



ICAO

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

NACC/WG/RAP/03 — WP/11
13/03/25

**Third Meeting of Rapporteurs of the North American, Central American and
Caribbean Working Group (NACC/WG/RAP/03)**
(ICAO NACC Regional Office, from 24 to 27 March 2025)

**Agenda Item 3: Update NAM/CAR regional needs and NACC/WG objectives, its structure and
the review and reporting mechanisms (Dashboard)**

**PROGRESS REPORT ON ICAO ACTIVITIES TO ENHANCE THE RESILIENCE OF THE REGIONAL AIR
NAVIGATION SYSTEM**
(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper provides updated information regarding the ICAO activities to enhance the resiliency of the Regional Air Navigation System, requesting support for integration of the different NACC/WG Task Forces	
Action:	Suggested actions are included in Section 5.
Strategic Objectives:	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
References:	<ul style="list-style-type: none">• Final report of the Twenty-first Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/21), Santo Domingo, Dominican Republic, 13 to 17 November 2023.• Final Report of the Fourth NAM/CAR Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/4), On-line, 28 May 2024.• Final report of the Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/22), Lima, Peru, 20 to 22 November 2024.• Outcomes/Results of the ICAO APAC/MID ATM Contingency Planning Workshop and APAC ATM Contingency Tabletop Exercise ICAO Asia and Pacific Regional Office, Bangkok, Thailand, 25 - 28 June 2024.

1. Introduction

1.1 The resilience of the systems that support air navigation services is vitally important for the continuity of air transport worldwide.

1.2 The Standards and Recommended Practices (SARPs) of several Annexes to the Convention on International Civil Aviation addresses in detail the requirements for contingency planning for air navigation systems.

1.3 The CAR Region is under constant threat from meteorological events that can affect the continuity of air navigation services. Nevertheless, the Region has suffered a wider variety of events that affect or may affect the continuity of operations, so contingency planning remains a high priority for ICAO.

2. Background

2.1 The ICAO NACC Regional Office has been working since 2017 to support the CAR contingency planning, following the guidelines established by GREPECAS since 2005.

2.2 To integrate regional ATM contingency planning initiatives, an Ad Hoc group was created in 2019 to develop the CAR Region's ATM contingency plan, which was approved by the NACC/WG in 2020. Since then, an annual meeting has been held to plan for and respond to contingencies and emergency situations in the NAM/CAR Regions.

2.3 GREPECAS/21 meeting approved Conclusion GREPECAS/21/09 – ACTIONS TO STRENGTHEN CONTINGENCY PLANNING IN THE CAR/SAM REGIONS. This Conclusion asked the Secretariat to develop and promote a comprehensive strategy to improve contingency planning in the air navigation services of the CAR/SAM Regions, including guidelines for the establishment of level 1 (internal arrangements) and level 2 (bilateral arrangements among adjacent ATS units) contingency plans by GREPECAS/22.

2.4 ICAO is currently working on harmonizing the ATM contingency response framework used across ICAO regions. For this harmonization work, the Asia-Pacific Region ATM Contingency Framework has been taken as a reference. The revised APAC ATM Contingency Framework and the recommendations from the ICAO APAC/MID ATM Contingency Planning Workshop were presented to the APAC Planning and Implementation Regional Group (PIRG) for approval. The outcomes/results of this workshop are available in the following link: <https://www.icao.int/APAC/Meetings/Pages/2024-ATM-Contingency-WS-TTX.aspx>.

2.5 To comply with Conclusion GREPECAS/21/09 and to be able to strengthen the planning and preparation of States in contingency and crisis management, a Special Implementation Project (SIP) was approved by the ICAO Air Navigation Bureau to develop guidance material to enhance regional guidance for Level 1 {internal State plans dealing with internal/domestic coordination actions for the Air Navigation Services Providers (ANSPs)} and Level 2 (bilateral contingency plans involving two or more States) contingency plans. Thanks to the support of Air Navigation Cuban Company {Empresa Cubana de Navegación Aérea (ECNA)}, the coordination of the Civil Aeronautics Cuban Institute {Instituto de Aeronáutica Civil de Cuba (IACC)}, and the Central American Corporation of Air Navigation Services {Corporación Centroamericana de Servicios de Navegación Aérea (COCESNA)} the guidance material was completed.

3. Next steps

3.1 The Fifth NAM/CAR Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/5) will be held at the ICAO NACC Regional Office, Mexico City, Mexico, from

13 to 16 May 2025. This meeting integrates the initiatives for the ICAO NACC Regional Office to enhance resiliency of air traffic, by providing guidance for air navigation services contingency planning, supporting the implementation of the global air traffic management contingency framework and make the necessary arrangements to prepare for the 2025 hurricane season.

3.2 The NAM/CAR/CONT/5 will include a two-day Workshop for Air Navigation Services Contingency Planning from 13 to 14 May 2025, to disseminate the guidance material developed by the support of the SIP described in Section 2.5 of this Working Paper. This Workshop, conducted by the subject matter experts who developed the guidance material, will start a series of activities to support the resiliency of the air navigation systems of the Region.

3.3 ICAO Headquarters, in coordination with the SAM and NACC Regional Office, will organize a workshop for the implementation of the global air traffic management contingency framework, mentioned in Section 2.4 of this Working Paper. No confirmed dates yet but tentatively will be held at the ICAO NACC Regional Office in July 2025.

4. Conclusions

4.1 Following the GREPECAS conclusions, the CAR/SAM Regions have been working to update the regional guidance to address contingencies for air traffic management.

4.2 The improvements in the CAR/SAM Regions' guidance material to address level 1 and 2 contingency arrangements will have a very positive impact on improving ATS availability.

4.3 The global harmonization of these procedures is a mechanism that will benefit the application, ensuring standardization in the implementation of best practices and the identification of opportunities for improvement across all the ICAO Regions.

5. Suggested actions

5.1 The Meeting is invited to

- a) Take note of the information provided in this working paper.
- b) Support and disseminate among the different Task Forces the activities to promote contingency planning programmed by ICAO.
- c) Suggest any other action deemed necessary.

— — — — —