



# ICAO

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WORKING PAPER

NAM/CAR/CATC/WG/6 — WP/04

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## Sixth NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/WG/6)

ICAO NACC Regional Office, Mexico City, Mexico, 22 to 24 November 2022

### Agenda Item 5: Contingency Measures on Training

#### CONTINGENCY IN AERONAUTICAL TRAINING

(Presented by the Rapporteur)

| EXECUTIVE SUMMARY   |   |
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| The purpose of this working note is to present the latent need of the different training centres in the NAM/CAR Regions, to have contingency measures to face a crisis of any kind that prevents the continuity of aeronautical training. |   |
| <b>Action:</b>  | <p>Request to this Working Group:</p> <ul style="list-style-type: none"><li>• Promote the development of a regional contingency plan for crises of regional or global scale that affect the continuity of aviation training.</li><li>• Promote in the CATCs of the Regions to maintain the development of the courses in virtual modality.</li><li>• Promote in the CATCs of the Regions the development of instructional competencies under virtual modality for aeronautical professionals.</li></ul> <p>Request ICAO to develop guides for the development of:</p> <ul style="list-style-type: none"><li>• Instructional competencies under virtual modality for aeronautical professionals.</li><li>• The instructional design of virtual courses through a standard methodology in course developers</li></ul> |
| <b>Strategic Objectives:</b>  | <ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Security &amp; Facilitation</li><li>• Economic Development of Air Transport</li><li>• Environmental Protection</li></ul>  |

## **1. Introduction**

1.1 The pandemic caused by COVID-19 is the greatest impact that aviation has had since World War II, causing closure of borders worldwide and the situation worsened in a matter of days, the airspace could be said to be practically empty, only repatriation flights or sanitary material supply flights were carried out.

1.2 In the case of the training centres, none of them was prepared for such a situation and they had to reduce or in critical cases close operations, although it is true that most CATCs have a risk management system, this did not contemplate analysis of such a situation.

1.3 After the experience, the training centres in the Regions look positively at establishing a contingency plan to guarantee the continuity of training services in case of interruption due to crisis situations similar to those caused by COVID-19.

## **2. General Description**

2.1 The response to future crises generated by pandemics or other causes will require regional actions characterized, fundamentally, by collaborative support between CATCs to meet the specific needs of each State.

2.2 The coordination between aeronautical training centres to address complex situations must be accompanied by the establishment of regional procedures that comply with the regulatory and technical conditions of each state, to deal with contingency situations that affect the normal performance of aeronautical training.

2.3 This is where the existence of collaborative work between states, civil aviation authorities, training centres and operators in charge of managing and developing the aeronautical industry to face crisis situations makes sense.

## **3. Conclusion**

3.1 The disposition of the CATCs of the regions is required for the development and implementation of contingency measures to guarantee the continuity of aeronautical training in crisis times; as well as, to implement and ensure the efficient and continuous operation of the regional/national computer platforms to support aeronautical training, both technically and financially. For this, it's necessary establish teams that work, communication protocols, instructional development plans in virtual mode for aeronautical professionals and the contingency plans that are necessary so that the training service is not interrupted.