Meeting of the Cooperation Arrangement for the Prevention of Spread of Communicable Diseases Through Air Travel

AIR NAVIGATION SERVICE PROVIDER ROLE: ATM

June 26-28, 2012

Seboseso M Machobane
RO ATM & SAR, ESAF Regional Office
ICAO
Uniting Aviation on
Safety | Security | Environment
Forthcoming Events at ICAO HQ

Performance-based Navigation (PBN) Symposium and Workshops

16–19 October 2012
ICAO Headquarters, Montréal

www.icao.int/Meetings/PBN-Symposium
Forthcoming Events at ICAO HQ

12th Air Navigation Conference
ICAO Headquarters
Montréal, Canada
19–30 November 2012

June 26-28, 2012
CAPSCA Nairobi - Seboseso
Other ATM 2012 highlights

- ASBU + IFSET (DKR): July 16-20 July
- FPLT TF/5 (DKR): Jul 31 to Aug 3
- PBN/GNSS TF/3 (NBO): Aug 8-10
- ASBU + IFSET (NBO) Aug 13-17
- 5LNC Workshop (NBO) Sep 10-12
Other ATM 2012 highlights

• PBN Briefing for DGs and CEOs (DKR): Sep 17
• PBN Airspace Workshop (DKR): Sep 18-21
• AFI – Wide Testing of FPL 2012 (ALL): Oct 1
• FPLT TF/6 (NBO): Oct 8-11
• FPL 2012 Rollover Standby (ALL): Nov 12 - 23
• FPL 2012 NEW only: 15 Nov UTC
Outline

• Reference provisions/guidance

• Implementation

• Challenges

• Conclusion
Reference provisions/guidance

• Annex 11 (Chicago Convention): Std. 2.30
  – 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 close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned
  – Based on existing/unfolding events and assessment of Risk (potential consequences)
Reference provisions/guidance (Cont.)

• Annex 11: Amendment 47 Applicable 19/11/09
  • Attachment C – Material Relating to Contingency Planning
  • Inclusion of Public Health Emergency
  • ...continuation in the availability of airspace for civil aircraft operations and/or the provision of air traffic services and supporting services
  • By implication, Standard 2.30 has never excluded PHE risks
• Attachment C
  – A CP should be acceptable to providers and users alike
  – Coordination required:
    • ATS & CNS Providers
    • Airport operators
    • IATA, etc.
    • IFALPA
  – Deviations from ANP require approval by President of the Council

• Appendix 6: SMS Framework (Element 1.4)
  – Coordination of emergency response planning
Reference provisions/guidance (Cont.)

- **PANS-ATM (Doc 4444) Amendment 2 – Nov 2009**

- New Section in Chapter 16
  - 16.6 - Notification of Suspected Communicable Diseases on Board an Aircraft or Other Public Health Risk
  - Provides detailed *action to be undertaken by flight crew and ATS units*
  - Detail to form part of procedures in the CP, for crew and ATS units
Reference provisions (Review)

- CAPSCA Global Coordination Meeting Abuja, Nigeria 2011

- States should *harmonise and if applicable, integrate*, aviation sector Public Health Emergency plans in the national PHE plans

- Airport operators should incorporate PHE in their Aerodrome Emergency Plans
Implementation

• Development of a CP (Annex 11 Std. 2.30) is a primary responsibility of ATS provider
• Includes related supporting services
• CP is part of necessary risk management
  – Avoid disruptions and/or mitigates
  – Development of CP starts with risk assessment
• Takes into consideration all potential sources of disruptions:
  – Administrative and natural
  – Domestic and external
Implementation

• **Coordination**

• Most ATS providers in AFI Region are part of other organizations with various combinations:
  – CAA
  – Airport
  – ANS

• Coordination with other providers may be an internal arrangement/requirement
  – Should not be left to chance

• Assistance of ICAO (as necessary)
Implementation

- **Safety Management Systems (SMS) - Annex 11 Appendix 6: SMS Framework:**
  - **Element 1.4**
    - ATS shall ensure that an emergency response plan that provides for the *orderly and efficient transition from normal to emergency* operations and the *return to normal* operations is properly coordinated with the emergency response plans of those organizations it must interface with during the provision of its services.
Challenges

• Many AFI States are yet to develop Annex 11 compliant CPs
  – 28 States (ESAF & WACAF) (Incl. 17 ASECNA)
  – 6 (only) on APIRG Template

• APIRG/17 Concl. 17/66
  – States to update & publish CPs according to A11 & A15

• Existing CPs should be updated to include the PHE procedures, actions and communication lists

• CPs are to be published; Most States have not
Conclusion

• ATS providers are required to provide for PHE as part of CP and SMS (Annex 11, Doc 4444)
• CP requires well informed risk assessment
• CP should be acceptable to providers and users
• Coordination is required between various internal and external parties
• ICAO is to assist CP development, as necessary
• CPs should be published by States (AIS)
• Most AFI States are yet to comply with the CP SARPs
THANK YOU

ANY QUESTIONS?