

CAR/SAM Region ATM Contingency Management Framework (RACF) Workshop

(Panama City, Panama, 1 to 5 June 2026)

SUMMARY

1. The CAR/SAM Region ATM Contingency Management Framework (RACF) Workshop was held in Panama City, at the ISFPA training center of the Civil Aviation Authority (AAC – Panama), from 1 to 5 June 2026. The Secretariat was composed of the following ATM Officers; Mr. Elie Khoury from ANB, Mr. Eddian Mendez from NACC Office, Mr. Josue Gonzalez from NACC Office and Mr. Fernando Hermoza from SAM Office.
2. The workshop was attended by Thirty-nine delegates from CAR, NAM, SAM states and ANSPs, as well as two delegates from COCESNA and one from IATA (listed in the Appendix).
3. The presentations and documents submitted by Secretariat, States and Organizations are included on the event website, at the link:

<https://www.icao.int/SAM/meetingdocs?fid=78450#block-icao-page-title>

4. This workshop was organized in response to the high-level outcomes of the Fourteenth Air Navigation Conference (AN-Conf/14) and the 42nd Session of the ICAO Assembly. Both governing bodies emphasized the critical need for enhancing global aviation resilience through robust crisis and contingency management. As the aviation faces increasing airspace disruptions—ranging from conflict zones to natural disasters and other unforeseen technical events—it is imperative that ICAO Regions harmonize their response strategies to safeguard the safety and continuity of international air traffic.
5. The primary goal of this workshop was to strengthen ATM resilience across the CAR and SAM Regions. Specifically, the workshop will deep-dive into the operational requirements for managing airspace during large-scale disruptions, analyze recent global events that impacted international traffic flows to identify best practices in cross-regional coordination, and advance the development of the CAR and SAM Regions' ATM Contingency Management Frameworks, for presentation to GREPECAS for endorsement.
6. Expositions on the status of ATM Contingency Plans and related practices were presented. As well, recent contingencies in the region were analyzed. IATA participated in the second day in virtual mode to present the perspectives of airlines on ATM Contingency planning and airspace improvement.

7. The workshop results/outcomes are the following:

- 7.1 The workshop commended States, Air Navigation Service Providers (ANSPs), and International Organizations for sharing their Air Traffic Management (ATM) contingency experiences during the workshop.
- 7.2 The workshop was apprised of global developments concerning crisis and contingency management. It was noted that the development of the RACF is part of the programme on the ICAO Global Crisis Management Framework, which covers health and facilitation, disaster risk reduction, aviation security, as well as services, airspace and airport disruptions.
- 7.3 The workshop reviewed the draft CAR/SAM Region ATM Contingency Framework (RACF), which was developed initially by the APAC ANSPs Committee (AAC) Work Stream 3, further reviewed by the APAC/MID RACF Workshop (Bangkok, June 2024), the MID RACF Workshop (Muscat, Feb 2026), and the Secretariat. The RACF was also based on the current regional ATM contingency plans and on existing guidance from the EUR/NAT Regions Doc 031.
- 7.4 The Workshop noted that the new CAR/SAM RACF would replace the current regional plans of CAR and SAM Regions. Having one framework for CAR/SAM would also support further collaboration and harmonization between the two regions.
- 7.5 The workshop recognized that implementing a RACF in all ICAO Regions, as practicable, would ensure consistency in preparing, responding to, and managing ATM Contingency events more effectively, harmonized, and collaboratively within and across the regions.
- 7.6 Recognizing the discrepancies between the regional ATM Contingency Plans discussed during the workshop, it was agreed that there is an urgent need for more collaboration and harmonization across the ICAO Regions, considering that the impact of any contingency event on international traffic flows is, in most cases, inter-regional.
- 7.7 The workshop emphasized that the best way forward should be the transition to a new regional ATM contingency framework covering air traffic service (ATS), air traffic flow management (ATFM), and airspace management (ASM), and not limited to ATS.
- 7.8 The RACF would include common contingency planning concepts, elements, terms or definitions, arrangements, procedures, and scenarios, as well as a risk register.
- 7.9 The RACF would assist in providing for the continued safe and orderly flow of international air traffic in the event of disruption or potential disruption of ATS and related supporting services and would ensure cross-border collaboration in managing contingency events.
- 7.10 It was emphasized that the framework should be simple and easy to understand and apply.
- 7.11 The framework would define the roles, responsibilities and functions of the Contingency Coordination Committee (CCC), ATM Contingency Group (ACG), and Contingency

Coordination Team (CCT).

- 7.12 The workshop recommended that the ATM contingency management Cycle, which should consist of four Phases: Planning and Preparedness, Response, Recovery, and Post-assessment.
- 7.13 The workshop recognized the need for a regional risk register for events that impose risk on airspace disruption based on the assessment of the potential severity of their impact and probability. The assessment should be conducted periodically, but at least every two years, by a designated regional group. The registry could be provided on a web-based platform or the ICAO Regional Offices Website with a hyperlink in the RACF.
- 7.14 It was made clear that the term “ATM or ATS contingency plan” refers to the State/ANSP contingency plan in accordance with the requirements of Annex 11, and that the term “ATM contingency arrangements and procedures” would refer to measures with cross-border aspects (Level 2 or 3 of the RACF).
- 7.15 The workshop emphasized the need for an ICAO ATM Contingency Online Platform to share information among stakeholders and provide communication, and coordination means for the CCTs, considering the limitations related to the use of the current social media applications.
- 7.16 The workshop noted that the ICAO Regional Offices would arrange for further review and improvements of the draft CAR/SAM RACF by the relevant regional expert groups for presenting the final version to GREPECAS for endorsement. The review should benefit from the regional planning and guidance documents already in place.**
- 7.17 ICAO was invited to support States in updating/developing their national ATM contingency plans to comply with the provisions of Annex 11 and implement the RACF.
- 7.18 ICAO was also invited to organize more symposia to raise awareness of the new framework, including workshops to support regional implementation.
- 7.19 States would be invited/urged to consider ATM contingency management in the context of their national disaster/crisis response and relief mechanisms and to allocate the required resources to support effective implementation, considering the importance of the air transport sector in providing air routes and access to aerodromes for humanitarian missions.
- 7.20 States would be invited to ensure the establishment of a Contingency Coordination Committee (CCC), if not done yet, so that no other existing entity is responsible for the functions described in the RACF.
- 7.21 States would be invited to establish, if not yet done so, an ATM Contingency Group (ACG), which will be provided with the required resources and authorized to perform its functions, including those with cross-border coordination and communication aspects.

- 7.22 States would be encouraged to ensure the competency of personnel involved in contingency management, including training, as well as conducting periodic contingency management exercises to test the system. Cross-border exercises should also be conducted periodically to test the regional contingency arrangements and procedures that are appropriate to the purpose.
- 7.23 The workshop noted the need for additional guidance on the delineation of responsibilities concerning contingency management for ATS providers where the services in the upper airspace are provided by a centralized ATS unit established based on cross-border collaboration.
- 7.24 It was noted that in the future, the RACF would be expanded to cover aerodrome operators' roles and responsibilities when dealing with aerodrome emergencies such as natural disasters, based on the type, scale, and location of the emergency/disaster and the coordination required with responding agencies.
- 7.25 The workshop thanked the efforts of the ICAO Team in organizing the Workshop and the Panama Civil Aviation Authority and the ISFPA training center for hosting this important event. The workshop invited the Secretariat to organize similar workshops in other ICAO Regions to promote and raise awareness concerning the new RACF.

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Appendix

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