



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty Second Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/22)
(Accra, Ghana, 29 July – 02 August 2019)

Agenda Item 2.2: Update on Air Traffic Management & Search and Rescue Matters

PRESENTATION OF DRAFT AFI REGIONAL ATM CONTINGENCY PLAN
(Presented by Nigeria)

SUMMARY

This paper presents a draft AFI Regional ATM Contingency Plan developed by ESAF and WACAF Region in accordance with Paragraph 2.31 of Annex 11 that requires Air traffic services authorities to 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 are required to 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.

REFERENCE (S):

Annex 11 paragraph 2.31 on ATM Contingency Plan and APIRG 21 Resolution 21/05 that mandated States to develop National ATM Contingency Plans.

Related ICAO Strategic Objective(s):

A – Safety, B – Air Navigation Capacity and Efficiency, D – Economic Development of Air Transport,

1. INTRODUCTION

1.1 It would be recalled that APIRG/21 reported the lack, incomplete, uncoordinated, or non-publication of CPs was a long standing deficiency in the AFI Region and noted that in 2015 the ESAF Regional Office conducted implementation workshops for ESAF FIRs and ANSPs as well as some assistance to FIRs in the ESAF/WACAF interface to develop Contingency

Plans (CPs) required under Annex 11 to the Chicago Convention, and to coordinate the related contingency routes.

1.2 APIRG/21 further noted that the partial progress made in the ESAF region should encourage States and FIRs in the WACAF area to develop CPs as a matter of priority in order to accelerate completion of the AFI Regional CP.

1.3 It was reported that the AAO/SG had urged update or development of CPs, incorporating provisions for Public Health Emergency (PHE) and Volcanic Ash Contingency (VACP) by 31st August 2017, and to publish the updated CPs. The meeting was informed that not much progress had been made in this regard and accordingly concerned States were urged to include the said provisions as soon as practical.

1.4 APIRG/21 further noted that the AAO/SG had deliberated on the differences between the CPs required under Annex 11 to the Chicago Convention, and the aerodrome emergency plans required under Annex 14. Some States had therefore, not prioritized the development of CPs, on account that they had developed aerodrome emergency plans. The Group recalled that there were overlaps of certain requirements and events. Amongst others, there could be emergency occurrences at an aerodrome, which affect air traffic services (ATS) facilities located at the aerodrome, resulting in the unavailability ATS in the concerned FIR. Similarly, PHE issues could also overlap and affect both the aerodrome and the airspace far beyond.

1.5 Accordingly, APIRG/21 adopted Conclusion 21/05 which states *inter alia*:

IMPLEMENTATION OF CONTINGENCY PLANS

That,

- a) States develop or update Contingency Plans (CPs) that include Public Health Emergencies (PHE) and Volcanic Ash (VA) provisions and publish them as soon as practical; and*
- b) ICAO provide assistance to States in the development and coordination of the CPs to enable their publication and completion of the Regional CP.*

2. DISCUSSION

2.1 The meeting is invited to take note that recent developments globally and within the AFI Region had exposed the vulnerability of the region to contingency events that are capable of disrupting the provision of air traffic services.

2.2 Pursuant to the implementation of APIRG 21/05 the ICAO WACAF office organized a one-week ATM Contingency Planning Workshop at Accra, Ghana in October 2018 for States and FIRs in the WACAF area to provide assistance in the development, coordination and finalization of national CPs which incorporated VACP and PHE, and pave way for the development of an AFI regional CP.

2.3 Furthermore, ICAO with the support of IATA and ATNS, South Africa organized an AFI Regional workshop from 20th – 24th May 2019, at the ATNS, Johannesburg, South Africa. for the development of an AFI regional CP ATM Contingency Plan. The workshop was attended by representatives from 32 AFI States, 6 international organisation and 3 airlines. The above workshops enabled States to develop National ATM Contingency Plans as well as availed them with the opportunity to coordinate and collaborate with adjacent States. This effort led to the successful development and publication of National ATM Plans by many States.

2.3 The regional workshops also availed the States the opportunity to establish and agree on Contingency Routes and Flight Level Allocation Schemes for channeling the flow of traffic during contingency.

2.4 The workshops facilitated the development of an AFI Regional ATM Contingency Plan that is aimed at providing regional procedures for the management of international air traffic flow in the event of a contingency affecting one or more FIR(s) or States.

2.5 ESAF and WACAF ATM Contingency Planning Teams, during the Johannesburg workshop in May 2019, embarked on the harmonization of the WACAF and ESAF Sub-regional plans into a single AFI Region ATM Contingency Plan.

2.6 For effective planning, coordination and management of contingencies, the establishment of a Regional Contingency Coordination Team (CCT) was recommended as well as a Central Coordination Committee (CCC) at the State level.

2.7 Contingency Routes established by States/FIRs were integrated into ESAF and WACAF sub-regional contingency routes, and finally into a single AFI Regional Contingency Route Network that would ensure safety, efficiency and continuity of international flight operations in the event of a contingency affecting the provision of safe or secure air navigation services.

2.8 The Draft AFI Regional ATM Contingency Plan which is presented as **Appendix** to this working paper defined three (3) levels of contingencies as follows:

i) **Level 1 Contingency:** Partial system failure or degradation of ATM system that can be managed within the FIR or ACC with the local contingency plan or facilities. For example, the failure of a Surveillance system backed up by the provision of procedural control services.

ii) **Level 2 Contingency:** Total failure of the entire ATM system or air navigation system requiring the assistance or intervention of adjacent FIR(s) for the provision of ATS. For example, the total failure or shut down of an entire ATM system due to industrial action by ATCs, thus requiring the delegation of authority to adjacent ACC or FIR to provide limited ATS over the affected airspace or State.

iii) **Level 3 Contingency:** Total failure of the entire ATM system or air navigation system requiring the avoidance of the concerned FIR or portion of airspace.

For example, the outbreak of war or military activities resulting in unsecure airspace over a State, thus necessitating the avoidance of such airspace or State.

2.9 Level 2 Contingency Routes are defined as routes designated by a State, FIR, or ACC for channeling the flow of traffic during level 2 contingency to facilitate the provision of limited ATS by over an affected airspace or State.

2.10 Level 3 Contingency Routes are defined as routes designated by a State, FIR, or ACC to facilitate the avoidance of an adjacent airspace, FIR or State under a level 3 contingency.

2.11 The Regional ATM Contingency Plan also includes Volcanic Ash Contingency Procedures and Public Health Emergencies.

2.12 The Draft Regional ATM Contingency Plan also contains a template memorandum of understanding (MOU) between States/FIRs or ANSPs for the delegation of the provision of ATS during level 2 contingencies.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) consider and approve the classification of contingencies into level 1, 2 and level 3 contingencies;
- b) consider and approve the proposed Regional Contingency Routes for level 2 and level 3 contingencies;
- c) consider and approve the Draft AFI Regional ATM Contingency Plan for implementation; and
- d) consider and approve the establishment of an AFI Regional Contingency Coordination Team (AFI CCT) with the responsibility of coordinating the management of any level 2 or 3 contingencies within the AFI Region. Membership of the CCT shall include Focal Points from each AFI State.

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