



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

NAM/CAR/CONT/02 — WP/03
18/04/22

**Second NAM/CAR Regional Contingency and Emergency Planning and Response Meeting
(NAM/CAR/CONT/02)**

Mexico City, Mexico, 20 to 22 April 2022

Agenda Item 3: ICAO Requirements for Air Navigation Services (ANS) Contingency Planning

STATUS OF CAR REGION ATM CONTINGENCY PLANS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper presents the status of the development, publication and update of the Air Traffic Management (ATM) contingency plans of States, Territories and International Organizations that provide Air traffic services (ATS) in the CAR Region.	
Action:	Suggested actions are included in Section 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Convention on International Civil Aviation• Annex 11 – <i>Air Traffic Services</i>• CAR Region ATM Contingency Plan• Final report of the First Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/1) Mexico City, Mexico, 12 to 14 March 2019

1. Introduction

1.1 In accordance with the Chicago Convention, each contracting State assumes the responsibility to provide, in its territory, airports, Air Navigation Services (ANS) and facilities in accordance with the ICAO Standards and Recommended Practices (SARPs).

1.2 The SARPs establish the baseline to ensure the safety and efficiency of civil aviation worldwide, promoting the standardization of functional and performance requirements of civil aviation facilities and air navigation services that support the orderly development of air transport.

2. Background

2.1 Based in the Annex 11 requirement for contingency arrangements, the CAR/SAM Regional Planning and Implementation Group (GREPECAS) has been working to support the development of ATM contingency plans in the CAR/SAM Regions since 2005. GREPECAS/13 held in Santiago, Chile, 14 – 18 November 2005, established an action plan for the development of ATM contingency plans in the CAR and SAM Regions.

2.2 For various reasons, compliance to the Annex 11 requirement and GREPECAS Regional Agreement did not have the expected response in the CAR Region, resulting in a significant number of States/Territories and International Organizations failing to develop, publish and submit to the ICAO NACC Regional Office a copy of their approved ATM contingency Plan.

2.3 The NAM/CAR/CONT/1 Meeting Conclusion required the ICAO NACC Regional Office establish a procedure for the systematic request, publication and annual review of the ATS contingency plans, for States, Territories and International Organizations that provide ATS in the CAR Region.

3. Current situation

3.1 Responding to Conclusion NAM/CAR/CONT/1/1 *PUBLICATION AND PERIODIC REVIEW OF ATS CONTINGENCY PLANS* the Region achieved a significant progress regarding the submission of the ATM contingency Plans to the ICAO NACC Regional Office.

3.2 Despite the postponement of the NAM/CAR/CONT/2 Meeting (initially scheduled for 24 to 27 March 2020), the ICAO NACC Regional Office arranged a series of teleconferences to review and update the ATM contingency plans for key CAR Flight Information Regions (FIRs). The following ATM contingency plans for the CAR Region were reviewed and updated:

- Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and COCESNA;
- Cuba;
- Curacao FIR;
- Dominican Republic;
- Jamaica;
- Mexico; and
- Trinidad and Tobago.

3.3 During 2021, the Region took advantage of the Eastern Caribbean ATM Committee to address the status of the ATM contingency plans for this sub region, and prepare for the 2021 hurricane season.

3.4 Additionally, the ICAO NACC Regional Office organized a virtual Meeting with Central American States to review, update and rehearse the Central American States and COCESNA ATM Contingency Plans.

3.5 The status of the CAR Region ATM Contingency plans is available here: <https://www.icao.int/NACC/Pages/edocs-atm.aspx>.

4. Conclusions

4.1 Besides being an Annex 11 requisite, contingency arrangements are a vital component for ATS provision.

4.2 Regional collaboration for contingency response must be established on a clear basis, reflected in the agreed regional contingency plans format.

5. Suggested actions

5.1 The Meeting is invited to:

- a) Take note of the information provided in this Working Paper and make any suggestions to improve the response from States/Territories and International Organizations to the ICAO Requirements for contingency plans;
- b) Encourage States/Territories and International Organizations that provide ATS services in the CAR Region to comply with the ICAO Requirements and Regional Agreements to submit and/or update their ATM contingency plans; and
- c) Suggest any other action deemed appropriate.