

CONTINGENCY PLANNING of AIR NAVIGATION SERVICES

SASI Workshop

Background, Definitions and Life Cycle

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http://www.eurocontrol.int/ses/public/standard_page/sk_sesis_guidelines.html

Contingency ..

from a Legal and regulatory perspective

Contingency – ICAO definitons

Annex 11, Air Traffic Services, Chapter 2.30 of the Convention on International Civil Aviation :

*“Air Traffic Service 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”*

Attachment D (Guidance):

*“**contingency plans** are intended to provide **alternative facilities and services** to those provided for in the regional air navigation plan whose those facilities and services are temporarily not available.”.*

European Regulation - Reg 2096/2005

Commission Regulation (EC) N°2096/2005 laying down **common requirements** for the provision of air navigation services:

- “ ***At the latest one year after certification, an air navigation service provider shall have in place contingency plans for all the services it provides in the case of events which result in the significant degradation or interruption of its services*** ”.

Plans had to be completed and ready for possible implementation between end of 2007 and mid- 2008

Room for interpretation ..

- **None of the texts defines what the exact content Contingency Plans should be (e.g. risks to be prevented, type of measures etc..)**
- Only **indications are provided as guidance** in Attachment D to Annex 11.

It means for ANSPs:

- Both ICAO and CRs contain obligations to develop Contingency plans;
- BUT Exact content is left at the discretion of the States, the regulatory authorities and their ANSPs.

EUROCONTROL received requests for Guidance from ANSPs and NSAs & initiated a project in February 2007.

What is an outage ?



QUICK FACTS

Main Symptoms:

- High fever (>38° Celsius);
- Dry cough;
- Shortness of breath or breathing difficulties; Changes in chest X-rays indicative of pneumonia also occur;
- SARS may be associated with other symptoms, including headache, muscular stiffness, loss of appetite, malaise, confusion, rash and diarrhea.

How contagious is SARS?

Based on currently available evidence, close contact with an infected person is needed for the infective agent to spread from one person to another. Contact with aerosolized (exhaled) droplets and bodily secretions from an infected person appears to be important. The amount of the infective agent needed to cause an infection has not yet been determined.

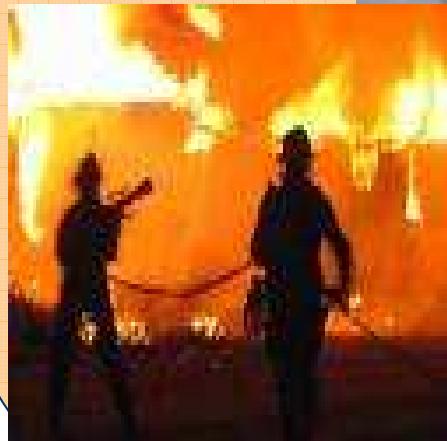
Source: The World Health Organization



FORESEEN (PREDICTABLE)



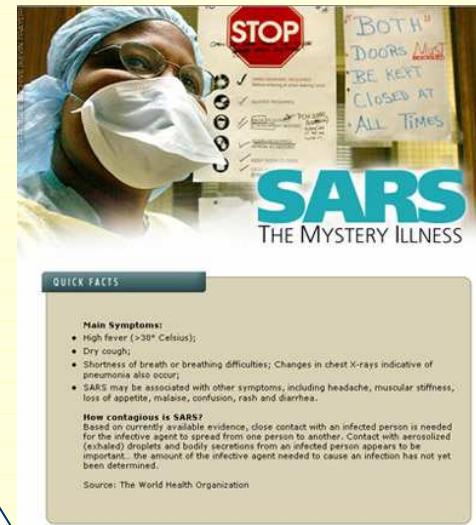
Guaranteed



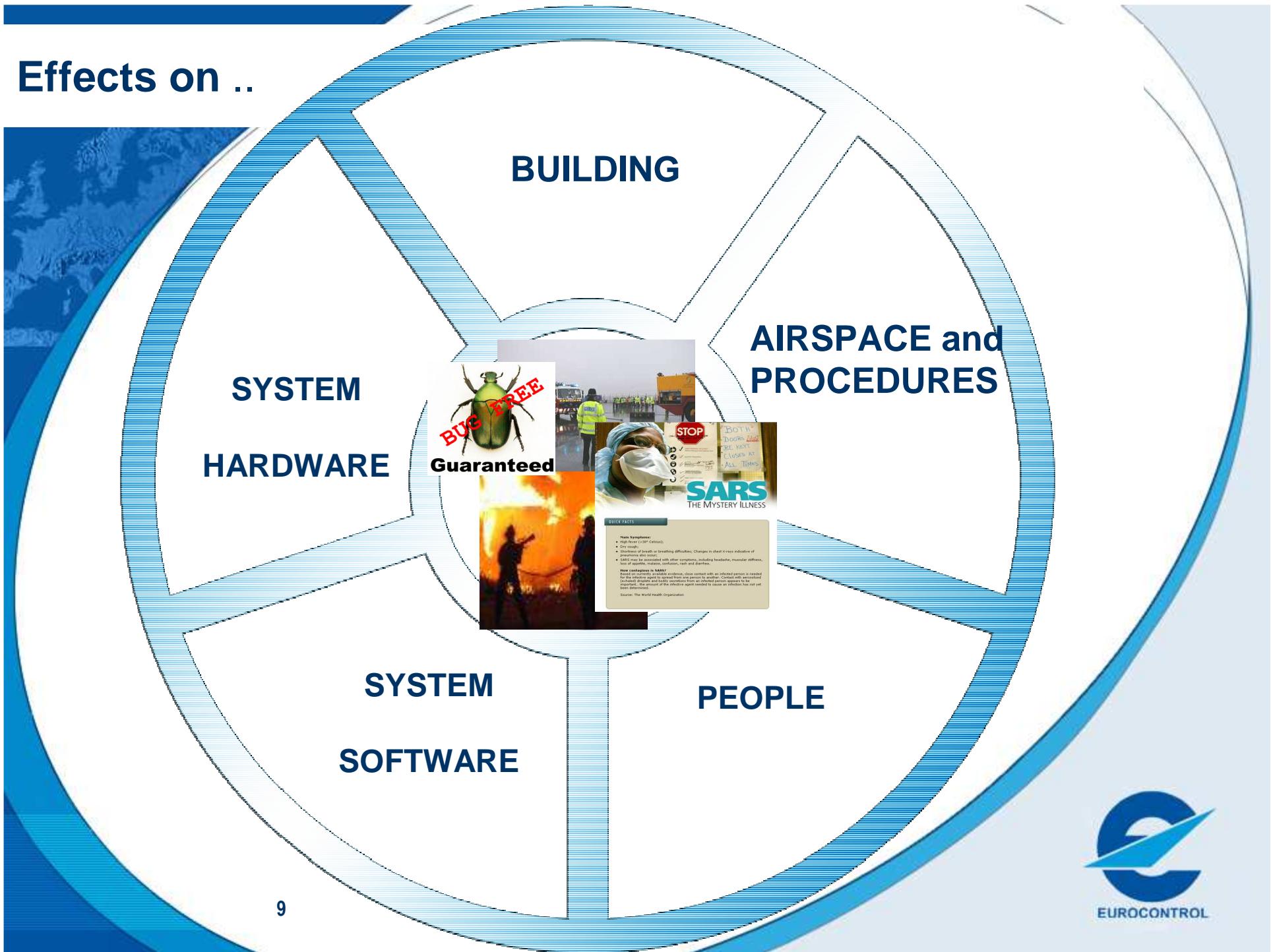
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UNFORESEEN

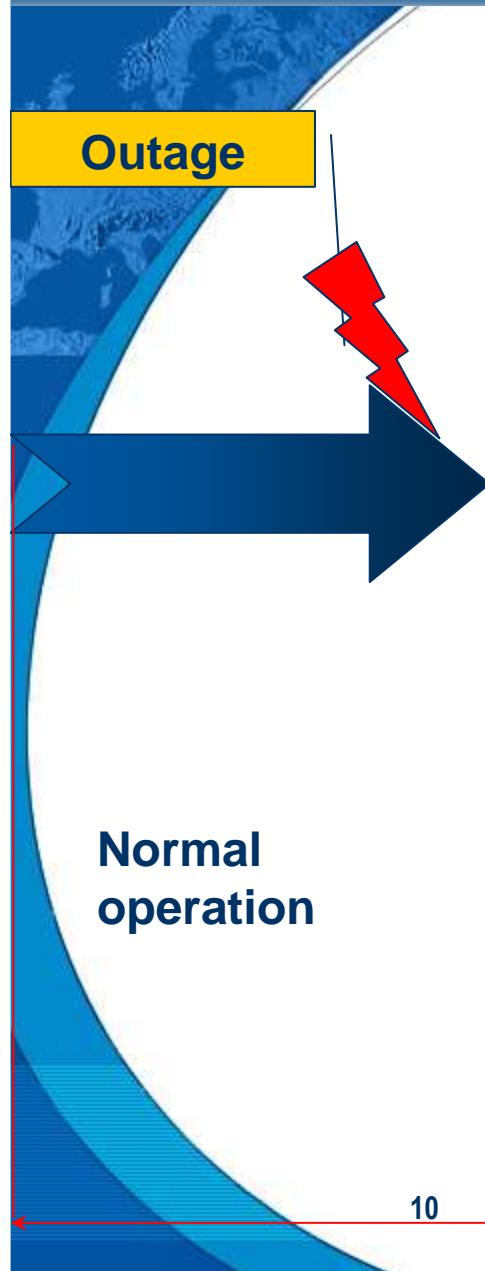
Industrial Action



Effects on ..



An outage is



An exceptional circumstance,

- foreseen (e.g. pandemics, industrial action)

- or unforeseen (e.g. major software bug, natural disaster, security breach);

affecting one or more elements of the System (people, airspace, procedures & equipment)

that, in the absence of adequate fallback arrangements, may lead to service disruption.

An outage is **partial** or **total**

.... And Contingency is ...

Contingency as you see it ..

Measures taken for ATM technical and other possible failures and emergencies

Restore ATM services or capabilities to a minimum, previously agreed upon and safe level

ATSEP maintaining the lowest risk to the stakeholders aviation

Ensure safety in case of unexpected ATM system failure, or in case of evacuation of OPS room

Ensuring safety, security and continuous operations in case of event of partial or total disruption of air traffic services

Two possible interpretations

Contingency Plans are:

1. Emergency measures to face an outage and maintain Degraded modes or operations and/or « fail to safe »;
(focused on the first minutes and hours after the outage)
2. Measures to ensure « continuity of service » for long-duration of disruption of services. These measures make use of alternative services or facilities.
(focused on services after 24/48 Hours)

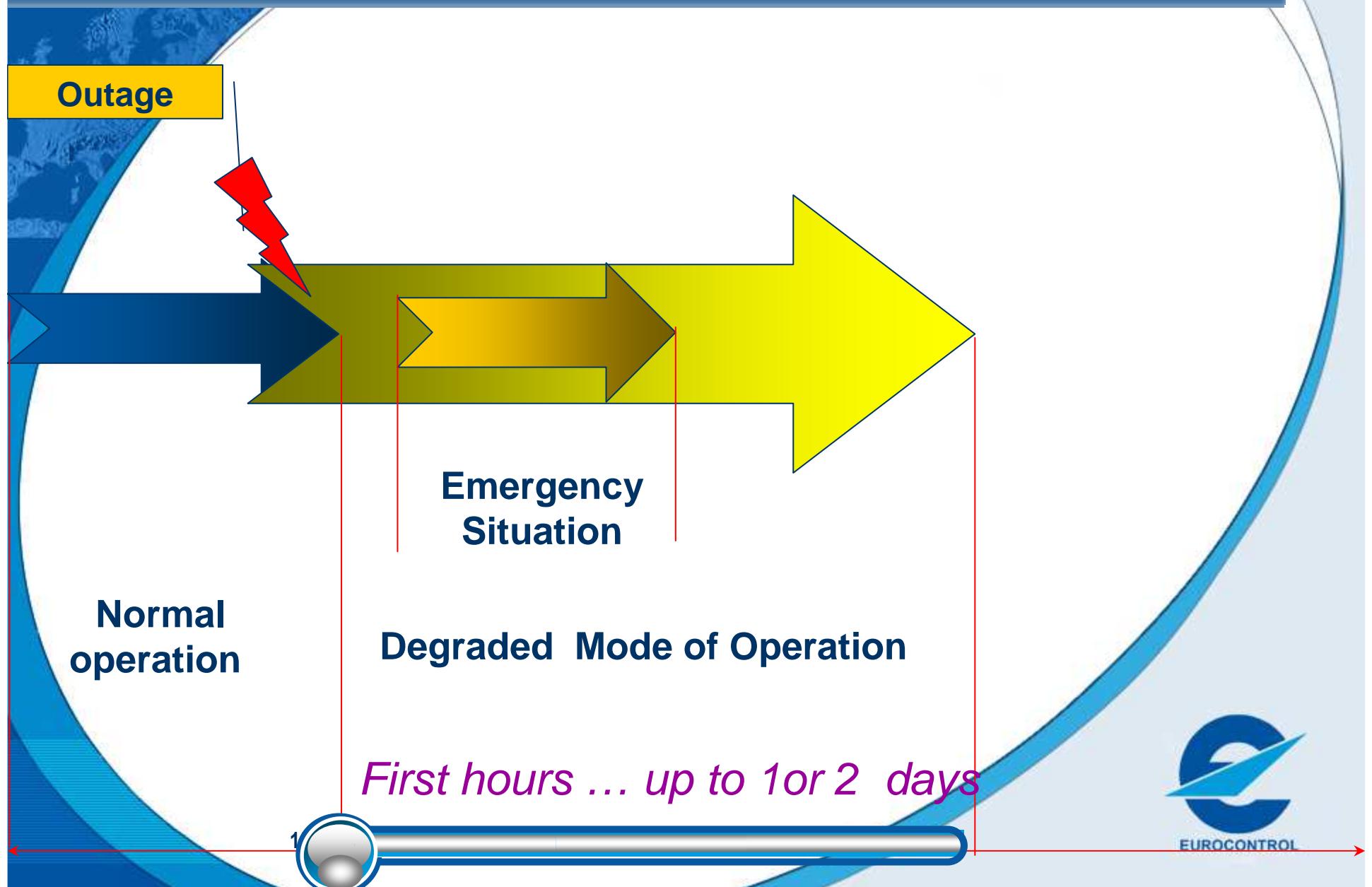
Contingency Life Cycle

Both interpretations could be right ...

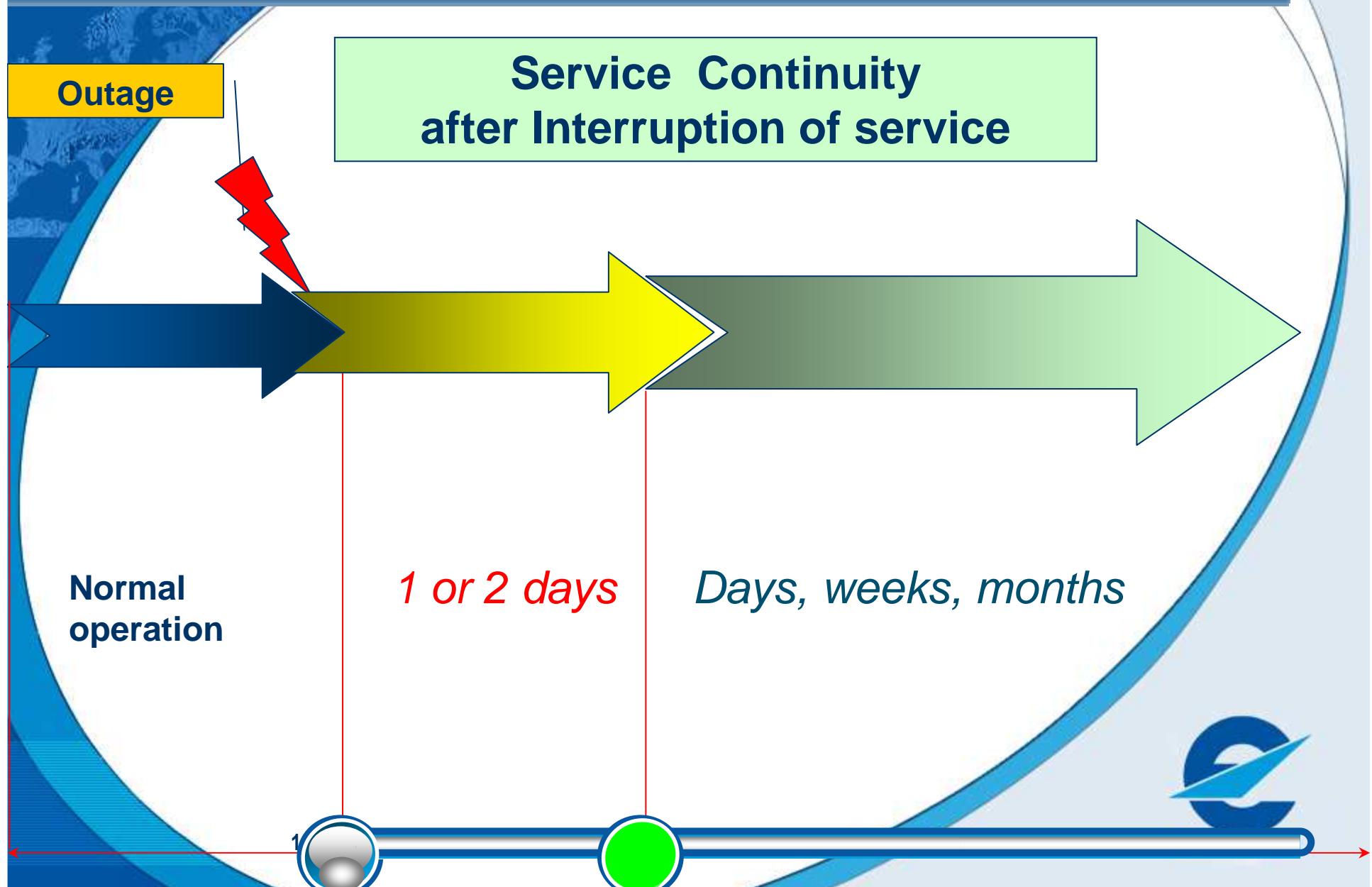
Contingency Life cycle developed:

- to acknowledge both interpretations exist;
- to give a « framework » consistent to both interpretations;
- to structure the EUROCONTROL Guidelines.

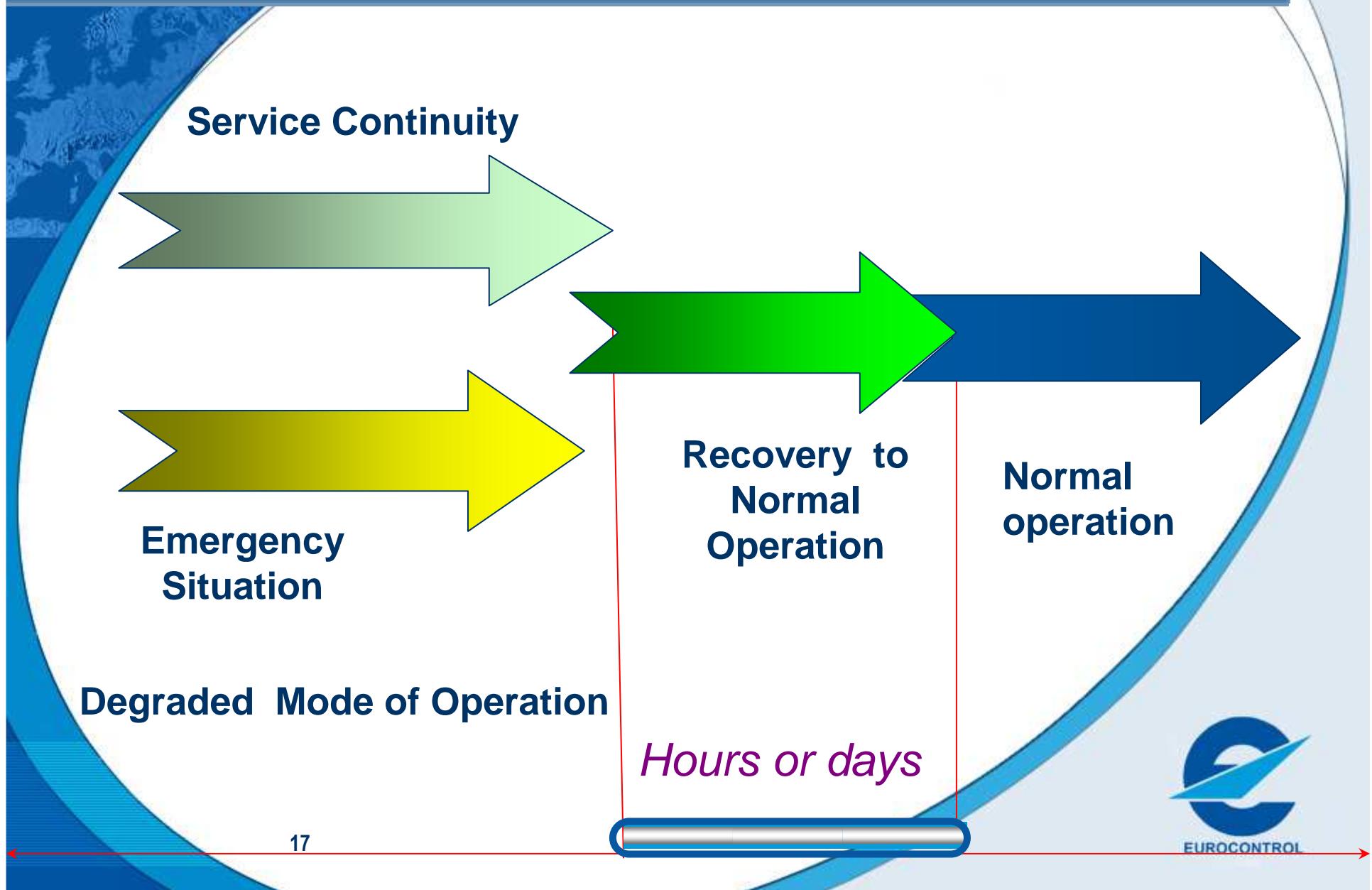
'Contingency' Life cycle



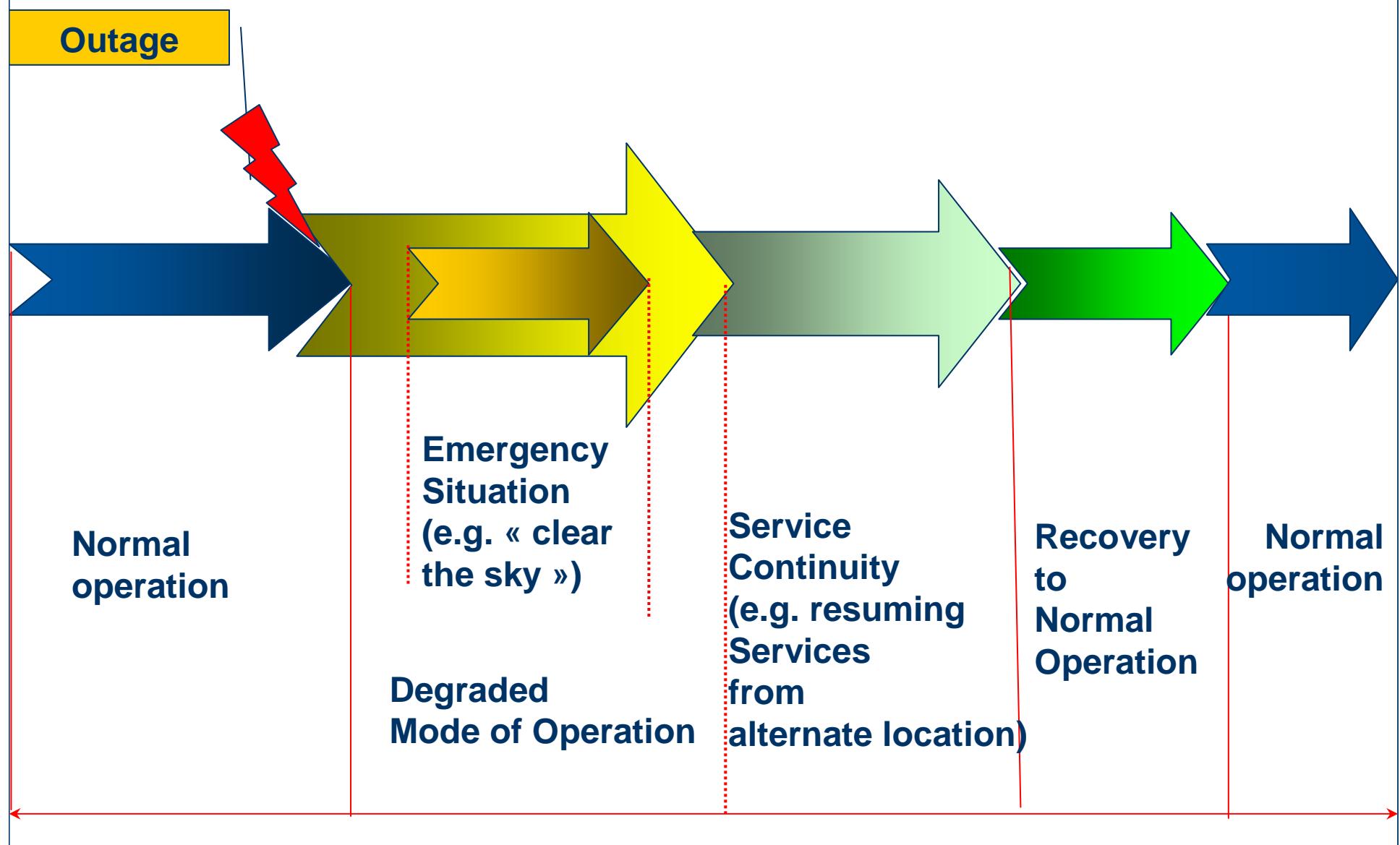
'Contingency' Life cycle



'Contingency' Life cycle



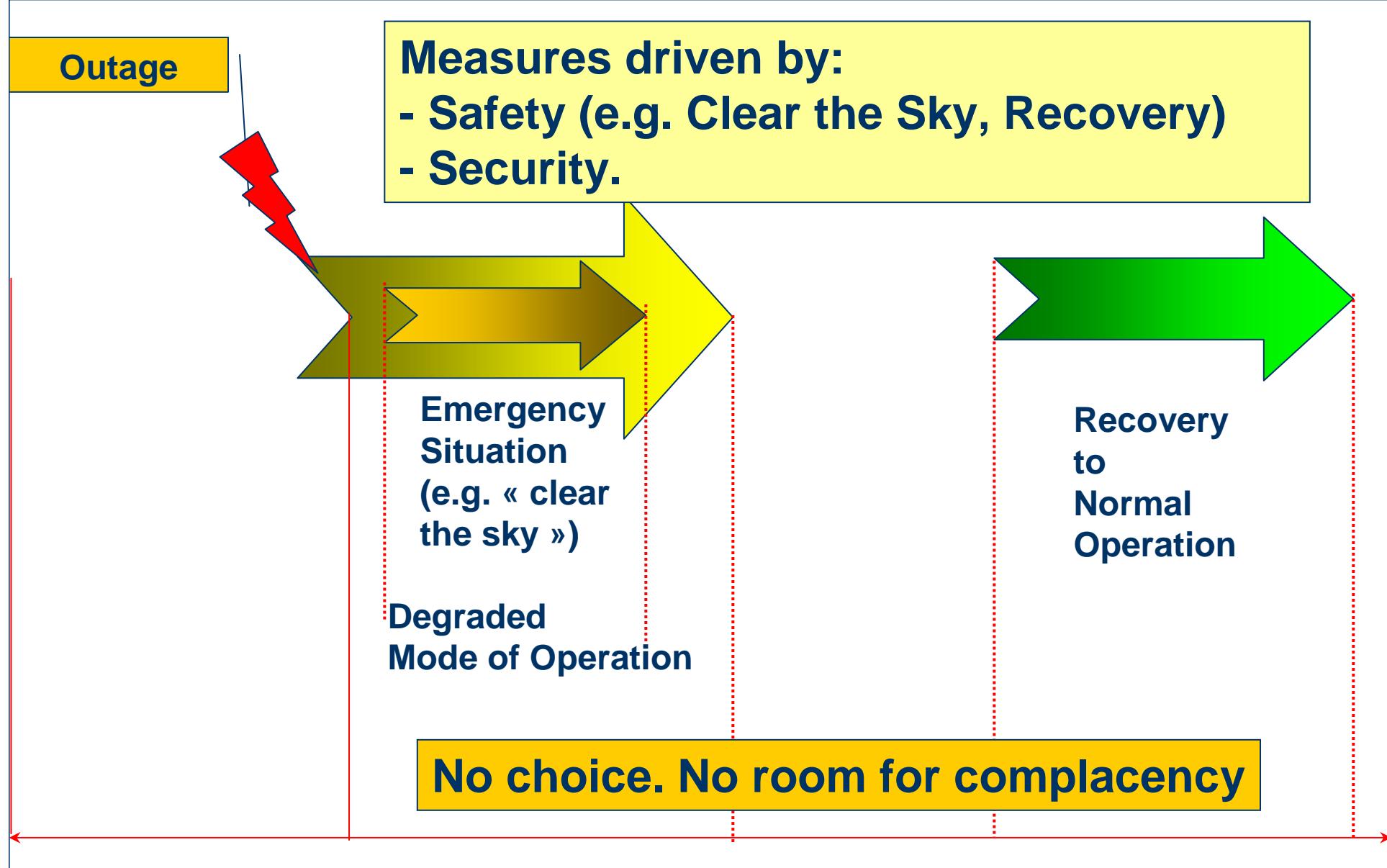
'Contingency' Life cycle



.... Driving elements of contingency

.. Vs the Mode of operation...

Priorities 'Contingency' Life cycle / Emergency & Degraded modes of operations

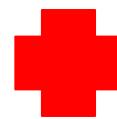


Degraded modes and contingency:

- Safety is the utmost priority;
- «Clear the skies» is a key issue;
- In our views, “degraded modes of operations” are part of contingency;
- Restore service only when situation is safe, secure and stable.

Priorities 'Contingency' Life Cycle / Service Continuity

***Once situation
safe,
secure
and stable***



**Service
Continuity**
Corporate Policy
Driven by Economy

Service Continuity
**(e.g. resuming Services
from alternate location)**

**Maintain
Safety
and Security**

Conclusions

Both interpretations could be right ...

***But the good one is the one agreed with your State authority
(e.g. NSA)***

Be careful:

- **Contingency will involve all parties of your organisation:**
 - Management;
 - Planning ad Operational department;
 - Safety, security experts;
 - ATCOs, Supervisors;
 - ATSEP and sub-contractors;
- **Contingency Plans should cover all the Air Navigation Services as defined by the Regulation 2096/2005:**
 - ATS, AIS, CNS and MET

“Not Planning” is not an option:

- EC common requirements 2096/2005.
- Luck is not a good basis for planning.
- Clarify the scope of contingency plans:
 - With the State authorities (e.g. NSA);
 - Internally (Corporate policy re Service continuity).

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