# Airline Collaboration with ATC Contingency Plan

# It can happen anywhere…

**12DEC2014**

The UK's Civil Aviation Authority (CAA) is due to hold an inquiry into the failure in air traffic management systems at **NATS (National Air Traffic Services)** that occurred on Friday 12 December.

The problem was caused by a glitch in one of the 50 systems at NATS' centre in Swanwick. The server running the flight data processing system went down, apparently as a result of a software flaw.

# Preparing Contingency Procedures

## "If something can go wrong, it will!"

**Setting up Contingencies, Response, and Recovery in case of Major Disruptions**

# Preparing Contingency Procedures

# Be aware of the immediate regional impact to a disruption!

**Setting up Contingencies, Response, and Recovery in case of Major Disruptions**

# SMM Contingency Response Plan

- As per ICAO Doc 9859 (SMM)The organization has a plan that outlines roles and responsibilities in the event of a **major incident, crisis** or accident

- An emergency response plan (ERP) outlines in writing what should be done after an accident or **aviation crisis** and who is responsible for each action.

- We as AOs the expect that the ANSPs have their own in areas that may include a major power outage or loss of radar, intercountry conflicts, communications or other major facilities

# Airline Requirements

- We rely on the State(s) to develop, promulgate and implement appropriate contingency plans, in consultations with the AOs.

- The contingency routings to be effective, it is essential that they are not limited to one states borders but are inter regional.

- Form a working group of selected affected operators/ states.

- The WG will be able to quickly address the problem, identify the solution and have affected states, implement the contingency plan until the issue is resolved.

# Airline Requirements

- Review as an example the US "playbook" scenario
- https://www.fly.faa.gov/PLAYBOOK/pbindex.html
- Mechanism from State(s) to place to advise flight dispatchers of contingency routings so as to quickly and easily plan correct routings.
- When implemented, we will inform the crew with additional information on the specific requirement.
- We will provide in-flight and post-flight reports.

# Contingency Response Plan - Yemen

- Yemen conflict - changes to routings for flights to avoid Yemen,

- Rerouted flights through Jeddah, Khartoum and (the then onward into Addis).

- Resultant overload in Khartoum and Addis.

- Some Southern Africa flights are routed to the East through Muscat, Mumbai

# Contingency Response Plan – Indonesia

- Ongoing volcanic eruptions
- Daily or weekly occurrence with short notice
- Aircraft reroutes for avoidance
- Aircraft repositioning
- Passenger recovery.

# Contingency Plan

During a crisis period itself, the immediate priority is to manage the crisis, and ensure the safety and security of the country and by extension the aviation sector.

ICAO Annex 11 to the Chicago Convention 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.

# Contingency Plan

A contingency is a situation during which a system component fails for any reason or by virtue of an unusual event, natural or induced, that reduces capacity.

A contingency plan will therefore include actions, associated timing and responsibilities, to be performed in response to a contingency situation (an operational disruption).

# 3rd Party Delegation Consideration

Agreements for full or partial airspace delegation may be negotiated for (temporary) scenarios of Contingency Planning of Air Traffic Services such as national disasters, political or social unrest, earthquakes, and floods affecting ATC facilities. Third party service provision could serve as an interim solution while an extraordinary situation persists affecting the ground infrastructure needed to support air navigation services.

According to the ICAO Chicago Convention, each State has complete and exclusive sovereignty over the airspace above its territory. National sovereignty cannot be delegated. However, the responsibility for the performance of functional responsibilities, such as the provision of air traffic services, can be delegated to a third party. Such delegation of the provision of air traffic services is not a surrender of sovereignty, and will be subject to a contractual agreement and can be revoked at any time.

# Considering Technology & Cooperation

- **Contingency ACC**
- **Establishing a (regional) Crisis Cell**
- **Virtual Contingency Facility**
- **Remote or Virtual Tower**
- **Space-based ADS-B**