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WORKING PAPER

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**Tenth North American, Central American and Caribbean Directors of Civil Aviation Meeting  
(NACC/DCA/10)**

Martinique, France, 21 to 23 June 2022

**Agenda Item 5: NAM/CAR Regional Safety/Air Navigation Implementation  
5.3 Air Navigation Implementation Matters**

**CONTINUOUS SUPPORT TO CAR REGION ANS CONTINGENCY PLANNING AND RESPONSE**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

This Working Paper provides an update of the situation regarding contingency planning and response for ANS in the CAR Region and request support to address contingency planning, outlining the different collaborations by States and International organizations on this matter.

<b>Action:</b>	Suggested actions are presented in Section 7.
<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>• Chicago Convention</li><li>• Annex 11 – Air Traffic Services</li><li>• CAR Region ATM Contingency Plan</li><li>• Meeting Report of the Second NAM/CAR Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/2), Mexico City, Mexico, 20 to 22 April 2022</li></ul>

**1. Introduction**

1.1 Article 28 of the Chicago Convention provides that each contracting State undertakes, so far as it may find practicable, to provide, in its territory, airports, radio services, meteorological services and other air navigation facilities to facilitate international air navigation, in accordance with the standards and practices recommended or established from time to time, pursuant to this Convention.

1.2 The air navigation system of the CAR region comprises a series of services that are critical for the continuity of aeronautical operations to and from the States and Territories of the Region, as well as for connectivity of overflights between different regions.

## **2. ICAO contingency requirements and regional agreements for contingency planning**

2.1 Annex 11 to the Chicago Convention requires air traffic services authorities 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 the provision of such services. The purpose of these plans is to ensure that other facilities and services operate when the facilities and services indicated in the air navigation plan are temporarily interrupted.

2.2 The CAR/SAM Planning and Implementation Regional Group (GREPECAS) agreed in 2005 that CAR/SAM States/Territories/International Organizations shall develop ATM contingency plans for the airspace under their jurisdiction, conclude bilateral or multilateral agreements, in coordination with the ICAO Regional Offices, and send to the corresponding ICAO Regional Office a copy of their ATM Contingency Plan.

## **3. Contingencies occurred 2019-2021**

3.1 The nature of the contingencies faced in the CAR Region during the years 2019 to 2021 was the same as previous years. Despite the reduction of the operations, and the challenges of maintaining staff health and availability, a similar type of event affected Air Navigation Services (ANS) provision in the CAR Region. The main contingencies that occurred in this period can be classified into the following categories:

- Hurricanes and tropical storms
- Social demonstration and civil unrest
- Air Traffic Control (ATC) industrial actions
- Communications Navigation and Surveillance (CNS) systems failures
- Earthquakes and Volcanic eruptions
- COVID-19 Pandemic

## **4. Main challenges of the CAR Region for contingency planning and response**

4.1 The lack of adequate planning and implementation of contingency procedures is the main limitation for States/Territories and Service Providers in the CAR Region. Several States/Territories of the CAR Region do not comply with the ICAO SARPs for contingency procedures and the regional agreement for submission of the approved plans to the corresponding ICAO Regional Office.

4.2 Another aspect to be taken into consideration is the lack of rehearsal or trials of the already developed plans. In some cases, the steps or actions described in the contingency plans cannot be carried out, or do not reflect the normal actions taken, and these deficiencies only come up when a real contingency occurs.

4.3 The importance of harmonization of contingency procedures with adjacent ATS units and the coordination of well-thought contingency measures is another point to be highlighted. Contingency procedures need to be discussed, agreed and adequately disseminated with relevant stakeholders.

**5. ICAO NACC actions to enhance contingency planning and response**

5.1 Since 2018, as part of the CAR Resiliency strategy, the ICAO NACC Regional Office has accomplished the following actions:

- a. Approval of the CAR Region ATM Contingency Plan;
- b. Implemented an internal process to increase the number of ATM contingency plans published by States/Territories and International Organizations providing ATS services in the CAR Region;
- c. Annual review of ATM contingency plans by States/Territories and International Organizations providing ATS services in the CAR Region;
- d. Organization of the annual NAM/CAR Regional Contingency and Emergency Planning and Response Meeting;
- e. Conduction of an annual table-top exercise to review and analyze contingencies occurred in the CAR Region;
- f. Response and support to ATS related contingencies occurred in the CAR Region; and
- g. Supported ATS providers in the CAR Region in response to the COVID-19 pandemics by compiling guidance material for ATS provision in a COVID-19 context and organizing webinars for the provision and oversight of ANS in a COVID-19 context.

6. Following this support to the preparedness on crisis and contingency management in the CAR Region, ICAO welcomed the different efforts conducted in the region as the ones worked in coordination and assistance with the NACC/WG ATFM/TF with the support of the CADENA group, for example: Hurricane Nora in 29 August 2021, the volcano in Saint Vincent, Provision of Contingency trainings, Hurricane web conferences, etc.



**7. ICAO-Humanitarian Assistance and Disaster Response in Aviation (HADRA) Initiative**

7.1 Similarly, ICAO is fostering the Humanitarian Assistance and Disaster Response in Aviation (HADRA). ICAO, as chair of HADRA Experts Group, has been working alongside humanitarian crisis response partners to implement tools that will allow responders to plan relief operations more efficiently, while ensuring that their humanitarian and aviation stakeholders have reliable information critical to crisis planning and response. The objective of the HADRA is to enhance preparedness and response capabilities of States, aviation and humanitarian stakeholders in the event of a disaster. The activities the group undertakes is intended to incentivize the integration of airport preparedness in countries’ disaster preparedness planning and other sectoral programs of relevance.



8. This work contributes to the 2030 agenda for Sustainable Development (Sustainable Development Goals –SDGs- 1, 2, 3, 4, 6, 9 and 11), to the Sendai Framework for Disaster Risk Reduction, to the Small Island Developing States Accelerated Modalities of Action (SAMOA) Pathway, and to the UN Common Agenda, and is fully aligned with the ICAO Assembly Resolution A39-24, Strategy on Disaster Risk Reduction and Response Mechanisms in Aviation, and with the ICAO Crisis Response Policy adopted in 2017.

9. ICAO conducted the Humanitarian Networks and Partnerships Week (HNPW), 12 and 13 May 2022, where HADRA guidance document on Airport Preparedness for effective humanitarian Assistance and Disaster Response (Setting the scene, International assistance in disaster response: stakeholders’ roles and responsibilities, Challenges observed during disaster response and Preparedness for enhanced cooperation) was presented, as well as the demonstration of the Airport Status Information Tool (ASIT). HADRA website for further information is: <https://www.icao.int/HADRA/Pages/default.aspx>

#### **10. Caribbean Aviation Resilience and Recovery Group (CARRG)**

10.1 The US/FAA is promoting the Caribbean Aviation Resilience and Recovery Group (CARRG), whose mission is to enhance, encourage, and work collaboratively on further developing disaster resilience plans and partnership among the States in the Caribbean. The CARRG is a high-level, collaborative platform created for Caribbean States designed to strengthen state-level recovery efforts. These efforts include but are not limited to hurricanes, earthquakes, volcanic eruptions, pandemics, and anthropogenic disasters. The group is established to partner with states to enhance resilience and recovery efforts affecting the region. The CARRG shares best practices and lessons learned for incorporating civil aviation into state-level contingency and emergency management plans.



11. In the harmonization of the different efforts toward assisting the States and the region on Crisis and contingency management and preparedness, ICAO is a partner of the CARRG activities. The CARRG website is hosted by ICAO under the secure portal : <https://login.icao.int/my.policy>

#### **12. Disaster response preparedness towards humanitarian assistance and response to disasters: Aviation Safety Campaign**

12.1 As part of the regional efforts for the preparation of States and the region for crisis and contingency management, the World Food Programme (WFP), in coordination with IATA and ICAO, is convening the NAM/CAR Regions - States, Territories, International Organizations and aviation industry - to the 3rd Miami Aviation Safety Campaign to be held in the IATA Americas Office, Miami, United States, from 7 to 8 July 2022. The campaign looks to raise the safety awareness and disaster response preparedness towards humanitarian assistance and response to disasters and enhance regional cooperation in time of crises and state oversight challenges in Central America and the Caribbean

**13. Conclusions**

13.1 The ANS provision in the CAR Region may be affected, directly or indirectly, by various situations that jeopardize the air connectivity of the Region.

13.2 The proper preparation and implementation of contingency procedures, their periodic review and rehearsal, is the best tool to respond to unwanted situations. Trying to respond to the different contingency situations that may arise without a properly prepared and disseminated plan, both internally and externally, is not only an inefficient exercise, but also an ineffective one. Despite the demonstrated need to develop contingency response procedures, some States continue ignoring this critical requirement.

**14. Suggested actions**

14.1 The Meeting is invited to:

- a. Take note of the different efforts in the region to assist States and the Region on a better preparedness for crisis and contingency management and response;
- b. provide continuous support the ICAO NACC CAR Resiliency strategy;
- c. emphasize the importance of addressing contingency planning for air navigation services, promoting the need to prepare contingency plans in accordance with national regulations to comply with ICAO requirements and Regional agreements;
- d. Review your State preparedness on taking actions for the effective response in cause of a crisis or contingency, considering the different efforts available for State application and coordination; and
- e. any other action deemed appropriate.