



ICAO

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

WORKING PAPER

NAM/CAR/CONT/02 — WP/05  
21/04/22

**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**

**RECOMMENDATION TO INCORPORATE PILOT PROCEDURES IN CONTINGENCY PLANS**

(Presented by IFALPA)

<b>EXECUTIVE SUMMARY</b>	
This Working Paper presents a recommendation to incorporate pilot procedures detailed in the document CAR REGION AIR TRAFFIC MANAGEMENT CONTINGENCY PLAN, Version 1.3 July 2020, into the contingency plans of the States/Territories of the CAR Region.	
<b>Action:</b>	Suggested actions are included in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Annex 11 – Air Traffic Services</li><li>• CAR REGION AIR TRAFFIC MANAGEMENT CONTINGENCY PLAN, Version 1.3 July 2020</li></ul>

**1. Background**

1.1 ICAO Annex 11, Appendix C, subsection 6.2, indicates that among the main factors to be considered in a contingency plan are the following pilot procedures:

- Requirement to maintain a continuous watch on a given pilot-to-pilot VHF frequency, when air-ground communications are uncertain or non-existent, and transmit actual or estimated position on that frequency, preferably in English, and the beginning and end of the climb and descent phases;
- Requirement that, in certain areas, all aircraft keep navigation lights and anti-collision lights on continuously;
- Requirement to climb and descend clearly to the right of the center line of identified routes;

1.2 CAR Region AIR TRAFFIC MANAGEMENT Contingency Plan, Appendix B, Element 5, indicates that Pilot/Operator procedures would include:

- Emergency procedures, including In-flight requirements for broadcast of position and other information, and for continuous listening watch, on specified pilot-pilot and GUARD Very High Frequency (VHF) frequencies;
- Requirements for display of navigation and anti-collision lights;
- Requirements for climbing and descending well to the right of the centreline of specifically identified routes.

## **2. Discussion**

2.1 From an operational perspective, IFALPA considers that it would be convenient to incorporate pilot procedures detailed in Annex 11, Appendix C, subsection 6.2 and pilot procedures detailed in CAR REGION AIR TRAFFIC MANAGEMENT CONTINGENCY PLAN, into each State Contingency plan.

## **3. Suggested actions**

3.1 The Meeting is invited to:

- a) Take note of the information provided on this Paper;
- b) Incorporate the information recommended by IFALPA into their contingency plans.