



*International Civil Aviation Organization*

**Middle East Air Navigation Planning and  
Implementation Regional Group**

**Sixteenth Meeting (MIDANPIRG/16)  
(Kuwait, 13 – 16 February 2017)**

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**Agenda Item 5.2.2: Specific Air Navigation issues**

**CONTINGENCY PLANNING**

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the regional and inter-regional activities related to contingency planning.

Action by the meeting is at paragraph 3.

**REFERENCES**

- MSG/5 Report
- SCMs Reports

**1. INTRODUCTION**

1.1 In accordance with Annex 11 provisions, the Air traffic services 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. Such contingency plans shall 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.

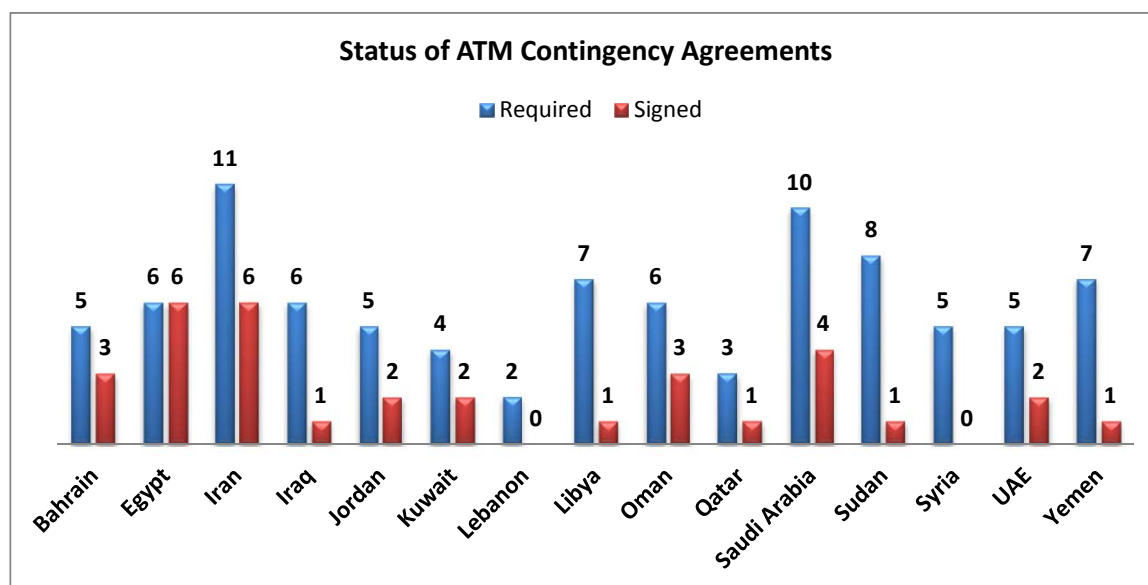
1.2 It is to be underlined that no contingency arrangement can be successful unless it has been consulted with all affected stakeholders, including *inter alia*, airlines, military, ATC units, and aerodrome operators. Each involved State must ensure that there is an adequate effort to identify potential problems that can be addressed in designing the contingency scheme, or mitigated as part of a safety analysis.

**2. DISCUSSION**

2.1 The ATM Sub-Group would explore ways and means to support States to comply with the ICAO provisions related to contingency planning, including the development of National ATM Contingency Plan.

2.2 In order to ensure adequate level of coordination between States, Area Control Centres (ACC) are required to sign Contingency Agreements with their adjacent ACCs. The status of signed ATS Contingency Agreements in the MID Region is reflected in the below **Graph**. It is to be

highlighted that air navigation deficiencies are reported in the MIDANPIRG Air Navigation Deficiencies Database (MANDD) related to the lack of signature of contingency agreements.



2.3 The meeting may wish to note that some airspace users continue to circumnavigate Baghdad, Damascus, Tripoli FIRs and Yemen Airspace due to the conflict zones. With regard to Sana'a FIR, some air operators resumed operations through Sana'a FIR using the ATS routes over the high seas.

2.4 Several Contingency Coordination Teams (CCTs) have been established in accordance with the MID Region ATM Contingency Plan, which succeeded in the provision of a forum for sharing information, identifying the challenges and implementation of contingency measures/routes ensuring the safety of air traffic during contingency situations.

2.5 The MID Region ATM Contingency Plan (MID Doc 003) is available on the ICAO MID Website: [https://portal.icao.int/RO\\_MID/Pages/MIDDocs.aspx](https://portal.icao.int/RO_MID/Pages/MIDDocs.aspx)

2.6 The meeting may wish to note that a Special Coordination Meeting on Afghanistan Contingency Planning was held at the Emirates Airlines Headquarters, Dubai, UAE, on 25 August 2016. The main objectives of the Meeting on Afghanistan were to:

- a) determine the current status of Afghanistan's Air Navigation Service (ANS) provision, continuity and contingency planning;
- b) support possible implementation of the Inter-Regional Afghanistan ATM Contingency Arrangements; and
- c) make recommendations related to Afghanistan's ANS capability and contingency planning.

2.7 The meeting was attended by a total of 44 participants from Afghanistan, Armenia, Bulgaria, India, Iran, Iraq, Malaysia, Pakistan, Singapore, United Arab Emirates, United Kingdom, United States, IATA, IFALPA, EUROCONTROL and ICAO.

2.8 The following are the main key points that were highlighted during the meeting:

- a) Afghanistan had made progress in terms of enhanced infrastructure; however, the State understood that as a critical Major Traffic Flow operated through the

Kabul Flight Information Region (FIR), there would continue to be a focus to ensure the maximum availability of services and appropriate contingency planning in accordance with Annex 11. Moreover, Afghanistan was urged to better engage with stakeholders individually and at ICAO meetings.

- b) Afghanistan was urged to inform ICAO and stakeholders of any shortcomings that might affect the viability of ANS in the Kabul FIR.
- c) Iran and Pakistan were required to inform stakeholders at the earliest opportunity regarding progress on the availability of the third (central) contingency route for the Organised Traffic System (OTS) in order to provide maximum capacity.
- d) Regarding capacity, Afghanistan, India, Iran and Pakistan were urged to provide capacity enhancements on a daily basis, not just for contingency (as Europe does) – this included the urgent implementation of at least 20NM longitudinal spacing all along the axis formed by Iran-Pakistan-India and Afghanistan-Pakistan-India routes.

2.9 The meeting may wish to note that the African Region (AFI)-Asia/Pacific Region (APAC)-Middle East Region (MID) Air Traffic Management (ATM) Special Coordination Meeting (AAMA/SCM) (Mumbai, India from 19 to 20 January 2017) agreed to contingency measures in order to ensure the safety of traffic operating through the Mogadishu FIR, which requires collaboration of all the concerned States (Ethiopia, Kenya, India, Oman, Seychelles and Yemen).

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to urge States to:

- a) implement the global and regional contingency provisions/measures to ensure the safety of the air traffic operating across the MID Region;
- b) complete the signature of the contingency agreements with their adjacent States, if not yet done so; and
- c) continue their effective support to the contingency planning activities.