



**Fifth GREPECAS–RASG-PA Joint Meeting (GREPECAS-RASG-PA/5) and
 Twenty-Third Meeting of the CAR/SAM Regional Planning and Implementation Group
 (GREPECAS/23)**

Virtual Phase (Asynchronous, 19 January to 12 February 2026)
 In-Person Phase (Mexico City, Mexico, 4 to 6 March 2026)

Agenda Item 8: CAR/SAM Air Navigation Implementation

UPDATE ON ATM CONTINGENCY ACTIVITIES

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
<p>This Working Paper presents a summary of the main activities undertaken by ICAO to address issues related to contingencies affecting air traffic management in the CAR/SAM Regions, while requesting support for the proposed harmonization activities.</p>	
Action:	<p>Suggested actions are included in Section 5.</p>
<i>Strategic Objectives 2026-2050:</i>	<ul style="list-style-type: none"> • Every flight is safe and secure • Aviation is environmentally sustainable • Aviation delivers seamless, accessible, and reliable mobility for all • No country left behind • The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges • The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All
<i>References:</i>	<ul style="list-style-type: none"> • Convention on International Civil Aviation • Annex 11 – Air Traffic Services • Final report of the Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/22), Lima, Peru, 19 to 20 November 2024 • Summary of Discussions of the Fifth NAM/CAR Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/5), Mexico City, Mexico, 13 to 16 May 2025 • Results of Humanitarian Aviation Safety Campaign – Miami, 13–15 Aug 2025

1. Introduction

1.1 States, in fulfilling their obligation to provide air traffic services within the airspace under their jurisdiction, encounter continual challenges in maintaining uninterrupted delivery of these services.

1.2 Traditionally, the continuity of air operations in the CAR/SAM Regions has been affected by threats such as adverse weather events and failures or degradation of air navigation infrastructure, in addition to other risks that can limit or partially or totally interrupt air traffic services (ATS).

1.3 However, recently, the provision of ATS has been impacted by unprecedented events in our Regions, while also requiring the management of complex scenarios with global impact.

2. Background

2.1 The GREPECAS/21 Meeting adopted Conclusion GREPECAS/21/09 – ACTIONS TO STRENGTHEN CONTINGENCY PLANS IN THE CAR/SAM REGIONS. This Conclusion requested the Secretariat to develop and promote a comprehensive strategy to improve contingency planning in air navigation services in the CAR/SAM regions, including guidelines for establishing Level 1 (internal arrangements) and Level 2 (bilateral agreements between adjacent ATS units) contingency plans.

2.2 Subsequently, the GREPECAS/22 Meeting adopted Conclusion GREPECAS/22/5 – HARMONIZATION OF THE CAR/SAM REGIONAL ATM CONTINGENCY MANAGEMENT FRAMEWORK, requesting the Secretariat to organize a Workshop in 2025 to develop a CAR/SAM ATM Contingency Management Framework (RACF), based on the counterpart document developed by the Asia-Pacific and Middle East Regions.

2. Similarly, CAR/SAM States were requested to take action to harmonize their Contingency Plans with adjacent ATS agencies of neighbouring States and report no later than GREPECAS/23.

3. Activities

3.1 CAR Region

3.1 To comply with Decision GREPECAS/21/09, a Special Implementation Project (SIP) was approved by the ICAO Air Navigation Bureau which resulted in the development of guidance material for contingency planning, to strengthen regional contingency planning. The project produced two deliverables:

- 1) Guidance material Contingency Planning and Response for Air Navigation Services

<https://www2023.icao.int/NACC/Documents/Meetings/2025/NAMCARCONT5/CONT5-Workshop-D01en.pdf>

- 2) Aspects to consider for Improving the Resiliency of Air Navigation Systems

<https://www2023.icao.int/NACC/Documents/Meetings/2025/NAMCARCONT5/CONT5-Workshop-D02en.pdf>

3.1.2 Funded by project RLA 09801 of the Multiregional Civil Aviation Assistance Program (MCAAP), a training package was developed and delivered to disseminate the guidance material.

3.1.3 The Fifth NAM/CAR Regional Meeting for Contingency and Emergency Planning and Response (NAM/CAR/CONT/5) was held at the ICAO NACC Regional Office in Mexico City, Mexico, from 13 to 16 May 2025. The Meeting assessed the impact of and response to contingencies faced in 2024.

3.1.4 The Meeting requested the Secretariat to create a repository of contact points for addressing air navigation contingencies in the CAR Region, as well as procedures for its periodic updating. The lack of information regarding disruptions caused by planned and unplanned maintenance was highlighted, as these have a significant and unexpected impact due to the diversion of traffic through different Flight Information Regions (FIRs) that were not prepared to handle the additional traffic load. While procedures have been established in letters of agreement and contingency matrices have been agreed upon, these are not systematically applied by supervisors at the relevant control centers.

3.1.5 Promoting Aviation contingency matters and raising its importance during crisis management and disaster recovery, the WFP and its partners, including ICAO NACC, held the 6th Humanitarian Aviation Safety Campaign (Miami, 13–15 Aug 2025). The main highlights of this event were:

- Disaster Response Preparedness & Coordination
- Strengthen cross-border cooperation between CAAs, NGOs, operators, and international agencies for rapid mobilization.
- Standardize contingency planning tools (e.g., GARD) and align with CADENA regional strategies.
- Integrate airport disaster recovery protocols across operators, regulators, and ground services.
- Haiti Example: Apply lessons from Haiti UNHAS operations — pre-positioning resources, flexible air assets, and local authority coordination to ensure uninterrupted access during crises
- ATM Global Contingency Framework development

3.2 SAM Region

3.2.1 The Region maintains the coordination, updating, and harmonization of ATS Contingency Plans based on the SAM Region ATS Contingency Framework Plan (MCATS). These Contingency Plans are, in majority, published in the State's AIP in Spanish and English. The Crisis Room in the Lima Regional Office has been equipped with an oral channel, via REDDIG, providing communication with SAM region control centers.

3.2.2 In August 2025, the SAM/IG/33 meeting analyzed Working Paper SAMIG/33-NE/WP 1.2 submitted by Brazil on contingency measures implemented by the CGNA during the severe floods in Porto Alegre in 2024. As a result, SAM/IG and its contributing groups have planned to continue developing the technical appendices of the MCATS in 2026 and 2027, including Appendix H, Contingency for Extreme Weather Events. See the link to the Brazil's paper and the Meeting Report:

<https://www2023.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2025-RLA06901-SAMIG33&t=1>

3.2.3 In September 2025, the ATS/ATFM Workshop/Meeting for Pacific States (ATS/ATFM/5/PAC), with IATA participation, was held in Lima, Peru, to advance improvements in ATS contingency coordination in the South Pacific and mitigate the operational impact of service degradation. However, the importance of achieving maturity in the implementation of the cross-border ATFM service was recognized so that adequate guidance can be provided in the MCATS. Virtual meetings with COCESNA are planned by March 2026 regarding the ATS Contingency Initiative for the Pacific Ocean.

3.3 Response to the main contingency events experienced by the CAR/SAM Regions

3.3.1 Throughout 2025 and into early 2026, the CAR and SAM Regions faced contingency situations that significantly impacted air operations in the Region, some of which required a major reassessment of various ICAO-driven implementation strategies.

3.3.2 The CAR Region faced meteorological events that significantly impacted the aviation infrastructure of several States, in some cases successively, as occurred with Hurricane Melissa in October. Additionally, the number of space operations in the northern part of the CAR Region has increased and is expected to continue growing with the introduction of new and more advanced vehicles, which will affect the normal flow of air traffic in the CAR and SAM Regions.

3.3.3 In the SAM Region, during 2025, degradations raised in ATS services in Chile, Peru, Ecuador, Panama and Suriname (contingency plan was activated), caused by temporary interruptions in ATS communications and surveillance facilities, as well as insufficient staffing of air traffic control (ATCO) personnel that generated imbalances on ATS capacity. The aforementioned States and others in the Region are executing actions to strengthen the CNS, and for the normalization of the ATCO staff.

3.3.4 Due to the development of major military operations, the CAR/SAM Regions have been affected by limitations to the Global Navigation Satellite System (GNSS), as well as airspace restrictions due to the presence of military operations.

3.4 Workshop on Harmonizing the Regional ATM Contingency Management Framework (RACF) CAR/SAM

3.4.1 In compliance with Conclusion GREPECAS/22/5, and under the auspices of the ICAO Air Navigation Bureau, a workshop on harmonizing the CAR/SAM Regions' RACF will be held to update the CAR/SAM regional guidelines for ATM contingency management. The workshop will take place at the ICAO SAM Office in Lima, Peru, from June 1 to 5, 2026.

4. Conclusions

4.1 It is necessary to expand ICAO's contingency planning and support activities in the CAR/SAM regions, adapting them to more complex events and circumstances, and promoting multidisciplinary communication to provide up-to-date guidance and appropriate support.

4.2 Due to the nature of the interaction between both regions and the flow of operations to and from North America, it is necessary to foster interregional coordination.

4.3 Contingency planning and response remains a priority in ICAO's global implementation support initiatives. Recent events emphasize the importance of the effective integration of different state entities in contingency coordination, especially civil-military coordination.

5. Suggested actions

5.1 The Meeting is invited to:

- a) Take note of the information presented in this Working Paper.

b) Support the contingency planning initiatives of the CAR/SAM Regions and promote the participation of the ATS Authorities in the workshop detailed in Section 3.4, and related crisis management events.

c) Suggest any additional actions deemed necessary.
