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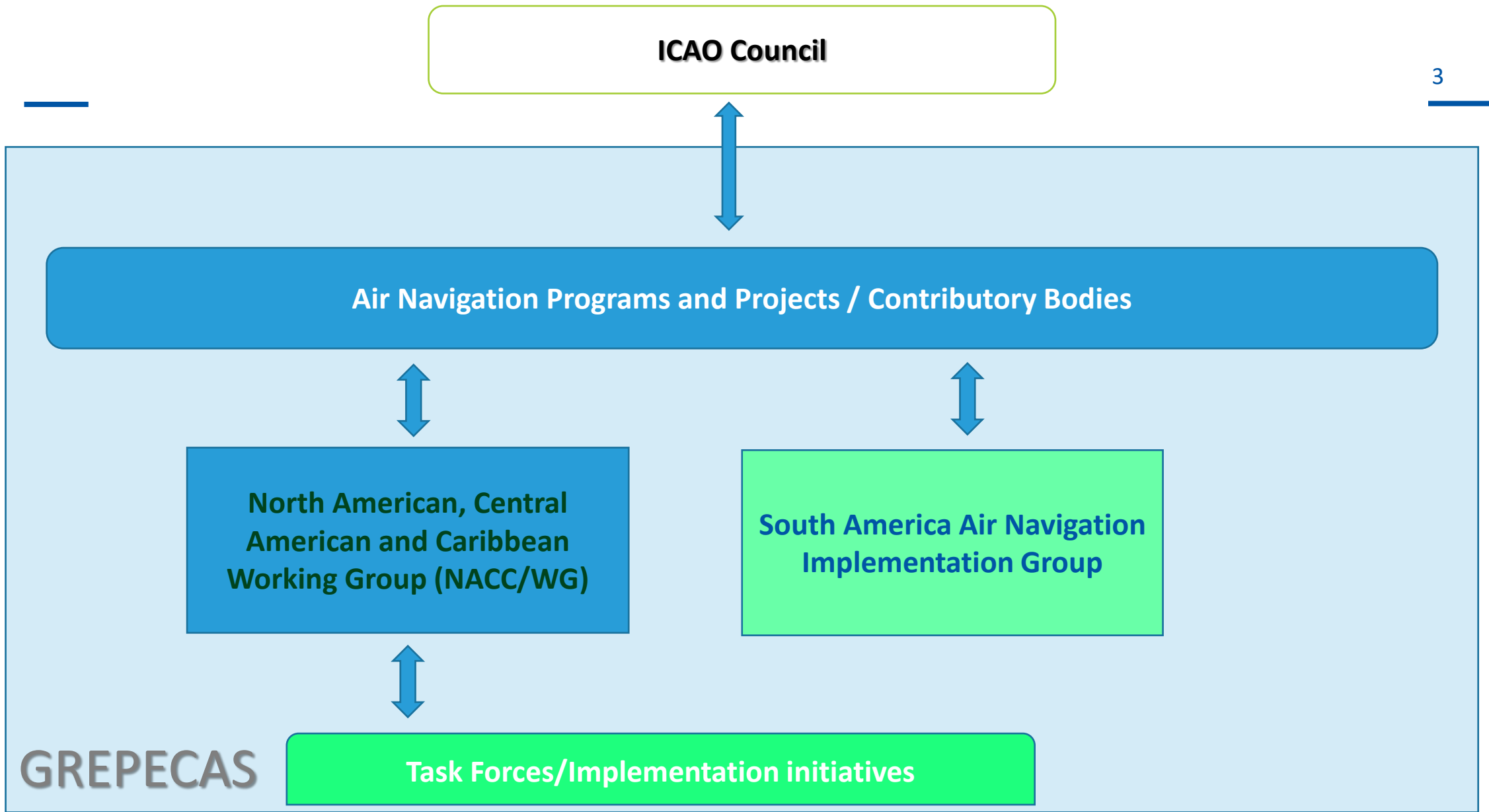
ICAO REQUIREMENTS FOR ATS CONTINGENCY PLANNING

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Third NAM/CAR Regional Contingency and
Emergency Planning and Response Meeting
(NAM/CAR/CONT/3)

Mexico City, Mexico 9 to 11 May 2023



Annex 11 requirements for contingency arrangements

2.32 Contingency arrangements

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.

Note 1.— Guidance material relating to the development, promulgation and implementation of contingency plans is contained in Attachment C.

Note 2.— Contingency plans may constitute a temporary deviation from the approved regional air navigation plans; such deviations are approved, as necessary, by the President of the ICAO Council on behalf of the Council.

Annex 11 requirements for contingency arrangements

ATTACHMENT C. Material relating to contingency planning

Key points to consider

- Contingency plans are intended to provide alternative facilities and services to those provided for in the regional air navigation plan when those facilities and services are temporarily not available.
- The State(s) responsible for providing air traffic services and related supporting services in particular portions of airspace is (are) also responsible, in the event of disruption or potential disruption of these services, for instituting measures to ensure the safety of international civil aviation operations and, where possible, for making provisions for alternative facilities and services.
- Timely introduction of contingency arrangements requires decisive initiative and action, which again presupposes that contingency plans have, as far as practicable, been completed and agreed among the parties concerned before the occurrence of the event requiring contingency action, including the manner and timing of promulgating such arrangements.

Annex 11 requirements for contingency arrangements

ATTACHMENT C. Material relating to contingency planning

Possible contingency actions

- re-routing of traffic to avoid the whole or part of the airspace concerned, normally involving establishment of additional routes or route segments with associated conditions for their use;
- establishment of a simplified route network through the airspace concerned, if it is available, together with a flight level allocation scheme to ensure lateral and vertical separation, and a procedure for adjacent area control centres to establish longitudinal separation at the entry point and to maintain such separation through the airspace;
- reassignment of responsibility for providing air traffic services in airspace over the high seas or in delegated airspace.

Annex 11 requirements for contingency arrangements

ATTACHMENT C. Material relating to contingency planning

Role of ICAO/ICAO Regional Offices

- Monitor/support the development of contingency plans, as required.
- Initiate and coordinate appropriate contingency action if for some reason, the authorities cannot adequately discharge the responsibility.
- Be available for monitoring developments that might lead to events requiring contingency arrangements to be developed and applied and will, as necessary, assist in the development and application of such arrangements.
- Monitor continuously information from all relevant sources, and to exchange up-to-date information with States directly concerned and States which are potential participants in contingency arrangements.
- States which anticipate or experience disruption of air traffic services and/or related supporting services should advise, as early as practicable, the ICAO Regional Office accredited to them, and other States whose services might be affected. Such advice should include information on associated contingency measures or a request for assistance in formulating contingency plans.

Regional Agreements

GREPECAS Action Plan for the Development of ATM Contingency Plans



Development of ATM Contingency Plans



Harmonization of ATM Contingency Plans

Contingency Plans

| States | Latest Version |
|----------------------------------|-------------------------------|
| Antigua and Barbuda | May 2020 |
| Bahamas | It has not been submitted yet |
| Barbados | It has not been submitted yet |
| Belize | June 2020 |
| Canada | It has not been submitted yet |
| Costa Rica | October 2020 |
| Cuba | August 2019 |
| Dominica | It has not been submitted yet |
| Dominican Republic | June 2020 |
| El Salvador | August 2020 |
| Grenada | It has not been submitted yet |
| Guatemala | July 2020 |
| Haiti | October 2019 |
| Honduras | August 2020 |
| Jamaica | April 2020 |
| Mexico | July 2020 |
| Nicaragua | June 2020 |
| Saint Kitts and Nevis | It has not been submitted yet |
| Saint Lucia | September 2019 |
| Saint Vincent and the Grenadines | May 2020 |
| Trinidad and Tobago | June 2019 |
| United States | It has not been submitted yet |

Submission of ATM contingency plans to the ICAO Regional Offices

Regional Agreements

CAR Region ATM Contingency Plan



Background

- 2017 contingency scenarios

Objectives

The Plan is structured to provide:

- regional ATM contingency planning elements;
- linkage with other regional planning schemes;
- guidelines for ATM contingency planning;
- guidelines for regional coordination to respond to contingencies;
- considerations for research and future development; and
- milestones, timelines, priorities and actions.

CAR CERT

- Enhance and expedite individual and regional response to contingencies or possible contingencies scenarios that may affect the ATS and all other activities related to ensuring that air transport operations can be maintained to provide continual ATS provision in the CAR Region, identifying threats and communicating possible solutions.
- Support the exchange of information between States, Territories, International Organizations, industry, and other relevant stakeholders, to improve the regional response to contingencies that affect or may affect the adequate evolution of air traffic and all air transport issues in the CAR Region.

CAR REGION AIR TRAFFIC MANAGEMENT CONTINGENCY PLAN

Version 1.3
July 2020

This Plan was developed by the Regional Contingency and Emergency
Planning and Response Ad hoc Group

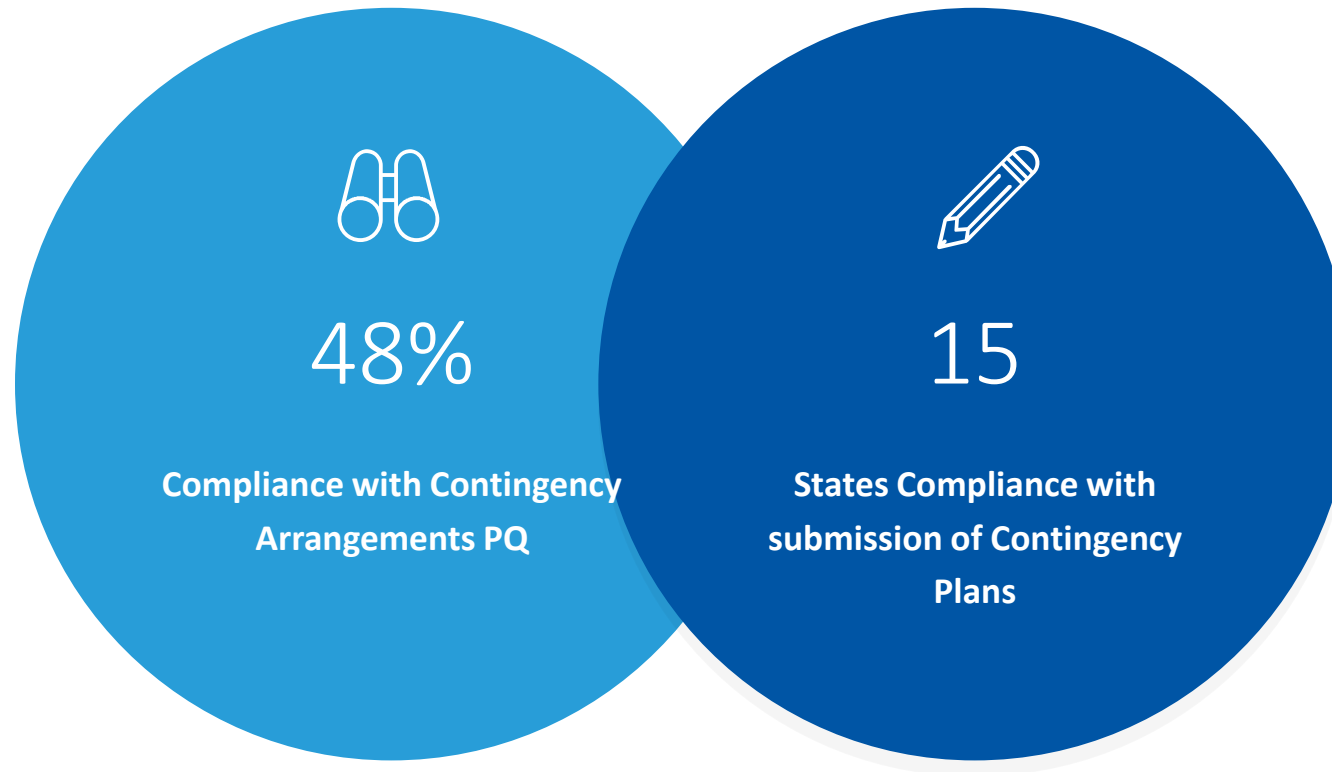
Approved by:

NAM/CAR Air Navigation Implementation Working Group, States and Territories

Published by:

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Current Situation



Analysis



Annex 11 assigns specific responsibilities to the ICAO Regional Offices, whose resources are available to States whenever they require them

Follow up and monitoring regional agreements for contingency planning is a tool that should continue to enhance compliance to the ICAO SARPs

Compliance with the Annex 11 requirements and GREPECAS Regional Agreements for contingency planning continues to be a challenge for several States.



Thank You!