



ICAO

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

WORKING PAPER

NACC/DCA/11 — WP/09 Rev.
23/06/23

**Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting
(NACC/DCA/11)**

Varadero, Cuba, 28-30 June 2023

**Agenda Item 4: NAM/CAR Regional Safety/Air Navigation Implementation
4.2 Air Navigation Implementation Matters**

ENHANCEMENT AND UNIFICATION OF EFFORTS FOR CONTINGENCY AND CRISIS MANAGEMENT

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This Working Paper presents the details of the activities organized by the ICAO NACC Regional Office to harmonize the regional efforts to address contingencies and crisis management, both at the level of the Air Navigation Services (ANS) provision and airports and requests the support of the Directors of civil aviation for the initiatives derived from these efforts.

Action:	Suggested actions are included in Section 6.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Strategic Objective 1 – Safety• Strategic Objective 2 – Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Final Report of the Third NAM/CAR Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/3) Mexico City, Mexico, and on-line, from 9 to 11 May 2023

1. Introduction

1.1 The continuity of air operations is of vital importance for States, since various economic activities rely directly on them, while they also have strategic importance to meet different fundamental needs for the sustainability of the peoples.

1.2 Although the scenarios of contingencies and crisis situations are so wide-ranging that it is almost impossible to address them exhaustively, adequate preparation has shown to have a very positive impact in responding to them.

1.3 The ICAO NACC Regional Office maintains its focus on the resilience of the civil aviation system of the CAR/SAM Regions, promoting activities that allow the development and strengthening of States response capabilities, as well as the coordination of the different initiatives that affect in the States accredited to this Office.

2. Background

2.1 Due to different contingency situations that the CAR Region experienced during 2017 and 2018 (including hurricanes, earthquakes, volcanic eruptions, among others), the ICAO NACC Regional Office proposed a strategy for contingency planning and response in the CAR Region, to enhance the regional capacity to adequately address contingency events that limited air operations.

2.2 Taking into consideration the role that ICAO should play regarding contingency arrangements, as established in Annex 11 and Annex 14, and the evidenced need to support the implementation and regional harmonization of contingency procedures, the Air Navigation Implementation Working Group approved Conclusion ANI/WG/4/03 – CAR REGIONAL CONTINGENCY PLANNING AND RESPONSE STRATEGY, in order to provide an enhanced response from the Region and streamline the ICAO related activities. As part of this strategy the CAR Region ATM Contingency Plan was approved, including the establishment of the CAR Contingency and Emergency Response Coordination Team (CAR CERT).

3. Activities

3.1 *Regional Contingency and Emergency Planning and Response Meeting*

3.1.1 Since 2019 the ICAO NACC Regional Office celebrates the Regional Contingency and Emergency Planning and Response Meeting. The purposes of this meeting are to review contingencies occurred in the previous year, take concrete actions to address contingency and emergency situations from a regional perspective and to make the necessary arrangements to prepare for the 2019 hurricane season.

3.1.2 This meeting has made it possible to significantly improve compliance with ICAO requirements regarding contingency arrangements, as well as identify opportunities to improve existing plans, such as their effectiveness and harmonization from a regional perspective.

3.1.3 Due to the pause due to the COVID-19 pandemic, the activities of this meeting were carried out virtually, focalized to comply with the annual review of the contingency plans as well as the analysis of specific events.

3.1.4 The Third NAM/CAR Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/3) was held at the ICAO NACC Regional Office in Mexico City, Mexico, and virtually, from 9 to 11 May 2023. The Meeting was chaired by Mr. Luis Miranda, Deputy Director General of the Directorate General of Civil Aviation of Costa Rica and was attended by 19 States/Territories from the NAM/CAR/SAM Regions, and 2 International Organizations, totalling 89 delegates (40 virtually).

3.1.5 The Meeting reviewed the different regional initiatives that address contingency planning and response in the CAR Region, analysed synergies, and possible joint efforts.

3.2 ICAO Requirements for Aerodromes and Ground Aids (AGA) Contingency Planning

3.2.1 Annex 14, Volume I - Aerodromes, establishes that an aerodrome emergency plan must be established at an aerodrome, compatible with aircraft operations and other activities carried out at the aerodrome, and the emergency plan must provide for the coordination of actions to be taken in an emergency occurring at or near an aerodrome. The object of airport emergency planning is to minimize the effects of an emergency, particularly in respect of saving lives and maintaining aircraft operations.

3.2.2 However, the level of compliance with the Universal Safety Oversight Audit Programme (USOAP) Protocol Questions (PQs) related to the airport emergency plan (PQs 8.291, 8.293, 8.297, 8.299 and 8.301) is an average of 50% no satisfactory for States of the Central American and Caribbean Region.

3.2.3 In this context, United States and 16 Caribbean States signed a Declaration of Intent (DoI) creating the Caribbean Aviation Resilience and Recovery Group (CARRG), in 2019, seeking to strengthen coordination on aviation resilience and recovery from emergency events. Since then, the ICAO NACC Regional Office, and Airports Council International-Latin America and Caribbean (ACI-LAC) have begun coordinating how best to collaborate in resiliency and disaster preparedness in the Caribbean.

3.2.4 In this sense, with the objective of identifying the main support needs (guidance and training) for the States so that their airports respond to emergency situations it was approved in the NAM/CAR/CONT/3, Conclusion NAM/CAR/CONT/3/01, Status of Airport Emergency Planning and Response, that, ICAO NACC Regional Office will send an electronic questionnaire to the civil aviation authorities of States in the CAR Region to inform about the planning and response to airport emergencies.

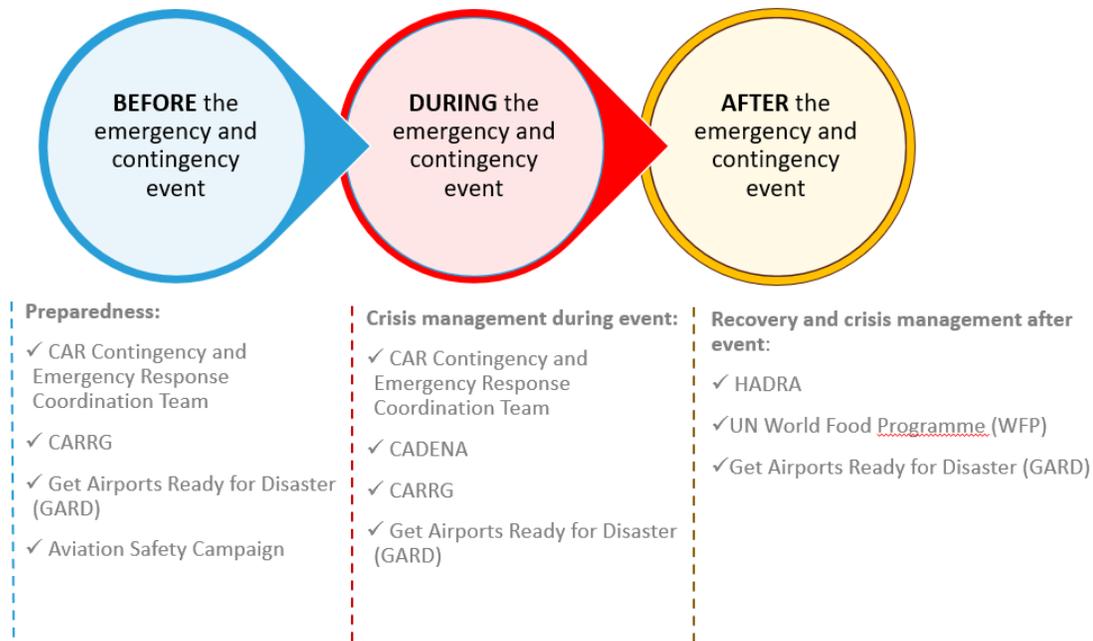
3.3 Efforts on Contingency and Crisis Management in the CAR Region

3.3.1 There are several regional cooperation activities and initiatives in the CAR Region for better preparedness and response to emergency and disaster events, and for humanitarian assistance. See below the different initiatives:

- **CAR Contingency and Emergency Response Coordination Team (CAR CERT)** is the mechanism on which ICAO relies for the fulfilment of its responsibilities regarding the planning and response to contingencies that impact the CAR Region. The CAR CERT membership is comprised by States, Territories and International Organizations that provide Air Traffic Services in the CAR Region, and the ICAO NACC Regional Office serves as the CAR CERT Secretariat.

- **Humanitarian Assistance and Disaster Response in Aviation (HADRA)** is made up of an expert group on humanitarian assistance and aviation disaster response, chaired by ICAO, in which it has been working alongside humanitarian/crisis response partners to implement tools that will allow first responders to plan relief operations more efficiently, while ensuring humanitarian and aviation stakeholders have reliable information critical to crisis planning and response. The objective of HADRA is to enhance preparedness and response capabilities of States, aviation stakeholders 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 programmes of relevance.
- **Caribbean Aviation Resilience and Recovery Group (CARRG)** is coordinated by the Federal Aviation Administration's Office of International Affairs (FAA) from United States, with the ICAO NACC Regional Office (ICAO NACC) and ACI-LAC, to address foundational aspects that would enable airport operators to respond to an emergency. In 2019, United States and 16 Caribbean States signed a DoI creating the CARRG, seeking to strengthen coordination on aviation resilience and recovery from emergency events in the Caribbean.
- **Get Airports Ready for Disaster (GARD)** is a public-private partnership between the United Nations Development Programme (UNDP), Deutsche Post DHL (DP DHL) and ACI to address the need for enhanced airport preparedness and response capacity in disaster situations. GARD prepares airports as logistics hubs in the event of disaster, by assessing airport capacities to manage the influx of humanitarian aid and personnel in disaster response situations, training airport staff and disaster responders on how to manage this influx and helping authorities to develop an action plan to increase the response capacity and guide response operations at the airport.
- **CADENA** is CANSO Air Traffic Flow Management Data Exchange Network for the Americas, which started in 2016. The CADENA partnership has 16 air navigation service providers (ANSPs), 19 airlines, 4 international organizations and regional stakeholders as its members. The benefit of the platform is information sharing among this community, which improves coordination, enhances common situational awareness, and allows for better decision-making among the regional aviation community, especially in emergency and contingency situations.
- **Aviation Safety Campaign** is an event that takes place every year, under the coordination of the World Food Programme (WFP), ICAO, FAA, ACI-LAC and the International Air Transport Association (IATA). The Campaign is part of a continuous effort to raise safety awareness worldwide, improve disaster response preparation and discuss State oversight challenges in the CAR Region and sensitize delegates on selected key topics.

3.3.2 For a better understanding of the performance and complementarity of each of these initiatives, below is a diagram considering the phases of an emergency and contingency event:



3.3.3 In view of the execution of these initiatives by different institutions with different States and providers of airport and air navigation services, the ICAO NACC Regional Office has been making efforts to better coordinate these initiatives for the benefit of States and Territories of the CAR Region. In this way, the Aviation Safety Campaign event has been a forum for the discussion and presentation of the results of each of these initiatives on how to better prepare the civil aviation system to manage emergency and contingency events, to consequently be prepared for humanitarian assistance and response to disasters, by transporting goods and materials.

4. Analysis

4.1 Compliance with ICAO Standards and Recommended Practices (SARPs) provides a set of tools that serve to promote acceptable levels of safety.

4.2 The CAR region continues to struggle to comply with ICAO requirements related to emergency planning and response.

4.3 Many States are waiting for external solutions to the deficiencies identified, however, there are no substitutes that can replace the lack or inadequate planning, as well as the continuous evaluation of the established controls to verify their effectiveness.

5. Conclusions

5.1 The importance of emergency response planning and coordination for various aviation system stakeholders is addressed in various Annexes to the Convention on International Civil Aviation.

5.2 Improving the level of compliance with ICAO requirements on contingency arrangements, including the preparation of emergency plans, must be a priority for our Region.

5.3 The attention to the required improvements deserves the support of decision makers at the highest level in the civil aviation system of each State.

6. Suggested actions

6.1 The Meeting is invited to:

- a) Encourage States in the CAR Region to answer the electronic questionnaire to inform about the planning and response to airport emergencies and to natural disasters;
- b) Maintain the support to the compliance with ICAO requirements on contingency planning;
- c) Suggest any other action deemed necessary.