

**INTERNATIONAL CIVIL AVIATION ORGANIZATION****Western and Central African Office****Twenty-first Meeting on the improvement of Air Traffic Services  
over the South Atlantic (SAT/21),****Lisbon, Portugal, 8-10 June 2016****Agenda Item 2.4: ATM Contingency Plan for South Atlantic Oceanic FIRs****ATM CONTINGENCY PLAN  
FOR SOUTH ATLANTIC OCEANIC FIRs**

(Presented by ATNS, South Africa)

**SUMMARY**

This WP presents the ATM contingency plan for the South Atlantic Oceanic FIRs. This contingency plan contains arrangements to ensure the continued safety of air navigation in the event of partially or total disruption of air traffic services (ATS) within the South Atlantic Oceanic Flight Information Regions.

Action Required is at para 3

**1. Introduction**

The need for an ATM Contingency Plan is a requirement in ICAO Annex 11 paragraph 2.30 which stipulates, “that 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 the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.”

**2. Discussion-**

2.1 The need for an ATM Contingency Plan is a requirement in ICAO Annex 11 paragraph 2.30 which stipulates, “that 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 the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.”

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

2.3 Pursuant to the requirement in Annex 11, the SAT Group decided to collaborate towards the establishment of a coordinated ATM Contingency Plan with regards to the provision of ATS over the high seas.



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**Western and Central African Office**

**Twenty-first Meeting on the improvement of Air Traffic Services  
over the South Atlantic (SAT/21),**

**Lisbon, Portugal, 8-10 June 2016**

2.4 South Africa was given the task of coordinating the development of the Contingency Plan. Subsequently, ASECNA with its rich experience in development, promulgation and implementation of ATM Contingency Plan was tasked to partner South Africa in order to finalize the plan.

2.5 The updated plan jointly developed by South Africa and ASECNA is presented as Appendix - A to this paper for the review of SAT ATM WG.

**3. Action by the meeting**

The meeting is invited to:

- a) Take note of the information in this paper;
- b) Review the Draft ATM Contingency Plan for the SAT region which is attached in Appendix –A to this working paper;
- c) Urge States/ANSPs to nominate Focal Points and provide details to South Africa as coordinator;
- d) Review the proposed Contingency Routes; and
- e) Propose an implementation roadmap

\* \* \*