



ICAO

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WORKING PAPER

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**THIRD MEETING OF THE NAM/CAR AIR NAVIGATION IMPLEMENTATION WORKING GROUP (ANI/WG)
AERONAUTICAL INFORMATION MANAGEMENT (AIM) IMPLEMENTATION TASK FORCE
(AIM/TF/3)**

Mexico City, 25 to 28 February 2020

Agenda Item 6: Contingency Plans for AIM between States

REGIONAL CONTINGENCY PLAN DEVELOPMENT AND IMPLEMENTATION COORDINATION

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This working paper presents information on the need for a Regional Contingency Planning to ensure the AIM business continuity while maintaining a high level of safety, according the status of implementation of NOTAM Contingency Plans in the Region and of the corresponding Catalogue, allowing States to update their information contained therein and, sign approved Letters of Agreement (LoAs) among States, Territories and International Organizations (IOs).

Action:	Described in Section 4
Strategic Objectives:	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
References:	<ul style="list-style-type: none">• Annex 11 – <i>Air Traffic Services</i>• Annex 15 – <i>Aeronautical Information Services</i>• Doc 4444 – <i>PANS-ATM</i>• Doc 8126 – <i>Aeronautical Information Services Manual</i>

1. Introduction

1.1 Since GREPECAS/13 Meeting, some Guidance Material on NOTAM contingency plans was provided with the purpose to urge States to develop their NOTAM contingency plans mainly for Flight Information Regions (FIRs) and participate in bilateral or multilateral agreements with other States, Territories and even International Organizations. The AIM/TF Meeting needs to create a kind of catalogue that is regularly updated as the “Regional Catalogue of NOTAM Contingency Plans”.

1.2 The Main Objectives are that States

- a) develop national AIM – NOTAM Contingency Plans
- b) update existing contingency plans with reference to recent developments and ensure their completeness and inter-operability for Data Sets exchange

- c) coordinate contingency NOTAM with adjacent FIRs in order to facilitate functionality of contingency plans
- d) facilitate publication of contingency plans for implementation in the event of disruption
- e) initiate the establishment of an inter-regional contingency coordination team, whose function shall be to coordinate the continuity of flow of international air traffic at the regional or inter-regional levels in the event of full or partial unavailability of any portion of airspace

2. Discussion

2.1 The requirements for the implementation of Performance Based Navigation (PBN) and the autonomous navigation systems introduced the need for new AIM requirements to ensure the timely quality information and data distribution, in order to reduce or eliminate the possible impact of labour conflicts and natural disasters on the continuous provision of the ANS services, providing the necessary technical and management measures for coordination and operational procedures to be adopted before, during, and after any contingency phase or stage.

2.2 Some States of the Region already have their NOTAM contingency plan, while others still have not finished it, so will be necessary to update the status of implementation during this meeting.

2.3 The NOTAM contingency plan is subject to periodic revision. Any modification requires coordination among the parties, and it has been agreed that any modification made will be effective at least 30 days after its approval. This meeting is a good opportunity to make any modification that may be required, update the AIM Points of Contact (PoC) details, aiming to exchange information, update the status of implementation of the NOTAM contingency plans, and sign approved LoAs between the States.

3. Conclusion

3.1 During previous meetings IATA emphasized the need to have NOTAM contingency plans developed to support major routes in terms of air traffic flow across the FIRs; the need for allocation optimum flight levels according to the routes being flown and the distances thereof was also stressed.

3.2 Some operators emphasized the need of States to develop, promulgate and implement appropriate contingency plans, in coordination with users' community. It is fundamental that the plan is not limited to the States' borders but cross borders with other States being thus inter-regional. In this regard, it is recommended the formation of an Ad-hoc group of selected States, Territories and International Organizations to facilitate the development of a robust and efficient regional NOTAM contingency plan, considering the following aspects:

- A set of regional ATM-AIM contingency services, coordinated with adjacent States and airspace users, and adopted
- Once the decision is made for LoA to be revised, include Contingency NOTAM Operational Procedures and ATS Transfer of Control Points during the contingency

- A draft Memorandum of Understanding (MoU) for implementation or activation of contingency plans between adjacent FIRs, States or ATS and AIM units will be presented for consideration and adoption by States/FIRs
- States/ANSPs and IOs are invited to sign a MoU for implementation of Contingency Plans to address responsibilities relating to Separation Standards to be applied, NOTAM Action that should ensure adequate coordination of the Contingency Plans with Military and Airspace users.
- States or FIRs should ensure the inclusion of the contingency and should be developed ToRs for adoption and should be completed the draft Regional contingency Plan by 30 August, 2020. The draft document of the Contingency Plan for NACC Region will be consolidated for NACC WG and should be presented for consideration at GREPECAS 19 Meeting

3.3 Other perspective is from the military during the various contingency scenarios including security their roles in safeguarding the security of States as well as collaborating to ensure the safety of the international air transport systems are not compromised, or potential threats that affect aviation infrastructure, systems and operations are not compromised.

3.4 To enhance Contingency Planning States are encouraged to:

- implement CPDLC, AIDC and AMHS
- complete transition from AIS to AIM
- involve with military stakeholders
- ensure adequate conduct of safety assessment prior to Contingency Plans
- ensure the application of Surveillance Radar safety nets when available
- collaborate in the implementation of Surveillance Data Sharing within the NAM/CAR Regions
- ensure regular review of Contingency Plans and MoUs
- consider the inclusion of Cybersecurity threats in their Contingency Plans
- ensure adequate information flow during contingency
- publish their Contingency Plans by 31st. December 2020 for effective implementation on 2 AIRAC Cycles after 2021

3.5 ICAO will facilitate the integration of the Regional Contingency Plans into a NACC Regional Contingency Plan for submission at GREPECAS 19 for consideration with membership from all FIRs and other stakeholders (IATA, IFALPA, IFATCA, Airspace Users, Military, etc.)

4. Suggested actions

4.1 Based on the above, the Meeting is invited to:

- a) update the corresponding Contingency plans or develop their Contingency Plans in case do not have one;
- b) urge States to share information for the benefit of the region and contribute for better Contingency plans meeting the requirements included in Annexes: 11, 15, PANS-ATM, Doc 8126 and the conclusions of the ANS Meetings ; and,
- c) sign LoAs or MoUs) with other States, Territories and/or International Organizations where applicable.

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