



ICAO

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

WORKING PAPER

NAM/CAR/CONT/02 — WP/04

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 4: CAR Air Traffic Services (ATS) Regional Contingency Plan

STATUS OF THE CAR REGION ATM CONTINGENCY PLAN

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper presents the status of the approved CAR Region ATM Contingency Plan and makes suggestions to improve its effectiveness.	
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">• CAR/SAM Air Navigation Plan (ANP)• CAR REGION ATM CONTINGENCY PLAN (Version 1.3 July 2020)• Final report of the Fourth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/4) Miami, United States, 21 to 24 August 2018• Final report of the Fifth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/5) Mexico City, Mexico, 27 to 31 May 2019• 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 The Air Navigation Plans provide for the planning and implementation of air navigation systems within a specified area, in accordance with the agreed global and regional planning framework. They are developed to meet those needs of specific areas not covered in the worldwide provisions. The development and maintenance of the ANPs is undertaken by ICAO planning and implementation regional groups (PIRGs) with the assistance of the ICAO Secretariat.

1.2 The CAR/SAM Air Navigation Plan (ANP) is related to the ICAO Caribbean and South American air navigation regions. The ANP describes the provision of basic facilities and services, where such facilities and services are necessary to meet the requirements of international air navigation within that region.

1.3 Air Navigation Plans provide the framework for other subsidiary documents to reflect specific regional agreements for the provision of services, including regional actions under certain circumstances.

2. Background

2.1 During the Fourth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/4) the Secretariat presented the main challenges faced in the CAR Region to provide an adequate response to contingencies. The ANI/WG approved the CAR REGIONAL CONTINGENCY PLANNING AND RESPONSE STRATEGY, in order to enhance the preparedness, response and recovery from contingencies.

2.2 Consequently, the ICAO NACC Regional Office organized the First Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/1), in order to take concrete actions to address contingency and emergency situations from a regional perspective, draft the CAR Regional Contingency Response Plan, and to make the necessary arrangements to prepare for the 2019 hurricane season.

2.3 The NAM/CAR/CONT/1 Meeting established an Ad hoc Group, comprised by Dominican Republic, Mexico, Trinidad and Tobago, COCESNA and IATA to draft the Caribbean Region ATS Contingency Plan. This Ad hoc Group presented the first draft of this plan to the Fifth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/5). The ANI/WG/5 Meeting endorsed the first draft of the CAR Region ATM Contingency plan, which was subsequently approved by the fast track method.

3. Current status of the CAR Region ATM Contingency Plan

3.1 The purpose of this Plan is to provide guidance and promote a regional harmonized response to contingencies that affect or may affect continuous provision of ATS in the CAR Region, and provide guidelines for the development of contingency planning based on conclusions and decisions by the CAR/SAM Planning and Implementation Regional Group (GREPECAS).

3.2 The CAR Region ATM Contingency Plan describes a hierarchy of contingency plans (Levels 1 to 3) and categories of contingencies (Categories A to C) and include principles for ATM contingency planning. The Plan also establishes the CAR Contingency and Emergency Response Coordination Team (CAR CERT) as a direct regional coordination platform to enhance and expedite individual and regional response to contingencies or possible contingencies scenarios that may affect the ATS and all other activities related to ensuring that air transport operations.

3.3 The Plan provides an initial structure to capture regional agreements regarding coordination and response to contingencies in our Region. However, in order for this tool to mature and continue to evolve, it is necessary to analyse its effectiveness objectively.

3.4 The main challenge for the regional contingency planning is the difference between the planned and actual response to contingencies. This is an issue ICAO and Regional groups need to address constantly collaboratively.

4. Conclusions

4.1 Response to contingencies requires a lot of planning and coordination.

4.2 Despite the fact that contingency planning relies largely on the individual preparation of contingency procedures and the link with different internal plans, their effective implementation will always require regional collaboration.

5. Suggested actions

5.1 The Meeting is invited to:

- a) take note of the information provided regarding the CAR Region ATM Contingency Plans and make recommendations to improve it;
- b) propose actions to assess the effectiveness of the CAR Region ATM Contingency Plan; and,
- c) suggest any other actions deemed appropriate.