



INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG)

FIRST MEETING OF THE AFI AIR TRAFFIC MANAGEMENT/  
METEOROLOGY TASK FORCE (AFI ATM/MET TF/1)  
(Nairobi, Kenya, 10-11 June 2013)

---

**Agenda 2      Review the Structure of the APIRG Air Traffic Management (ATM)  
Contingency Plan Template**

**REVIEW THE STRUCTURE OF THE APIRG AIR TRAFFIC MANAGEMENT  
(ATM) CONTINGENCY PLAN TEMPLATE**

*(Presented by the Secretariat)*

**SUMMARY**

This paper provides information and guidance on the requirement for development, promulgation and implementation of Air Traffic Management (ATM) Contingency Plans by ICAO Contracting States in accordance with Annex 11 Standards and Recommended Practices (SARPs) and APIRG/17 ATM Contingency Plan Template.

Action by the meeting is at **paragraph 3**.

**REFERENCES**

Annex 11  
AFI/7 RAN Meeting  
APIRG

This Working Paper is related to Strategic Objectives: **A & C**

**1. INTRODUCTION**

1.1            In accordance with the provisions of Standard 2.30 of Annex 11, Contingency plans are intended to provide alternative facilities and services to those provided for in the regional air navigation plan when those facilities and services are temporarily not available.

1.2            Contingency arrangements are therefore temporary in nature, remain in effect only until the services and facilities of the regional air navigation plan are reactivated and, accordingly, do not constitute amendments to the regional air navigation plan. Such plans should be developed in consultation with other States and airspace users concerned and with ICAO, as appropriate, whenever the effects of the service disruption(s) are likely to affect the services in adjacent airspace.

## 2. DISCUSSION

### 2.1 *Responsibility for the provision of Air Traffic Services*

2.1.1 Each Contracting State shall ensure that the provision of air traffic services covers its own territory and those areas over the high seas for which it is responsible for the provision of air traffic services, in accordance with Chart ATA-1 of the Regional Air Navigation Plan.

### 2.2 *Contingency Arrangements (Annex 11, paragraph 2.30)*

2.2.1 Air Traffic Services authorities shall 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 shall be developed with the assistance of ICAO as necessary, in close coordination with air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.

*Note: Contingency plans may constitute a temporary deviation from the approved regional air navigation plans; such deviations are approved, as necessary, by the President of ICAO Council on behalf of the Council.*

### 2.3 *Development, Promulgation and Application of Contingency Plans*

2.3.1 Development of a sound contingency plan is dependent upon circumstances, including the availability, or not, of the airspace affected by the disruptive circumstances for use by international civil aviation operations. Otherwise, the contingency arrangements must involve bypassing the airspace altogether, depending on the risk posed by the disruptive circumstances (i.e. meteorological phenomenon, military activities, lack of effective communication or surveillance).

2.3.2 Some of the main elements to be considered for contingency planning, depending on circumstances:

- a) Re-routing of traffic to avoid the whole or part of the airspace concerned;
- b) Establishment of a simplified route network through the airspace concerned, if it is available, together with a flight level allocation scheme (FLAS) to ensure lateral and vertical separation, and a procedure for adjacent Area Control Centres (ACCs) to establish longitudinal separation at the entry point and maintain such separation through the airspace;
- c) Reassignment of responsibility for providing ATS in the airspace;
- d) Reassignment of responsibilities for providing MET information, NOTAMs, etc;
- e) Requirement for aircraft to maintain continuous listening watch on specified pilot-pilot VHF frequencies, including 126.9 Mhz (IFBP frequency) in areas where air-ground communications are uncertain or non-existent;

- f) Requirement for all aircraft in specified areas to display navigation and anti-collision lights at all times; and.
- g) Requirement and procedures for aircraft to maintain an increased longitudinal separation for aircraft at same cruising levels while operating in a contingency airspace.

2.3.3 Notification by NOTAM of discontinuance of contingency measures and reactivation of the services set forth in the regional air navigation plan should be dispatched as early as practicable to ensure an orderly transfer from contingency conditions to normal conditions.

2.3.4 The contingency plan should be updated at regular intervals as required. In some cases, the short time required for approval of implementation of a contingency plan may be insufficient, e.g. in case of natural disasters. In such cases, ICAO should be informed immediately for appropriate coordination.

2.3.5 APIRG/17, convened in Ouagadougou, Burkina Faso, August 2012, recalled Recommendation 5/2 of AFI/7 RAN Meeting 1997, which urged States to develop contingency plans for their area of responsibility, as well as Assembly Resolution A36-13 Appendix M: Delimitation of air traffic services airspaces, whereby States providing air traffic services over the high seas are encouraged to enter, as far as is practicable, into agreements with appropriate States providing air traffic services in adjacent airspaces, so that, in the event the required air traffic services over the high seas cannot be provided, contingency plans, which may require temporary modifications of ATS airspace limits, will be available to be put into effect with the approval of the ICAO Council.

2.3.6 It was noted that based on information available with the Secretariat, many States had not developed or updated their contingency plans for airspaces in which they provided ATS. The Group formulated the following Conclusion:

**CONCLUSION 17/66: DEVELOPMENT AND PROMULGATION OF CONTINGENCY PLANS**

**That:**

- a) **AFI States develop/update and promulgate contingency plans in accordance with Annex 11 and Annex 15 provisions.**
- b) **AFI States use available ICAO guidance material for the development and promulgation of contingency plans including the template at Appendix 3.4K to this report.**
- c) **ICAO Regional Offices carry out a survey on the status of development of contingency plans in the AFI region in order to take remedial actions as necessary; and**
- d) **ICAO Regional Offices expedite responses to States on matters related to development of contingency plans, as well processes for approval of contingency plans submitted by States.**

2.3.7 APIRG/18 held in Kampala, Uganda, March 2012 noted that based on information available with the Secretariat, many States had not yet developed or updated contingency plans for the airspaces in which they are responsible for the provision of ATS.

2.3.8 Furthermore, although some States had developed contingency plans since the last APIRG meeting (APIRG/18), some of the Contingency Plans developed are yet to be formatted in accordance with the template adopted in accordance with APIRG Conclusion 17/66. A copy of APIRG/17 Contingency Plan template is at **Appendix A** to this working paper.

### 3. ACTION BY THE MEETING

The meeting is invited to:

- i) note the information provided under paragraph 2 above; and
- ii) review the APIRG/17 CP template and agree on how best to integrate relevant information pertaining to volcanic ash activity with the ATM CP as appropriate.

-----