



ICAO

**REPORT ON WORKSHOP ON REGIONAL CONTINGENCY PLAN DEVELOPMENT  
AND IMPLEMENTATION COORDINATION**

(Accra Ghana, 29 October - 2 November, 2018)

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## **PART 1**

### **1.1 VENUE AND DATE**

- 1.1.1 The Workshop on Regional Contingency Plan Development and Implementation Coordination for Western and Central Africa was held at The Ghana Aviation Training Academy in Accra from 29 October to 2 November 2018, and was hosted by the Ghana Civil Aviation Authority.
- 1.1.2 The Workshop was facilitated by Mr. Albert Aidoo Taylor, Regional Officer- Air Traffic Management & Search and Rescue, ICAO Western and Central Africa office, and chaired by Mr. Charles Krakue, the Deputy Director General Technical of the Ghana Civil Aviation Authority. In his opening address, the Director General of the Ghana Civil Aviation Authority, Mr. Simon Allotey reiterated the need for contingency planning to ensure the ATM business continuity while maintaining a high level of safety. He underscored the important role that Civil Aviation plays in the global economy and social setting while noting the adverse effect that disruption of air traffic services has on these. He therefore urged participants to aim at developing and harmonizing contingency plans that will ensure safe and orderly flow of international air traffic in the event of partial, total disruption or failure of ATM systems in any airspace.

### **1.2 OBJECTIVES**

- 1.2.1 The workshop was designed to:
- 1.2.2 equip participants representing States, Air Navigation Service Providers (ANSP) and airspace users with the knowledge on the requirements Annex 11, PANS-ATM Doc 4444 and the conclusions of the APIRG 17 pursuant to:
- 1.2.3 develop national ATM Contingency Plans;
- 1.2.4 update existing contingency plans with reference to recent developments and ensure their completeness and operability;
- 1.2.5 coordinate contingency route systems with adjacent airspaces in order to facilitate functionality of contingency plans;
- 1.2.6 facilitate publication of contingency plans for implementation in the event of disruption; and
- 1.2.7 initiate the establishment of a sub-regional contingency coordination team, whose function shall be to coordinate the continuity of flow of international air traffic at the sub-regional level in the event of full or partial unavailability of any portion of airspace thus affecting the traffic flow.

### **1.3 LANGUAGE AND DOCUMENTATION**

The workshop was held in English and all documentations were also completed in the English language. Some States however had their documents translated in French.

## 1.4 SECRETARIAT

- 1.4.1 The secretariat was made up of Mr. Albert Taylor, Regional Officer- Air Traffic Management & Search and Rescue, ICAO West and Central African office, and was assisted by Mr. Matthew Lawrence Pwajok, General Manager ANS, Nigeria Civil Aviation Authority, Mr. Thomas Duopah, Deputy Director ATS, GCAA, Mr. Kennedy Blege, GCAA and Mr. Alain Ngoma-Mby, Airspace Planning Manager, ASECNA Headquarters.
- 1.4.2 Consensus was reached for the establishment of an interim WACAF sub-regional ATM Contingency team comprising of Mr. Matthew Lawrence Pwajok as the chairman, Mr. Alain Ngoma-Mby and Thomas Duopah as first and second vice chairpersons respectively, Mr. Kennedy Blege as the recorder, and a representative each from IATA and IFALPA to coordinate the harmonization of individual State/FIR contingency planning during the workshop.

## 1.5 ATTENDANCE

The workshop was attended by 75 participants drawn from 23 States and FIRs accredited to the ICAO Western and Central African office, Air Navigation Service Providers including ASECNA, ENANA, NAMA, Roberts FIR and participants from Angola, and international organizations including IATA, IFALPA and IFATCA. The List of Participants is attached as **Appendix A**.

## 1.6 AGENDA AND WORK PROGRAM

- 1.6.1 The work program and agenda for the meeting which was circulated with the invitation letter was reviewed and adopted.

## **PART II**

### 2.1 WORKSHOP PRESENTATIONS

2.1.1 A very comprehensive presentation on ATM contingency planning, ICAO Provisions and recommendations was made to update participants on the requirements for States and air providers of air traffic services to develop and promulgate their national air traffic management contingency plans, as stipulated in Annex 11 to the ICAO convention.

2.1.2 Other presentations were made by IATA, Emirate Airlines, ASECNA and Ghana Air Force.

2.1.3 In their presentation, IATA emphasized the need to have contingency plans that are developed to accommodate as far as practicable the major routes in terms of air traffic flow across the FIRs. They also stressed on the need for allocation optimum flight levels according to the routes being flown and the distances thereof.

2.1.4 ASECNA in its presentation highlighted the experiences gained from the activation of their contingency plans, notably the challenges with communication.

2.1.5 Emirates Airline in its presentation, Emirates emphasized the need for States to develop, promulgate and implement appropriate contingency plans, in consultations with the airline operators. Emirates also re-echoed that for contingency routings to be effective, it is essential that they are not limited to national borders but are inter regional. In this regard, the airline recommended the formation of a working group of selected affected operators/States to facilitate the development of a robust and efficient regional ATM contingency plan.

2.1.6 The Ghana Air Force in their presentation enlightened the workshop with the perspective of the military during the various contingency scenarios including security their roles in safeguarding the security of States as well as collaborating to ensure the safety of the international air transport systems are not compromised, or potential threats that affect aviation infrastructure, systems and operations are not compromised.

## 2.2 SUMMARY OF WORKSHOP OUTCOME AND ACTION REQUIRED

1. A set of sub-regional ATM contingency routes were selected, coordinated with adjacent States and airspace users, and adopted.
2. National, Multilateral or FIR ATM Contingency Plans were developed and/or updated following coordination with adjacent States/FIRs and airspace users. The List of States with National/FIRs Draft Contingency Plans is attached as **Appendix C**.
3. Decision was reached for ATS Letters of Agreements to be revised to include Contingency Routes, Operational Procedures and Transfer of Control Points during contingency;
4. The sub-regional contingency team to be known as “WACAF Contingency Coordination Team” (WCCT) was agreed upon;
5. States shall ensure the nomination of adequately qualified and dedicated persons as members of WCCT;
6. A draft table of content of the proposed Regional Contingency Plan was presented to guide the development of a comprehensive AFI Regional Contingency Plan;
7. A draft Memorandum of Understanding for implementation or activation of contingency plans between adjacent FIRSs, States or ATS units was presented for consideration and adoption by States /FIRs;
8. States/ANSPs were urged to sign Memorandum of Understanding for implementation of Contingency Plans to address responsibilities relating to Separation Standards to be applied, NOTAM Action, Type of ATS to be provided, activation and termination of contingencies, and agreements on en-route Navigational Charges;

9. States or FIRs should ensure the inclusion of the contingency routes in their Surveillance systems to enhance ATM situation awareness;
10. The WCCT should develop terms of reference for adoption;
11. The WCCT should complete the development of the draft Regional Contingency Plan by 31<sup>st</sup> December, 2018 and interface with the ESAF by February 2019;
12. The draft consolidated AFI Regional ATM Contingency Plan for ESAF and WACAF should be presented for consideration at APIRG 22;
13. The nomination by States or FIRs of members of Contingency Coordination Team (CCT) and ATM Operational Contingency Group (AOCG) shall be based on capability and availability of experts; and
14. States or FIRs should ensure adequate coordination of their Contingency Plans with Military and Airspace users.
15. That the following classification of Contingencies should be applicable in WACAF:
  - i. **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 facilities.
  - ii.
  - iii. **Level 2 Contingency:** Total failure of the entire ATM system or air navigation system requiring the assistance or intervention of adjacent FIRs for the provision of ATS.
  - iii. **Level 3 Contingency:** Total system failure of the entire ATM system of air navigation system requiring the avoidance of the concerned FIR or portion of airspace due to conflict or war.
16. The interim WACAF Contingency Coordination Team (WCCT) was constituted with the following as members:
 

Mr. Mathew Lawrence Pwajok	(Nigeria)	- Chairperson
Mr. Allain Ngoma-Mby	(ASECNA)	- Vice Chairperson
Mr. Thomas K Duopah	(Ghana)	- 2 <sup>nd</sup> Vice Chairperson
Mr. Kennedy Blege	(Ghana)	- Secretary
Mr. Kofi Kpodji	(Accra)	- Member
Mr. Arlindo Neves	(Sal)	- Member
Mr. Gildas Balounda	(Brazzaville)	- member
Mr. Serge Moufouma	(Bamako)	- member
Mr. Soumana Mamadou	(Niamey)	- member
Mr. Ibrahim M'Bodj	(Nouakchott)	- member
Mr. Fernande Joycelyn Djia Aby	(Abidjan)	- member
Mr. Diaga Basse	(Dakar)	- member
Mr. Abdel Aziz Abderahamane	(N'Djamena)	- member
Mr. Richard Werebessi Som	(Douala)	- member
Mr. Bruno Bouassa Bimbounza	(Libreville)	- member

17. That ASECNA develops a Template to be adopted for the publication of State Contingency Plans. The Draft Contingency Plan Template is attached as Appendix B.

18. States to ensure the establishment of Contingency Units to coordinate air traffic disruptions.

## 2.3 RECOMMENDATIONS

### 2.3.1 STATES

2.3.2 The following were recommended to enhance Contingency Planning:

- i. States are encouraged to implement CPDLC, AIDC and AMHS
- ii. States are encouraged to transition from AIS to AIM.
- iii. States are to ensure the involvement of Military stakeholders in the establishment of their CCT and AOCG.
- iv. States are to ensure adequate conduct of Safety assessment prior to the implementation of ATM Contingency Plans.
- v. States are to ensure the application of Surveillance Radar safety nets (STCA, RAM, CLAM, DAIW, MTCD, etc. when available.
- vi. States to collaborate in the implementation of Surveillance Data Sharing within the WACAF Region.
- vii. States to ensure regular review of Contingency Plans and MOUs.
- viii. States should regularly simulate contingency procedures in their ATC Simulators as part of recurrent training of ATCOs.
- ix. States should consider the inclusion of Cyber Security Threats in their Contingency Plans.
- x. States should ensure adequate information flow during contingency
- xi. **States to ensure the Publication of their Contingency Plans by 31<sup>st</sup> January 2019 for effective implementation on 28<sup>th</sup> February 2019.**

### 2.3 ICAO

2.3.1 The ICAO WACAF to facilitate the full establishment of the WCCT with membership from all FIRs and other stakeholders (IATA, IFALPA, IFATCA, Airspace Users, Military).

2.3.2 ICAO to facilitate the integration of the WACAF and ESAF sub-Regional Contingency Plans into an AFI Contingency Plan for submission at APIRG 2019 for consideration.

2.3.3 ICAO to facilitate the working of WCCT through teleconferences, meeting, etc.

## **APPENDICES:**

APPENDIX A: List of Participants

APPENDIX B: Draft Contingency Plan Template

APPENDIX C: List of States with National/FIRs Draft Contingency Plans.