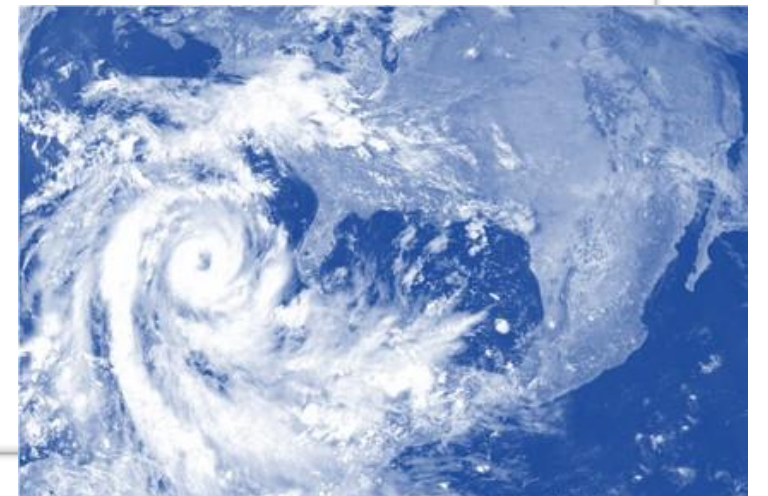
The formation of this Team lies in the need for the SAM Region to have a coordination mechanism that optimizes the implementation of the contingency measures provided for in the aforementioned Plans, but recognizing the responsibilities inherent to the States in which the contingency situation develops. Upon receiving information on the initiation of actions for the pre-activation or activation of an ATS Contingency Plan of a State, the ICAO South American Regional Office (RO SAM) will assist in the organization of the CCT.

Upon receipt of information on the possible activation, pre-activation or effective activation of an ATS Contingency Plan, ICAO's South American Regional Office organizes, coordinates and convenes the CCT. The Team is temporary, and must be dissolved when the ATS Contingency Plan is deactivated.

Extreme weather contingency planning

3.19 The provisions for the development of Extreme Weather Contingency Procedures for the SAM Region are shown in **Appendix H** (in preparation).

[IN PREPARATION]



Appendices

Appendix A – Glossary of terms

Appendix B – ATS contingency planning principles

Appendix C – Basic plan elements

Appendix D – Contingency plan template

Appendix E – Terms of reference of the Contingency coordination team (CCT)

Appendix F – Regional list of points of contact (Phone tree)

Appendix G – Volcanic ash contingency plan for the ICAO South American Region
(VACP/SAM)

Appendix H – Extreme weather contingencies

Appendix I - Harmonization processes for ATS Contingency Plans Level 2

Thanks
Gracias

Questions?
Preguntas?

