



*International Civil Aviation Organization*

**MIDANPIRG Air Traffic Management Sub-Group**

**Fourth Meeting (ATM SG/4)**  
*(Amman, Jordan, 29 April – 3 May 2018)*

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**Agenda Item 4: MID Region ATS Route Network**

**CONTINGENCY COORDINATION TEAM (CCT) –CONTINGENCY PLANNING**

*(Presented by IATA)*

**SUMMARY**

This working paper addresses the current issues pertaining to contingency ATS Routes and FIR sector capacity in order to achieve and maintain an efficient route network in the MID Region in light of the ever increasing air traffic and contingency planning.

Action by the meeting is at paragraph 3.

**REFERENCES**

- MID Contingency Plan

**1. INTRODUCTION**

1.1 The possibility of airline avoidance of certain FIRs and or defined areas of airspace blocks and increasing volume of traffic combined with the cost of flight operations; further developments and improvements in published contingency ATS routes are required.

1.2 The immediate unavailability or potential uncertainty to the availability of critical airspace that supports major traffic flows in the Mid Region has the potential to severely disrupt, and at worst case restrict flight operations.

1.3 Lack of an immediate response to enable appropriate action to be taken due to lack of a clear framework hinders the ability to adopt to change and implement immediate contingency measures.

1.4 Whilst some regions have partially adopted ‘contingency plans’ a full strategy for contingency, to include but not be limited to ‘recovering States’ should be developed adopted, and implemented.

1.5 While it is not possible to foresee what may happen, impact to operations, or severity of impact, a robust and established Contingency Planning framework is required to enable all parties to effectively manage such events, effect the correct communication and coordination protocols, and

implement a clear plan coordinated with ICAO, and States to assure continued air services, and where appropriate to maintain equitable use of airspace for airspace users.

1.6 The Mid Region Contingency Coordination Team (CCT) has been globally recognized for the value that it provides to both states and airlines and the time has come to enhance this process.

## **2. DISCUSSION**

2.1 IATA would like to thank ICAO and states for their work and CDM process as to assist airlines in managing traffic flow disruption due to airspace avoidance for establishing MID-CCT (Contingency Coordination Team) -

2.2 Airspace avoidance; Mid Region airspace avoidance has highlighted the need for the publication of state contingency route development and published FIR and sector capacity to provide airlines and ATC the ability to maximize efficiency and capacity during normal and non-normal operations.

2.3 The use of reactive “T” routes during contingency coordination and operations is much appreciated by the airlines and would like to see these routings kept in place and evaluated as published routes that can be utilized during normal and or future contingency operations, routes that can be managed as conditional routes (CDR2) – ie only available when published with specific TFRs.

2.4 IATA has been working closely with its members to identify area of improvements in there contingency planning within the MID Region that could be harmonized with states ATS route contingency planning.

2.5 Establishing an enhanced framework for contingency planning in the Mid region would be the next step to the already established CCT. A framework that can be put in to play to be adaptable for any contingency situation within region, whether impact is limited to a few airlines, or potentially where major traffic flows are affected. Considerations for the airline operator, and for the states impacted either directly or as an adjacent state required to provide ‘contingency’

- A pre-defined published plan that can be activated with short notice, a plan adopted by all, coordinated, collaborated, and followed to support the entire network.
- Introducing guidelines/ workflows across the impacted ICAO/IATA participating States and Airlines

2.6 The ATM regional contingency plan is no longer suitable in current format to support requirements of contingency planning in the region. States, Airlines, and ICAO should take action to commit to deliver a robust regional contingency plan that supports the sustainability of safety and efficiency for the region.

2.7 A strategic approach to contingency planning needs to look at airspace structure and traffic flows within the region. A strategic contingency plan for an airspace, a region, a regional block, or even for a traffic axis. Often when a contingency situation arises there is little or no information available to the airline to make operational decisions. Therefore, communication and coordination are essential to be in place to ensure timely flow of information is available, with minimal disruption to airline operations.

2.8 Once a situation is normalized, implementing a recovery of air navigation services is essential to re-set the air transport sector. When initiating a State/ANS recovery, States should look at infrastructure that is resilient so as to reduce future risks, and mitigate current risks.

2.9 IATA, ICAO, the ATM WG, and the RCGs are working on airspace contingencies and recovery, not only from the perspective of guidelines and best practices, but also to assist in contingency preparedness and recovery of air navigation services, after a situation is normalized. Not only do airlines need to have predictability for their normal operations, but they also play an essential role in the initial recovery.

2.10 IATA is willing to cooperate and conduct a series of bilateral engagement meetings with all concerned including the military and States ANSP's with the aim of accelerating the implementation process. Operators are willing to assist with route studies with ANSP's that wants to test feasibility of a new contingency routes prior to publications.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) consider the requirement for framework to be established for a Mid Region Contingency Plan; and
- c) consider the Acceptance of a task force to undertake a review of the current CCT process and areas of needed enhancements.