



ICAO

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

WORKING PAPER

NAM/CAR/CONT/3 — WP/05  
08/05/23

**Third NAM/CAR Regional Contingency and Emergency Planning and Response Meeting  
(NAM/CAR/CONT/3)**

Mexico City, Mexico 9 to 11 May 2023

**Agenda Item 3: Regional Initiatives for Contingency Planning and Response**

**CAR CONTINGENCY AND EMERGENCY RESPONSE COORDINATION TEAM  
(CAR CERT)**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
The purpose of this Paper is to provide information regarding the CAR Contingency and Emergency Response Coordination Team and request guidance to enhance its activities.	
<b>Action:</b>	Suggested actions are included in Section 6.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Strategic Objective 1 – Safety</li><li>• Strategic Objective 2 – Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• CAR Region Air Traffic Management Contingency Plan, Version 1.3, July 2020</li></ul>

**1. Introduction**

1.1 Regional harmonization for contingency planning and response is one of the main challenges facing ICAO to promote an effective response to the different threats that the Caribbean region periodically suffers.

1.2 Each Regional Office is responsible for serving the Contracting States to which it is accredited and maintaining liaison with non-Contracting States and other territories in the areas of general responsibility, for the performance of Air Navigation Functions, including, assisting, expediting and following up of action by States to implement regional plans and regional supplementary procedures, and ICAO Standards, Recommended Practices and procedures adoption.

**2. Background**

2.1 During 2017, the Caribbean Region was impacted by different situations that limited air operations, including hurricanes, earthquakes, volcanic eruptions, among others.

2.2 The CAR Region's response to these events showed deficiencies with respect to the development and implementation of contingency procedures, their lack of coordination, as well as the presence of new scenarios that had not previously been contemplated (such as the simultaneous failure of from more than one air traffic control centre).

2.3 Additionally, different stakeholders contacted the ICAO NACC Regional Office gathering information on the status of the Region, requesting guidance to be able to carry out humanitarian operations or simply plan for normal activities.

2.4 Taking into consideration the role that ICAO should play regarding contingency arrangements, as established in Annex 11, 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 a result 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. CAR Contingency and Emergency Response Coordination Team (CAR CERT)**

3.1 The 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.

3.2 The CAR CERT objectives are the following:

- a) Enhance and expedite individual and regional response to contingencies or possible contingencies scenarios that may affect the Air Traffic Services (ATS) and all other activities related to ensuring that air transport operations can be maintained to provide continual ATS provision in the CAR Region, identifying threats and communicating possible solutions.
- b) Support the exchange of information between States, Territories, International Organizations, industry, and other relevant stakeholders, to improve the regional response to contingencies that affect or may affect the adequate evolution of air traffic and all air transport issues in the CAR Region.
- c) Support the adequate implementation of the measures established in the individual contingency plans for States, Territories and International Organizations providing aviation/air transport services in the CAR Region.
- d) Assist States/international airports in the development and implementation of airport emergency plans, to make sure each airport emergency plan is a coordinated programme between the airport and the surrounding community.

3.3 The CAR CERT membership shall be comprised by States, Territories and International Organizations that provide Air Traffic Services in the CAR Region. The ICAO NACC Regional Officers ATM/SAR and AGA serve as Secretary and Co-Secretary of the CAR CERT respectively.

3.4 The CAR CERT maintains permanent communication to monitor normal flow of air traffic in the CAR Region. The CAR CERT will conduct at least one test activation or table-top exercise every year during the month of May, normally before the starting of the annual hurricane season for the Caribbean Region.

#### **4. Analysis**

4.1 After the approval of the CAR Region ATM Contingency Plan, the establishment of CAR CERT and periodic held ICAO meetings for contingency planning and response, compliance with ICAO requirements regarding ATS contingency arrangements has significantly improved. The number of States/Territories that submitted to ICAO updated contingency planning information has also increased.

4.2 The attention on of the States/Territories regarding planning and response to contingencies has improved, however, major awareness work is still pending, in order to improve transparency and the exchange of updated operational information.

4.3 In the same way, the work to strengthen the resilience of air navigation systems deserves more attention from, starting with high-level decision makers in the Region.

#### **5. Conclusions**

5.1 The implementation of procedures for contingency planning has shown to bring significant benefits to improve the resilience of the air transport system globally.

5.2 The harmonization of these procedures, their periodic updating as well as their evaluation serve to maintain attention on them, highlighting their importance and better supporting preparation for unwanted events. Changing the culture of organizations is also an added benefit.

#### **6. Suggested actions**

6.1 The Meeting is invited to:

- a) take note the information provided in this Paper;
- b) make recommendations to improve current procedures; and
- c) suggest any other action deemed appropriate.