



# ATM CONTINGENCY MANAGEMENT



## ICAO CONTINGENCY PLANNING VIRTUAL WORKSHOP

From: 2nd - 4th June 2021



ICAO



# ATM CONTINGENCY MANAGEMENT



➤ **NIGERIA'S EXPERIENCE IN**

➤ **ATM CONTINGENCY PLANNING**





# ATM CONTINGENCY MANAGEMENT



## OVERVIEW

- **Overview**

- Definition of Levels 1, 2 and 3 Contingencies
- Types of ATM Contingencies Experienced in Nigeria
- Lack of Established CCC and AOCG
- Activation of ATM Contingencies
- Issuance of NOTAMs for Activation of ATM Contingencies
- Lack of Focal Points or Contact Details
- Confusion Over Airport Closure and Airspace Closure
- Inadequate Sensitisation on ATM Contingency
- Lack of Inclusion of Contingency Routes in ATM Radar Maps
- ATM Contingency Reporting to AFI CCT
- Issuance of NOTAM for Termination of Contingency
- Post Contingency Review and Reporting



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## Definitions

### ➤ **Definitions:**

- **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.
- **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.
- **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.



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## Challenges of Contingency Management in Nigeria

- **The ENDSARS Demonstration in Lagos leading to Curfew in Lagos Airport in October 2020**
- **Threat of National Strike By Nigerian Labour Congress in November 2020** - Activation of a Contingency Plan in Nigeria due to threat of a nationwide industrial strike that was later called off.
- **Temporary Closure of Ndjamena Airport/FIR** - The recent political crisis that led to the temporary closure of Ndjamena airport and airspace.
- **COVID-19 Pandemic** - The closure of all aerodromes to international and domestic flights except essential flights.



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## CHALLENGES OF CONTINGENCY PLANNING

- **Lack of Established Contingency Coordination Committee (CCC)** - Many states with well developed and published ATM Contingency Plans do not have CCCs established for the strategic management of Contingencies.
- **Lack of Established ATM Operational Contingency Coordination Group (AOCG)** - The AOCG is not formally established in many states for tactical management of Contingencies.



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## CHALLENGES OF CONTINGENCY PLANNING

- **Activation of ATM Contingency** - The lack of a well established Contingency Coordination Committee at the State level delays the activation of a Contingency level 2 or 3.
- The lack of political will also delays the activation of Contingency plan where political considerations are involved in the decision making.



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## CHALLENGES OF CONTINGENCY PLANNING

- **Issuance of NOTAM:** The lack of a timely issuance of NOTAM activating a Contingency creates further delays and confusion with severe impact on airlines and adjacent FIRs.
- The delay in the issuance of such NOTAMs is also due to aviation authorities awaiting political approval.





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## CHALLENGES OF CONTINGENCY PLANNING

- **Lack of Designated Focal Point** - Some States have not designated Focal Points for ATM Contingency Management. This creates challenges for the AFI CCT and adjacent FIRs as well as Operators in getting information or update on the situation.
- Also lack of contact details on designated Focal Points is also a major challenge..
- Similarly, frequent changes in designated Focal Points creates communication challenges during contingency.



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## CHALLENGES OF CONTINGENCY PLANNING

- **Airport/Airspace Closure** - Frequently there is a misconnection between intention to close an airport as against closing the airspace.
- It is necessary for Aviation authorities to advise political leaders on the closure of aerodromes as against closure of airspace.



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## CHALLENGES OF CONTINGENCY PLANNING

- **Lack of ATM Contingency Routes on Radar Maps** - Lack of inclusion of ATM Contingency Routes in Radar Maps affects ATC situation awareness during contingency management.



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## CHALLENGES OF CONTINGENCY PLANNING

➔ **Lack of Sensitisation** - Lack of adequate awareness, sensitisation and training on ATM Contingency or responsibilities of the CCC and AOCG creates challenges in the effective management of ATM Contingencies.



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## CHALLENGES OF CONTINGENCY PLANNING

- **Overflight Clearance Permit** - The sudden activation of ATM Contingencies and the attendant challenges of rerouting aircraft is compounded with State bureaucracies in granting overflight permit.
- State Focal Points should facilitate such requests in collaboration with CCCs and AOCG .



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## CHALLENGES OF CONTINGENCY PLANNING

➔ **Reporting to AFI CCT** - Lack of timely updates or reporting by State Focal Points or State Authorities to AFI CCT creates delays in decision making for airspace users and adjacent FIRs.



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## CHALLENGES OF CONTINGENCY PLANNING

- **NOTAM For Termination of Contingency**
  - The delay in issuing NOTAMs for the termination of an ATM Contingency that has already ended creates a lot of challenges for operators.
- This delay is mostly due to consultation with political decision makers or uncertainty on the state of the contingency.



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## CHALLENGES OF CONTINGENCY PLANNING

- **Post Contingency Review and Reporting** - Frequently a Post Contingency Review is not conducted to evaluate the management of the contingency and lessons learned.
- Post Contingency reports are also not submitted or documented for future reference.





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## CONCLUSION

- **CONCLUSION** - We wish to sincerely appreciate the tremendous efforts of the ESAF and WACAF Regional Offices for the development of the first edition of the AFI Regional Contingency Plan.
- We also appreciate the Regional Offices for the prompt activation of the AFI CCT for States and FIRs that had encountered Contingencies, and the effective management of these contingencies with support from IATA and States' Focal Points.



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**Thank You Very Much**

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