



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



NACC Contingency Planning

Josué González, ICAO NACC ATM/SAR Regional Officer

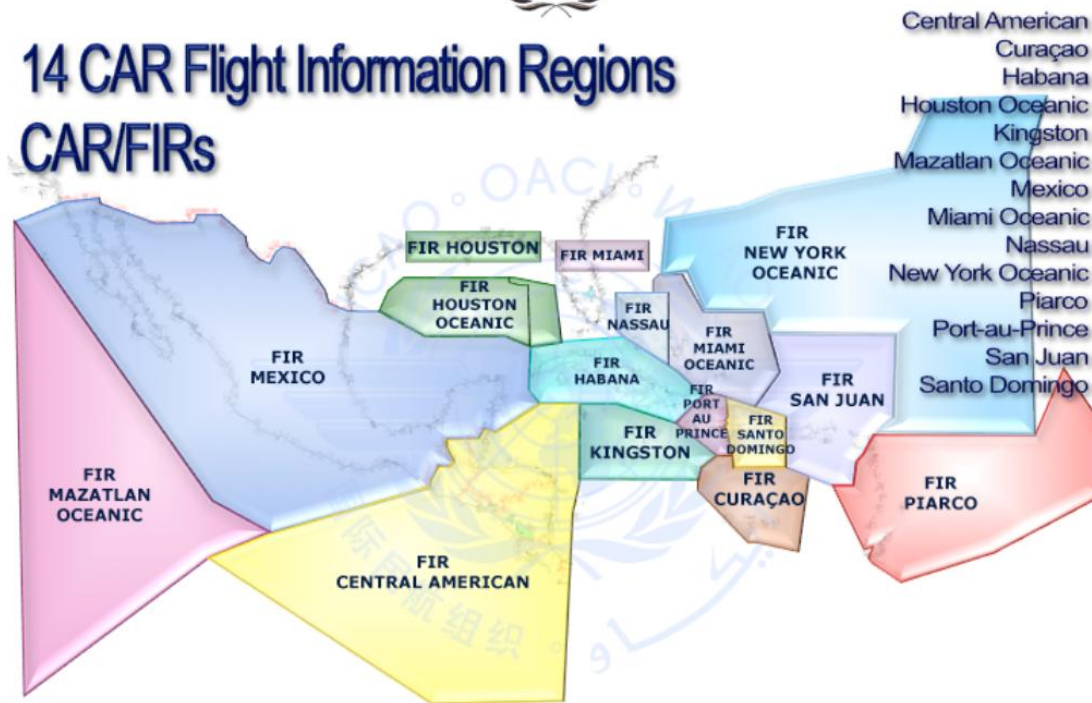
Eddian Méndez, ICAO NACC ATM/SAR Regional Officer

CAR/SAM Regions ATM Contingency Management Framework (RACF)
Workshop (Panamá, 1-5 June 2026)



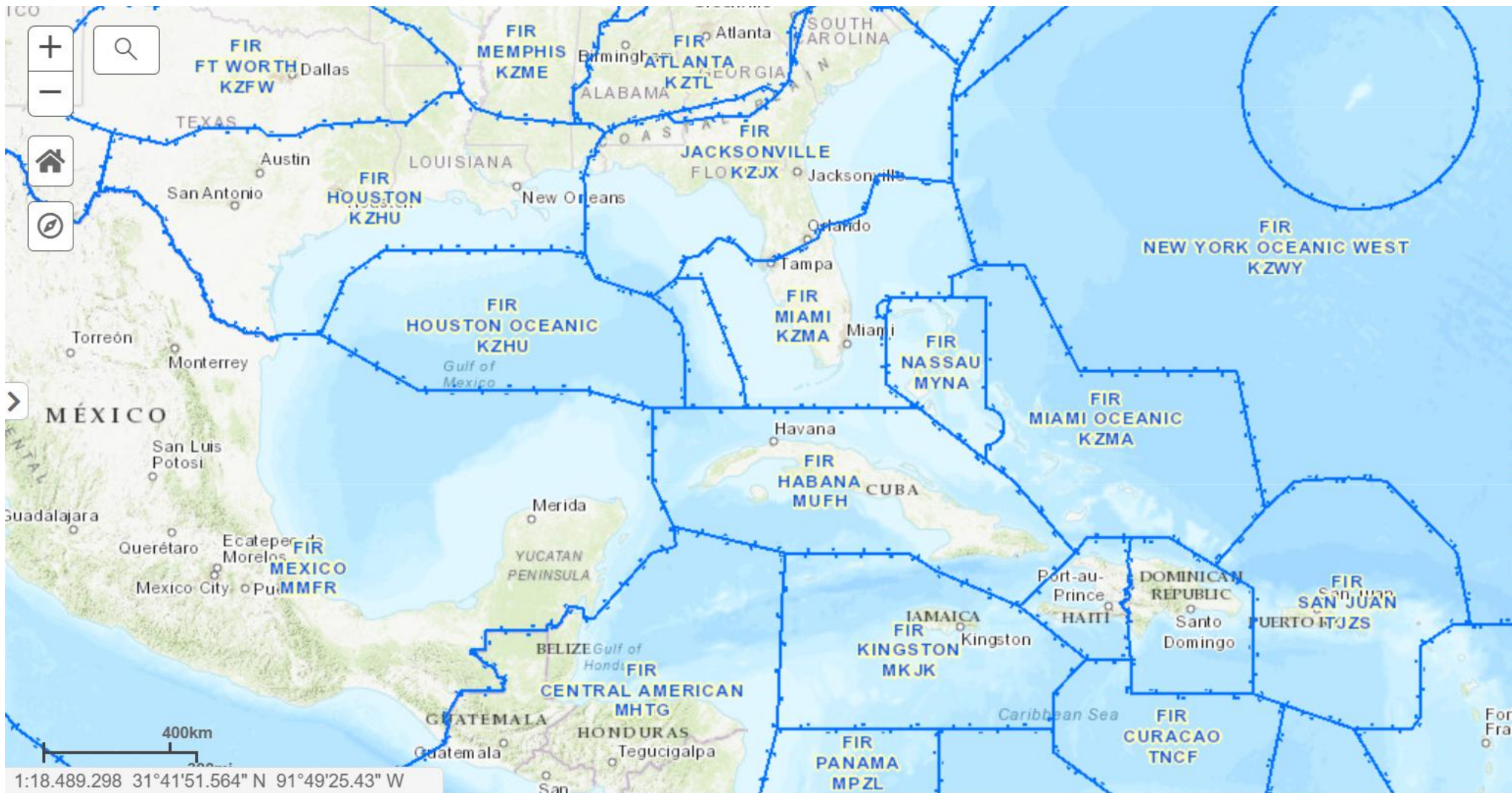
14 CAR Flight Information Regions

CAR/FIRs

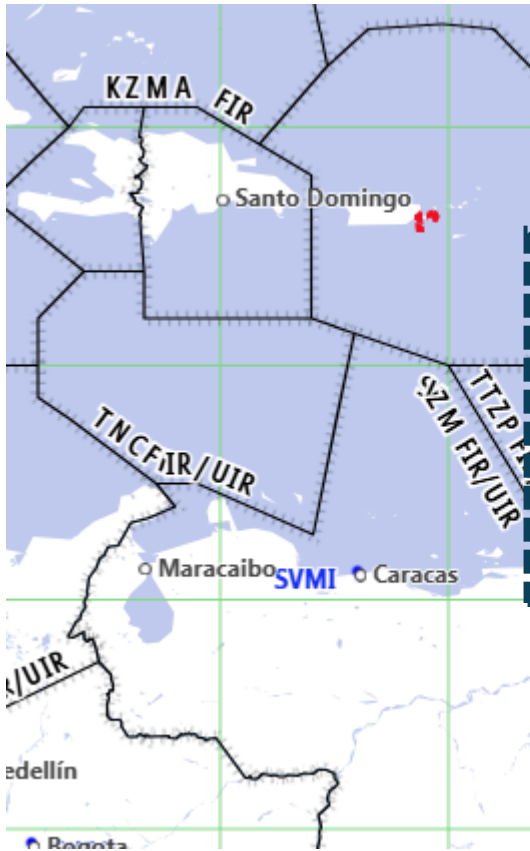




Caribbean Region



Eastern Caribbean



Eastern Caribbean ANS

- Small Island Developing States (SIDS)
- Highly vulnerable to climate change and other natural hazards
- Characterized by very small ANSPs
- Dependent on basic and legacy ATS infrastructure
- Constrained by limited funding opportunities



Regional Agreements

GREPECAS Action Plan for the Development of ATM Contingency Plans



Development of
ATM Contingency
Plans



Harmonization of
ATM Contingency
Plans

Contingency Plans

States	Latest Version
Antigua and Barbuda	May 2020
Bahamas	It has not been submitted yet
Barbados	It has not been submitted yet
Belize	June 2020
Canada	It has not been submitted yet
Costa Rica	October 2020
Cuba	August 2019
Dominica	It has not been submitted yet
Dominican Republic	June 2020
El Salvador	August 2020
Grenada	It has not been submitted yet
Guatemala	July 2020
Haiti	October 2019
Honduras	August 2020
Jamaica	April 2020
Mexico	July 2020
Nicaragua	June 2020
Saint Kitts and Nevis	It has not been submitted yet
Saint Lucia	September 2019
Saint Vincent and the Grenadines	May 2020
Trinidad and Tobago	June 2019
United States	It has not been submitted yet

Submission of
ATM contingency
plans to the ICAO
Regional Offices

Regional Agreements

CAR Region ATM Contingency Plan



Background

- 2017 contingency scenarios

Objectives

The Plan is structured to provide:

- regional ATM contingency planning elements;
- linkage with other regional planning schemes;
- guidelines for ATM contingency planning;
- guidelines for regional coordination to respond to contingencies;
- considerations for research and future development; and
- milestones, timelines, priorities and actions.

CAR REGION AIR TRAFFIC MANAGEMENT CONTINGENCY PLAN

Version 1.3
July 2020

This Plan was developed by the Regional Contingency and Emergency
Planning and Response Ad hoc Group

CAR CERT

- Enhance and expedite individual and regional response to contingencies or possible contingencies scenarios that may affect the ATS and all other activities related to ensuring that air transport operations can be maintained.
- Support the exchange of information between States, Territories, International Organizations, industry, and other relevant stakeholders.

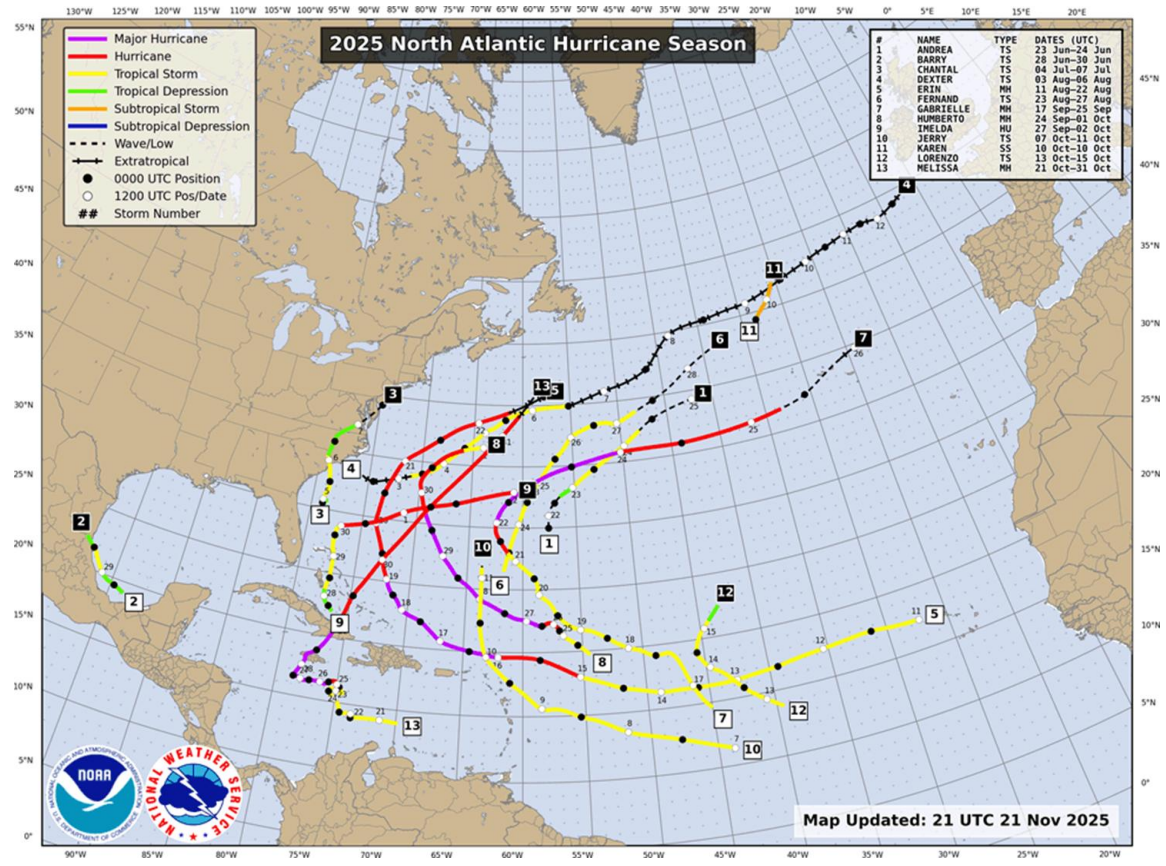
Approved by:

NAM/CAR Air Navigation Implementation Working Group, States and Territories

Published by:

ICAO North American, Central American and Caribbean Office (NACC) Office

CAR Region ATS Availability Main Threats



Hurricanes, Tropical Storms and weather phenomena



Social demonstration and civil unrest

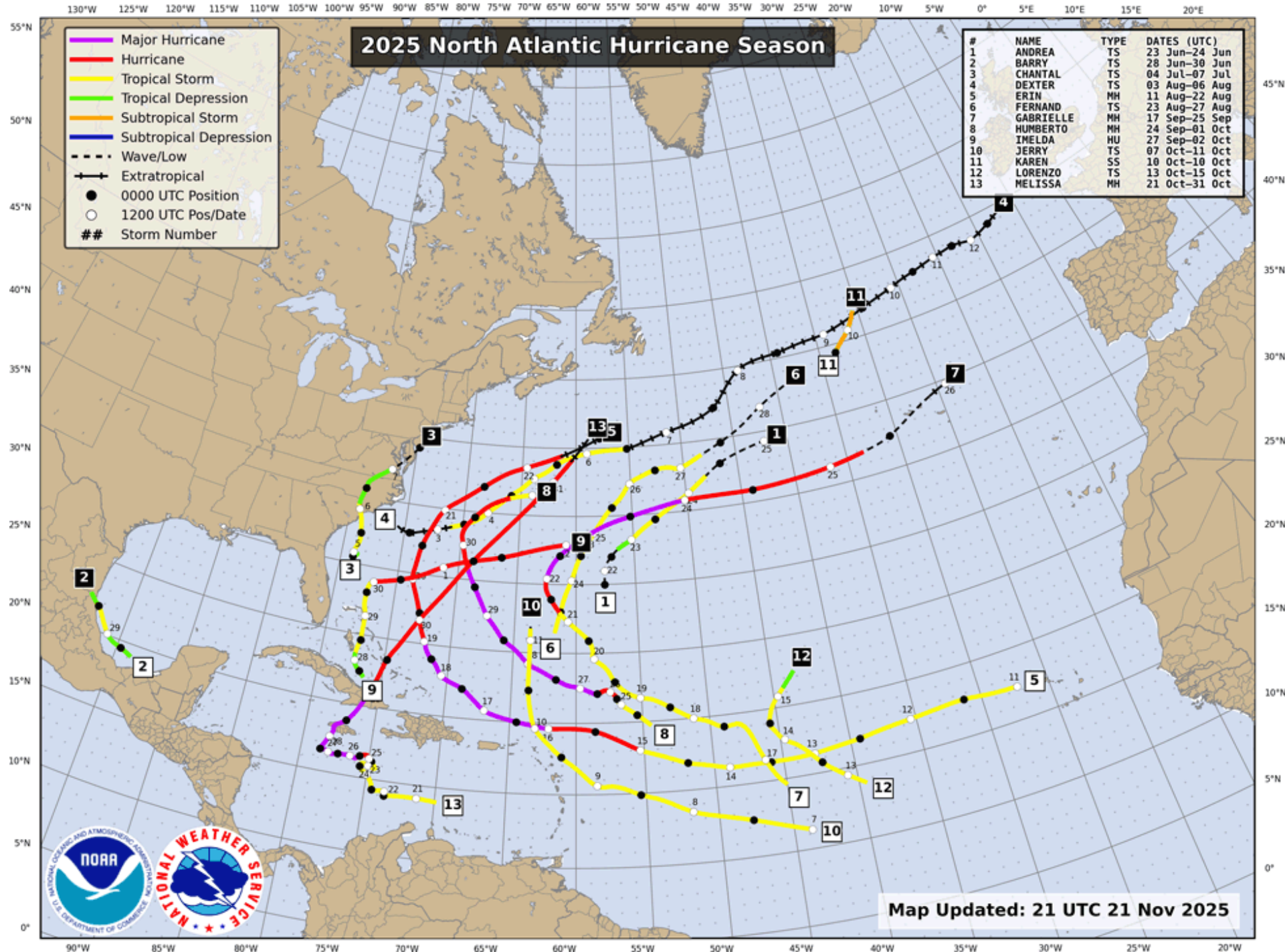


Air Traffic Control (ATC) industrial actions



CNS systems

- Maintenance Related Failures
- Outsourced Services Outages



CAR Region Contingency Planning and Response Main Challenges



- Lack or Insufficient Planning
- Outdated Contingency Procedures



- Weak Safety Culture
- Insufficient Analysis and Review of Contingency Scenarios



- Challenges for Regional Harmonization
- Limited knowledge of ICAO role



- Recently, unprecedented new issues have emerged.

Recent issues affecting ATS Provision in the CAR Region



Civil Unrest for Haiti



Space Transport Operations



Military operations

- GPS Jamming
Spoofing
- Unidentified military
aircraft

States

General Assembly

Council

**Air Navigation Commission
Committees**

**Regional Groups
(PIRGs, RASGs, RASFGs)**

Secretariat

Headquarters:

1. Air Navigation Bureau
2. Air Transport Bureau
3. Legal Affairs and External Relations Bureau
4. Capacity Building and Implementation (CDI) Bureau
5. Administration Bureau (ADB)
6. Regional Offices

- In response to requests from member States, the Regional Office has prioritized strengthening the resilience of air navigation services.
- It is crucial for States and ANSPs to receive guidance in developing comprehensive contingency plans that address major risks within the Region or subregion.
- Support from Headquarters, combined with the harmonization of the RACF, will aid regional progress toward effective contingency planning.
- Continued assistance and consistent programming are necessary to fulfill expectations.
- The NACC Office aims to implement a support program that offers straightforward guidelines to assist States, particularly those with insufficient or absent contingency planning.



Thank You!