



WORKING PAPER

AVSEC/FAL/RG/9 — WP/19

20/03/19

**Ninth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and
Facilitation Regional Group (AVSEC/FAL/RG/9)**

Santo Domingo, Dominican Republic, 25 to 29 March 2019

Agenda Item 9

Other Business

REGIONAL CONTINGENCY PLAN EXERCISE

(Presented by Argentina)

EXECUTIVE SUMMARY	
Need to apply best practices for regional contingency plans.	
Action:	The suggested action is described in item 4) of this working paper.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Security & Facilitation
<i>References:</i>	<ul style="list-style-type: none">• Annex 17 - Security• Doc 8973• GAsEP• Regional Roadmap

1. Introduction

1.1 Annex 17 – Security, establishes standards to ensure the drafting of contingency plans and their verification on a regular basis. Doc 8973 recommends putting these standards into practice through periodic exercises. Likewise, various meetings of AVSEC authorities recently held in the Region identified the need to share best practices related to this matter.

1.2 There is no record of this type of exercises being conducted with the participation of several States. A regional contingency exercise is advisable for the implementation of best practices and effective and sustainable response measures among the States that make up this Group.

1.3 This is based on the need to test some of the common objectives of the five key priority outcomes, such as to improve oversight and quality assurance and to improve cooperation and support between Regions, States, organisations and entities involved, as specified in the Roadmap for Priority objective 5 (5.1a and 5.1b) that includes, inter alia: *to provide increased assistance for capacity development.*

1.4 Since each State conducts its own exercises, it would be advisable to conduct a regional exercise to identify the needs and deficiencies, reassess security measures and procedures, and align the plan to the objectives and goals of the GAsEP and the regional Roadmap in order to improve aviation security efficacy.

1.5 Finally, it should be borne in mind that exercises should be assessed in detail to determine additional requirements or deficiencies and thus adjust the contingency plan of each State as necessary.

2. Discussion

2.1 Based on the above, an initiative ensues to address the issue at a regional level in order to implement international cooperation pursuant to Annex 17, which in standard 5.1.4 states that: *“Each contracting State shall ensure that contingency plans are developed and resources made available to safeguard civil aviation against acts of unlawful interference. The contingency plans shall be tested on a regular basis”.*

2.2 Likewise, Doc 8973 states that: “... 17.5.1 Contingency plans should be put into practice and tested periodically in order to identify weak points and make the necessary modifications in order to safely resolve a real emergency. Emphasis should be placed on ensuring operational reliability and compatibility of the entire communication equipment designated for use in an incident ...”.

2.3 Based on the SARPs, there is an opportunity to conduct a regional exercise, and Argentina is offering to host it.

2.4 This exercise would have a duration of five (5) days, the first two for the preparation phase, in which it would be very helpful to have the assistance of an ISD instructor, as well as the AVSEC regional officers of both Offices. The two following days would be for conducting the exercise, applying the contingency plans of the airports involved, and the protocols for its resolution. To conclude, the last day would be for drafting and submitting the assessment report subsequent to the exercise, identifying possible deficiencies.

2.5 For better understanding, the exercise is proposed under the following scenario: An international flight with passengers of different nationalities, departing from State A and final destination in State B. The flight plan overflies States D, E, and F. During the flight, State B suffers a cyber-terrorist attack in control tower operations and aircraft operations are suspended in said State. The flight is diverted to State C for landing. On board the aircraft, hostages are taken as a result of the diversion, because one of the passengers has a sentence to serve in State C.

3. Conclusion

3.1 The purpose of this working paper is to conduct a regional contingency plan exercise in Argentina, involving an international flight, departing from a State belonging to the Regional Group, overflying territories of other States of the Group, with passengers from the Regions. In addition to the experience to be derived from the proposed activity, a detailed assessment report will be prepared to identify the basic considerations set forth in the exercise, and will then be shared with the Regional Group to order to derive more benefits.

4. Suggested action

4.1 The Meeting is invited to:

- a) analyse this working paper, exchange views and comments on its content;
- b) support the conduction of the proposed exercise and designate the participants from their respective organisations;
- c) submit the exercise proposal to the ISD-SEC section of ICAO Aviation Security and Facilitation for the allocation of human and material resources for its conduction.