



ICAO

ATM CONTINGENCY PLAN
(AFI) AFRICA AND INDIAN OCEAN REGION.

Version 1, July 2019

Lessons learnt from 2021 ATM contingency plans' activation in AFI



The major challenges faced by airlines



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- Difficulty to get access to the latest version of States' Contingency Plans (CPs).
- Some operators did not adhere to CPs provisions due to Air –Ground Communication inadequacies.
- Some deviations from the CPs were recorded during the execution phase such as;
 - Inadequate collaboration with users on decisions making, particularly those related to airports and airspace closures.

What went right?



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- Simple and efficient ATM procedures.
- Ensure safe and efficient flow of international traffic
- Cover most of the possible situations

What needs improvement?



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- Provide more information on the actions to be undertaken in case of technical failure
- Some contingency cases such as DCT-DCT/ DRO/FRA are not covered
- Contingency plans refer to Radar as the only surveillance mean, and do not provide any information on the general rules and procedures in case surveillance is provided by other surveillance means e.g., ADS-B (when in used)

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Lessons learnt



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- The major issue with CPs is **implementation or execution of the provisions of the CPs**; both prior and during the execution phase.

- Many deviations from the CPs have been recorded during the execution phase mainly due to:
 - Technical issues /Failures
 - Lack of adherence to the CPs provisions

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Recommendations



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- Increase the frequency of desktop and inter-unit coordinated exercises of all three contingency levels.
- Ensure that the staff in charge of the provision ATS, CNS, AIS, MET is trained on the ATM contingencies response procedures.

Thank you

