

# ***CONTINGENCY PLANNING of AIR NAVIGATION SERVICES***

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**Round table discussion on your inputs  
and Lessons learned from SASI 2008 ...**

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**[http://www.eurocontrol.int/ses/public/standard\\_page/sk\\_sesis\\_guidelines.html](http://www.eurocontrol.int/ses/public/standard_page/sk_sesis_guidelines.html)**

- **Policy or Statement of Intent covering ANS Contingency Planning?**
- **Cover Emergency/Fallback/De-graded modes of operation only, or also includes Service Continuity?**
- **ANS contingency arrangements set within an Operational Concept for Contingency?**
- **Process ?**

# Your inputs

Policy on Contingency



Operational Concept for Contingency

Policy and Operation concept

Emergency & Degraded modes for most of you

State Civil & Military Authorities

Airports

ANSP



Airspace Users

Mixed situation  
Different processes

## Lessons learned from SASI 2008

- **How ATM Contingency Planning is conducted in your State ?**
- **What is impeding Contingency process from happening?**

## How ATM Contingency Planning is conducted in your State ?

### Are Airspace Users consulted in the definition of Contingency plans?

Most of you: NO.

Only the ANSP and the Regulator/NSA

### What does your regulator require?

In accordance with ANS certification process, plans for emergency

If a catastrophic outage, closure of airspace

NSA “instructed” to have plans for Service continuity of En-route airspace after 48 hours”



## What is impeding Contingency process from happening?



*“CAA’s probable lack of resources ..”*

*« Lack of competent human resources »*

*“ Limited availability of experienced resources within the organisations”*

*« not yet required by regulations (e.g. non-EU state) »*

*“ No real awareness of the importance of Contingency Planning...”*

*“No proper consultation”*



## What is impeding Contingency process from happening?

### ***Requirements unclear:***

- ***what contingencies to plan for ?***
- ***what are the minimum service levels to restore?***
- ***and how soon ?***



### ***Only "local" contingency planning***

- ***(i.e. major national and regional airports in the country)..."***



### ***Uncertainty about:***

- ***Relations between corporate, national, regional and international (FAB) contingency requirements***
- ***How they should be prioritised?***

## Your inputs

- **What is right with your ATM Contingency Plans?**
- **What is to be improved with your ATM Contingency Plans?**



## This is RIGHT

Simple and efficient ATM procedures

Parts of the SOPs, staff is aware

Ensure safe, efficient and smooth traffic

Good to recover unforeseen contingency operations  
Adequate training

Users friendly

## This can be IMPROVED

Only partial. More global approach needed

Lack one document on what has been developed locally

Lacks one stand-alone Operational concept /  
Contingency document

Need Better visibility to all players

Limited to our situation and needs

Not at level of EUROCONTROL “standards \*”

\* These are not standard but guidelines

## Lessons learned from SASI 2008

- **What is right with your ATM Contingency Plans?**
- **What is to be improved with your ATM Contingency Plans?**

# What is right with your ATM Contingency Plans?

*“ Descriptions of the actions in case of technical failure.”*

*“ Contingency/emergency plans are pragmatic in nature.”*

*“Detailed technical risk analyses...”*

*“widely describes what to do in case of technical failure.”*



*“ Clear the sky” plans for immediate action on degraded mode of operation are in place ...”*

*“ Plans for degradation of parts of the system (for service continuity) are in place*

***BUT in the unlikely event of a complete loss of an ACC unit, the regulatory situation today means that we will close the airspace ...”***

## What is to be improved with your ATM Contingency Plans?

“...Some possible situations are not fully covered yet...”

« ...

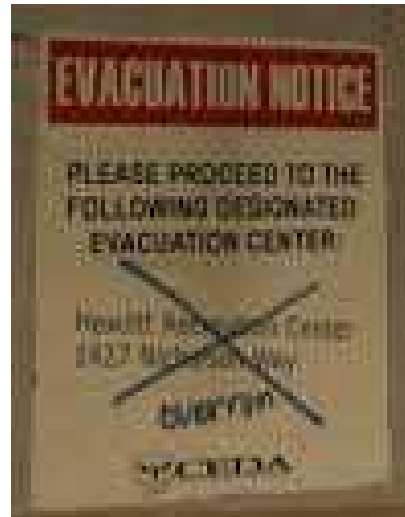
- Available plans presently **do not reflect the needs of all stakeholders.**
- Can be improved by establishing a **structure of coordination, cooperation and consultation between stakeholders ..**
- Should help to clarify the **contingency requirements, the financial implications and the associated responsibilities.**”

“ **No clear targets/requirements** for Service Continuity for transit traffic.”

« ...

- Available plans focus primarily on Air Traffic Services.
- Needs to be improved by also considering CNS, MET and Aeronautical Information services...”

## What is to be improved with your ATM Contingency Plans?



*“ Most important deficiency of our contingency plan, is **limited solution for evacuation case...**”*

*« We close the **airspace** if a total loss of unit incident happens...*

*To improve this, we need a plan for establishing an **aiding unit.***



**But:**

- No transfer control of the airspace to other units is allowed,
- No move of our controllers to another unit, operating on non-familiar ATM systems ..”



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**SASI Workshop**

**Contingency Planning**

**... Round table discussion**

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