



*International Civil Aviation Organization*

**MIDANPIRG Air Traffic Management Sub-Group**

**Seventh Meeting (ATM SG/7)**  
*(Virtual, 15 – 18 November 2021)*

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**Agenda Item 3: Planning and Implementation issues related to ATM/SAR**

**REGIONAL CONTINGENCY PLAN AND IATA'S GLOBAL CONTINGENCY PORTAL**

*(Presented by IATA)*

**SUMMARY**

The MID Region continues to experience disruption to the ATM system due to what is referred to as 'Contingency Events' presenting challenges for Airspace users and Air Navigation Service Providers.

The Contingency Coordination Team (CCT) current process has been in place for over 7 years without review, similarly The MID ATM Contingency Plan Action Group was established at the same time, however, the group was not formally activated or meetings convened.

The region has learned much from recent events, particularly the high impact, long duration of the COVID pandemic. Many lessons have been learned over the past 7 years, and it is therefore considered timely that a full review of the MID Region Contingency Plan, and associated planning activities is undertaken, in addition to the advancements with contingency planning tools.

Action by the meeting at paragraph 4.

**1. BACKGROUND**

1.1 The Contingency Coordination Team (CCT) was established in 2014 to effectively address the management of potential disruption to the Air Traffic Management System. Used as the main platform for sharing information and coordination to implement contingency measures to overcome the associated challenges affecting the air traffic flow across the ICAO MID Region.

1.2 The CCT framework is also used for the implementation of recovery plans for the normalization of air operations in airspaces where the contingency events had ceased.

1.3 The MID Contingency Plan ensures the continued safety of air transport in the event of disruption or potential disruption of Air Traffic Services and related supporting services in the ICAO MID Region. The Plan is also activated in cases when airspace users decided to circumnavigate airspace(s) due to conflict zones, weather, etc. which might increase significantly the air traffic in other airspaces.

## 2. INTRODUCTION

2.1 This paper wishes to address four points:

- Proposal to re activate the MID ATM Contingency Plan Action Group;
- Proposal to undertake a review of the CCT process and Regional Contingency Planning activities;
- Proposal for States to undertake review of, and permit publication of National Contingency Plans via the ICAO Secure Portal; and
- Proposal to adopt IATA's Global Contingency Portal as the means to effect timely coordination, and communication of regional CCT events across the MID Region.

## 3. DISCUSSION

3.1 ATM-SG/5 held in Aqaba 1-4 DEC 2019 discussed the Regional Contingency Plan, and the CCT process, noting the key items to assure its continued success, the current challenges being faced, and what was needed (shortcomings) to ensure viability. At the meeting in December of 2019 it was not anticipated just a few months later we would be in a global crisis due to the COVID pandemic, and that we would rely heavily on the foundations we established as a region for contingency planning, management, and execution of operational plans.

3.2 IATA AME and ICAO MID ROs had the opportunity to convene a face to face meeting in September of 2021 at the ICAO Regional Office in Cairo. The purpose of the meeting was to discuss amongst other topics; Regional Contingency Planning, Regional, and National Contingency Plans, and the CCT process. The timing to address these areas was considered most suitable as we emerge from the COVID crisis to a more steady state and stable operation.

3.3 The meeting recalled MID Doc 003: Regional Contingency Plan; and highlighted as a requirement the need to undertake a detailed review, and where necessary update the document, and associated processes within.

3.4 The meeting noted additionally that the current CCT process whilst still valid, and the service provided through the CCT still very much needed, a review was required, considering lessons learned, and progress made over the years.

3.5 IATA presented to ICAO MID Regional Office the 'Tool' that had been developed, addressing the shortcomings to the process presented at the meeting in Aqaba by ICAO MID. A tool, a single web based portal to effect timely coordination, communication to airspace users, and provide operational support and problem resolution for global and regional contingency events. The ITOP Global Contingency Portal has been successful through its initiation in both the Afghansitan and Ethiopian events in neighbouring regions.

3.6 The meeting concluded that the most suitable means to undertake such a review of Regional Contingency would be through the re activation of the established MID ATM Contingency Plan Action Group.

**PROPOSED ACTIONS****4. ACTION BY THE MEETING**

4.1 The meeting is invited to:

- a) Note the information contained in this paper, and the outcome of the coordination meeting between ICAO MID Regional Office, and IATA AME Regional Office;
- b) Support the proposal for the re activation of the MID ATM Contingency Plan Action Group with the action to undertake a review of Regional Contingency Plan, and associated CCT process, and present initial outcomes at the MIDANPIRG/18 15-22 FEB 2022; and
- c) Explore the benefits of the use of IATA Global Contingency Portal (GCP) as means to communicate and disseminate critical information for Contingency Coordination Events (CCE) as part of the CCT process.

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