



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

ATS CONTINGENCY PLANS



INTERNATIONAL CIVIL AVIATION CONVENTION

109

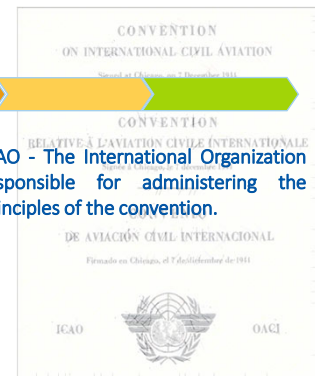
Chicago, December 7, 1944

Gave rise to the ICAO
Identifies and defines the responsibilities of States regarding the administration of civil aviation, as well as the organic framework and methods to be followed to fulfill the mandate.

- Air Navigation Services and Facilities
- Facilitation
- Reciprocity in Commercial Rights

- 96 Articles
- Privileges and Obligations of States
- Principle of Air Sovereignty
- Standards and Recommended Practices
- Basis for Technical Legislation: 19 Technical Annexes

ICAO - The International Organization responsible for administering the principles of the convention.



ICAO RESPONSABILITIES

110



01

Establish Standards and Procedures: Develop international standards and recommended practices (SARPs) that govern the safety, security, efficiency, environmental protection, and sustainable development of civil aviation.

Facilitate Cooperation: Promote collaboration among its 193 member states and aviation organizations by providing a platform for negotiation and cooperation on various civil aviation matters.

02



03

Air Transport Policy: Helps shape air transport policies by providing a framework for member states to address issues such as airspace management, environmental concerns, and market access.

Capacity Building: Provides technical assistance and training to member states to help them develop and maintain effective civil aviation systems, particularly in resource-limited regions.

04



05

Environmental Protection: Works to reduce the environmental impact of aviation by developing standards for aircraft noise and emissions, promoting sustainable aviation fuels, and encouraging energy-efficient technologies.



ICAO – STRATEGIC OBJECTIVES

111

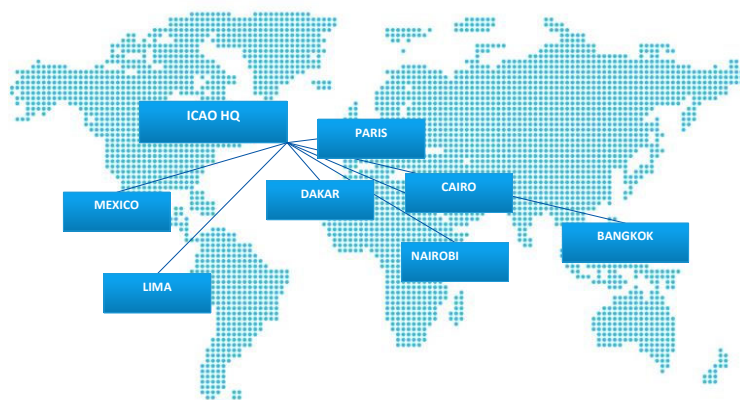


Strategic Objectives

- 1 • **Safety:** Strengthen the operational safety of global civil aviation by enhancing States' regulatory oversight capabilities.
- 2 • **Air Navigation Capacity and Efficiency:** Increase capacity and improve the efficiency of the global civil aviation system.
- 3 • **Aviation Security and Facilitation:** Reinforce the facilitation and security of global civil aviation. This reflects ICAO's leadership in aviation security, facilitation, and related border security matters.
- 4 • **Economic Development of Air Transport:** Promote the development of a robust and economically viable civil aviation system. This highlights ICAO's leadership role in harmonizing the air transport framework with a focus on economic policies and supporting activities.
- 5 • **Environmental Protection:** Minimize the adverse environmental impacts of civil aviation activities. This underscores ICAO's leadership in environmental and aviation-related efforts, aligning with the environmental protection practices and policies of ICAO and the United Nations system.

REGIONAL OFFICES

112



ICAO –FRAMEWORK FOR MANAGING AIR TRAFFIC IN EMERGENCY SITUATIONS

113



2.32 Contingency arrangements

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.

ANNEX 11 – AIR TRAFFIC SERVICES

CONTINGENCY PLANNING - INTRODUCTION

114

- ☐ Approved contingency guidelines in 1984 in response to disruptions in air traffic services (ATS).
- ☐ Aim to ensure international air traffic's safe and orderly flow during ATS disruptions.
- ☐ Address varying global circumstances, requiring tailored contingency measures for specific events.
- ☐ ICAO's role includes global coordination of contingency plans and consulting with States and organizations (i.e. IATA, IFALPA).

CONTINGENCY PLANNING

115

REGIONAL AIR NAVIGATION PLAN

Contingency plans are intended to provide alternative facilities and services to those provided for in the regional air navigation plan.

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 plan”

PURPOSE AND RESPONSABILITIES

116

- ☐ Ensure the availability of major global air routes. Provide temporary alternatives until regular services resume.
- ☐ States providing ATS are responsible for contingency actions in their airspace.
- ☐ In high Seas Airspace, Responsibility remains with designated States unless reassigned by ICAO.
- ☐ In delegated Airspace, the delegating State resumes responsibility if delegation is terminated.
- ☐ ICAO's Role: Initiates and coordinates contingency actions when States are unable to discharge responsibilities.

PREPARATORY ACTIONS

117

- ☐ Develop general contingency plans for foreseeable events.
- ☐ Assess risks of military conflicts, unlawful interference, natural disasters, or health emergencies.
- ☐ Designate central agencies and monitoring teams for timely action and coordination.
- ☐ Coordinate with ICAO and other affected States during ATS disruptions. Multi-State coordination is essential for cross-border airspace issues and rerouting of traffic.

COORDINATION

118

- ☐ A contingency plan should be acceptable to providers and users of contingency services alike, i.e. in terms of the ability of the providers to discharge the functions assigned to them.
- ☐ States which anticipate or experience disruption of air traffic services and/or related supporting services should advise, as early as practicable, the ICAO Regional Office accredited to them, and other States whose services might be affected.
- ☐ Multi-state coordination is essential for cross-border airspace issues and rerouting of traffic.
- ☐ Issuance of a NOTAM for effective communication.

DEVELOPMENT, PROMULGATION AND APPLICATION

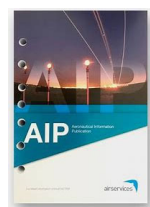
119

- ☐ Plans should account for re-routing traffic, simplified route networks, and controlled access to contingency areas.
- ☐ Establish enhanced communications, navigation guidance, and increased separation between aircraft, including special procedures such as continuous VHF listening, anti-collision lights, and IFR adherence.
- ☐ Early notification via NOTAM of anticipated disruptions and contingency measures (minimum 48 hours).
- ☐ Timely notification of the discontinuation of contingency measures and resumption of normal services.

DEVELOPMENT, PROMULGATION AND APPLICATION

120

- ☐ Some States have promulgated the contingency Plan either the website of the ATSP or the AIP



- ☐ https://aisweb.decea.mil.br/eaip/A%2022-2024_2024_11_28/eAIP/ENR%201.8-en-GB.html

