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Harmonization of ATS Contingency Plans

Third ICAO/IATA/CANSO Performance-Based Navigation (PBN) Harmonization, Modernization and Implementation Meeting for the North American, Caribbean and South American (NAM/CAR/SAM) Regions



Important efforts to improve ATM and interregional airspace however, do we need a Plan B?

Why Contingency Plans?



- SARPS Annex 11.
- Harmonization
- Best practices



SARPS Annex 11

- Annex 11 contained standards requiring States/Territories/international organizations to prepare and promulgate contingency plans for their implementation in order to ensure air navigation safety in case of partial or total interruption of air traffic services (ATS) and/or related support services for international civil aircraft operations.



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SARPS Annex 11 (2)

- 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 interruption, by virtue of an ATM contingency plan.



SARPS Annex 11 (3)

- It is recognized that contingency plans should contemplate actions related to flight plans, their filing and, especially, if necessary, the establishment of special arrangements for issuing overflight authorizations for those flights that required to operate on airspace under the jurisdiction of another State.



SARPS Annex 11 (4)

- Such plans should be developed in **consultation** with other States and airspace users concerned and with ICAO, as appropriate, whenever the effects of the service disruption(s) are likely to affect the services in adjacent airspace.



SARPS Annex 11 (5)

- Discuss and update the Plans in your country/state, with ATM community, industry, stakeholders, airlines, etc.
- Publish relevant parts of Plans in the AIP, webpages, etc.
- Best practice; attach or include ATS Contingency Plans in the LOAs.



Harmonization CAR /SAM

- States/organizations sited in the common boundary of Regions NAM/CAR or CAR/SAM need to coordinate/harmonize their ATS Contingency plans.
- The purpose is to recognize what is expected in case of ATS degradation affecting my neighbor, and how may I assist him.



Conclusion

- The meeting is invited to analyze the requirements about ATS contingency plans.
- This meeting is offering an opportunity to contact CAA /ANSP officers to carry out the named harmonization/coordination/consultation activities.
- Any kind of communication mean could be applied, mail, teleconference, bilateral meetings, etc.
- NACC and SAM Officers assist as required.



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