



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

WESTERN AND CENTRAL AFRICA OFFICE

**Twenty-fourth Meeting on the improvement of Air Traffic Services over the South Atlantic
(SAT/24)**

Luanda, Angola, 5-7 June 2019

Agenda Item 3.6: ATM Contingency Plan Over the Atlantic Ocean

3.6.1 UPDATES ON ATM CONTINGENCY PLAN FOR THE SAT AREA

(Presented by the Secretariat)

SUMMARY
This paper provides updates on the progress made in the establishment of an ATM contingency plan for the SAT area.
REFERENCE(S): <ul style="list-style-type: none">• Terms of Reference of SAT /ATM GROUP• SAT 20 Decision 20/09 and conclusion 20/10• SAT 21 - Decision 21/07• SAT 22. Final Report Para 2.4• SAT 22: Plan of Action, SAT 22, ATM WG• SAT 23: Final Report, Agenda Item 2.6.1
Related ICAO Strategic Objective(s): A & B

1. INTRODUCTION:

- 1.1 The need for establishing an ATM Contingency Plan is a requirement in Annex 11 to the Chicago Convention;
- 1.2 SAT group tasked South Africa to develop a draft contingency plan for the SAT area;
- 1.3 Conclusion 19/02 requested from States to review the Contingency Plan, presented in SAT17 by South Africa, and send comments to Martinc@atns.co.za by 30th November 2014.
- 1.4 SAT 21 adopted the draft contingency plan by Decision 21/07 and tasked Focal Points of SAT States/ANSPs to review and submit their final comments to the Team Leaders namely, South Africa and ASECNA by 30th September 2016; and Secretariat to submit final draft ATM

Contingency Plan for the SAT region to the ICAO Council by 31st December 2016 for consideration and approval.

- 1.5 The SAT 22 meeting expressed dissatisfaction about the delay in finalizing the draft ATS Contingency planning for the SAT area, noting that the plan has been under discussions for almost five years;
- 1.6 The SAT 22 meeting noted that the plan lacked the inclusion of ATM contingency planning of some FIRs. It was also noted that focal points for certain FIRs have failed to provide the requisite information and have neither provided comments on the draft as requested by previous SAT meetings;
- 1.7 Furthermore, SAT 22 meeting noted that in reviewing the draft ATM Contingency Plan which was adopted by the previous meeting, it did not contain provisions for Volcanic Ash and Public Health Emergencies as required by PANS ATM Doc 4444;
- 1.8 The meeting adopted a project methodology in order to facilitate the finalization of the ATM Contingency Plan for the SAT area with the following action plan.

SAT ATM P4	ATM Contingency plan		
Team	Champion: ASECNA (NGOMA-MBY Alain Gerard) Go-Team: ATNS, ASECNA, ASA, DECEA, ENAIRE, DSNA, GCAA, IATA.		
Relevant actions		Action owner	Completion date
Go –Team to update the Sat Contingency Plan to include Volcanic Ash, Public Health Emergency Contingencies and Directory List into the Sat Contingency Plan		Go team	
All Sat States to be included in the SAT Contingency plan		Go team	
Go-Team to distribute the Sat Contingency Plan to all SAT States		Go team	31 August 2017
All SAT States are to submit any changes or comments to be included in the SAT contingency plan		SAT States	30 November 2017
Go-Team to send Completed document to ICAO		Go team	15 December 2017

2. DISCUSSION:

2.1 During its 23rd meeting held in Durban in June 2018, the SAT Group was provided updates on ongoing activities for the finalization and implementation of the SAT ATM Contingency Plan.

2.2 ASECNA reported that the SAT ATM CP was updated by including provisions for Volcanic Ash and Public Health Emergencies as required by PANS ATM Doc 4444, with additional inputs to assist in conducting search and rescue as requested by Cayenne ACC.

2.3 ASECNA reported that the ATM Contingency Plan for the SAT area was sent to all focal points on 13th July 2017 for comments and feedback by 31st August 2017. However, no responses were received from the SAT Member States.

2.4 The meeting agreed that the ATM Contingency Plan for the SAT area which was attached to the

SAT/23 report as **Appendix H** should be validated by the member States/ANSPs who were present at the SAT 23 meeting in Durban, South Africa. The meeting requested ASECNA as the Lead to resend the document to all stakeholders and to collate and include all feedback received by **30 November 2018**.

2.5 In parallel, the Secretariat was requested to upload the updated ATM Contingency Plan for the SAT area at the ICAO website **no later than 30 June 2018** and request States and other Stakeholder to respond by November 2018.

2.6 The SAT Group agreed that the ATM Contingency Plan for the SAT area should be validated by **15 January 2019**.

2.7 Feedback and Comments sent to ASECNA with copies to ICAO WACAF office for the Validation of the Draft ATM Contingency Plan for South Atlantic Oceanic FIRs is shown in the Table below.

State/ANSP	Response	Who	Date
The ICAO State letter was sent out on 26 October 2018 at 09:21. A reminder was sent to States and participants on 30 November 2018 at 11:10, following no responses from States/ANSPs. Below are responses received following the reminder.			
South Africa ATNS	From ATNS there is no additional comments and no further inputs into the SAT contingency plan. What was sent by me was included.	Martin Cooper Pool Manager Area Central FAOR, COO - Air Traffic Services FAOR	30/11/2018
Senegal	We have two (3) comments: 1. Some paragraph numbers in the table of contents do not match the content. For example, Para 10 in the table is 12 in the content; 2. Some paragraphs numbers are missing in the table of contents; 3. it is not developed in the Contingency Plan "measures in the event of acts of unlawful interference or military conflicts" in accordance with Annex 11 Supplement C paragraph 4.2 b). We should add a paragraph on that; and 4. I don't see the necessity of the para 12 (Contingency in two or more SAT airspaces) in the content (Is it relevant?). Best regards Dibocor DNAA/ANACIM Sénégal	Dibocor DNAA/ANACIM Sénégal	30/11/2018
ICAO South American	Par. 4.2; agreements between supervisors are mentioned. That information seems to be missed, otherwise Par. 12 is missed.		

<p>Regional Office</p>	<p>Par. 5.2; Amend to be read Amazonico instead of Brasilia. Par. 7.1 and 7.4 g); Amend to be read LOP/LOA instead of LOP. All document; Amend to be read AFTN/AMHS instead of AFTN.</p> <p>Also regarding section 13, please find attached information updated for BRAZIL, RO SAM and IATA (replace tables in pages 16, 16, 19, 20,22)</p>		
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2.8 During the Atlantic Coordination Meeting (ACM) held in Paris, France on 31 January 2019, and in recognition of the fact that the Atlantic airspace is a homogenous area with similar issues and solutions due to its inherent nature of the Oceanic airspace, understanding was reached for the harmonization of NAT and SAT ATM Contingency Plans as one of the potential areas for joint projects to facilitate seamless operations.

2.9 Following from paragraph 2.8 above, ICAO Headquarters has initiated a Special Implementation Project (SIP) for development of a common contingency plan that will cover North and South Atlantic FIRs. This is an inter-regional project. The draft Atlantic Ocean ATM Contingency will be submitted in separate working paper.

2.10 The SAT Group is therefore requested to analyze the status of the SAT Contingency Plan and the updates provided regarding collaboration with the NAT and the initiative from the ICAO HQ in order to decide the way forward on the subject contingency operations over the Atlantic Ocean.

3. ACTION BY THE MEETING:

3.1 The meeting is invited to:

- a. take note of the information provided; and**
- b. review the above information and the Draft ATM Contingency Plan and provide the way forward.**