

 <p data-bbox="241 485 704 548"><b>CIVIL AVIATION SAFETY AND SECURITY OVERSIGHT AGENCY</b></p>	<p data-bbox="1192 195 1438 226"><b>Advisory Circular</b></p> <p data-bbox="1192 315 1438 346"><b>CAA-AC-ATM-015</b></p> <p data-bbox="1308 516 1438 548">May 2020</p>
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## **REVISION OF THE AIR TRAFFIC SERVICES CONTINGENCY PLAN TO INCLUDE ALLEVIATION PROCEDURES RELATED TO COVID-19**

### **1.0 Purpose**

1.1 Referring to the guidance contained in the Technical Guidance Material (CAA-AC-ANS006B: ANS Contingency Planning) as revised, the purpose of this Advisory Circular is to guide the Air Navigation Services Provider (ANSP) through the process of revision of the Air Traffic Services (ATS) Contingency Plan in order to comply with the ICAO State Letter Ref.: AN 13/35-20/47 requiring the Contracting States to review existing or planned ATS contingency arrangements in order to alleviate the impact of the COVID-19 global pandemic on air traffic operations.

### **2.0 References.**

- 2.1 The Model EAC Civil Aviation (Air Traffic Services) Regulations
- 2.2 ICAO Annex 11 – Air Traffic Services
- 2.3 ICAO Annex 9- Facilitation

### **3.0 General**

3.1 The ANSP should review all existing or planned ATS contingency arrangements and restrictions to flight operations, to ensure that they are appropriate, taking into account the need to facilitate operations to the extent possible with regard to the COVID-19 global pandemic.

3.2 ICAO estimates that States may have COVID-19 related aviation contingency measures in place to some extent until 31 March 2021.

### **4.0 Guidance and Procedures**

4.1 Regulation 40 of the Model EAC Civil Aviation (Air Traffic Services) Regulations requires the ANSP providing air traffic services to 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.

4.2 In order to alleviate the impact of the COVID-19 global pandemic on air traffic operations, existing or planned Contingency arrangements should be reviewed targeting all restrictions to flight operations, to ensure that they are appropriate, taking into account the need to facilitate operations to the extent possible.

4.3 Throughout the review process, special attention should be given to the facilitation of entry, departure and transit of aircraft engaged in relief flights in light of the urgent need to ensure sustainability of the global air cargo supply chain enabling notably to maintain the availability of equipment such as ventilators, masks and other health and hygiene-related goods, which are necessary to assist in reducing the public health risk of the spread of COVID-19.

4.4 The review should consider the provision of air ATS and aerodrome services to the following operations:

- a) aircraft in a state of emergency;
- b) overflights;
- c) operations related to humanitarian aid, medical and relief flights;
- d) alternate aerodromes identified in the flight plan (including those being used for extended diversion time operations (EDTOs));
- e) technical landings where passengers do not disembark;
- f) cargo flights; and
- g) other safety-related operations.

4.5 The ANSP should ensure that information on exceptions such as those detailed in paragraph 4.4 above are detailed in the subsequent promulgation of NOTAM. The NOTAMs should provide sufficient information on the extent of restrictions to flight operations, the operational impact of aerodrome closures or the reduction of air traffic services.

4.6 The ANSP is urgently required to develop and publish contingency arrangements to manage the potential for reduced staffing across air navigation services personnel, particularly in operational centres providing ATS and aerodrome services.