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Regional Aviation Crisis Coordination and Response Mechanisms

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Joint ICAO EUR/NAT DGCA – EASA Conference

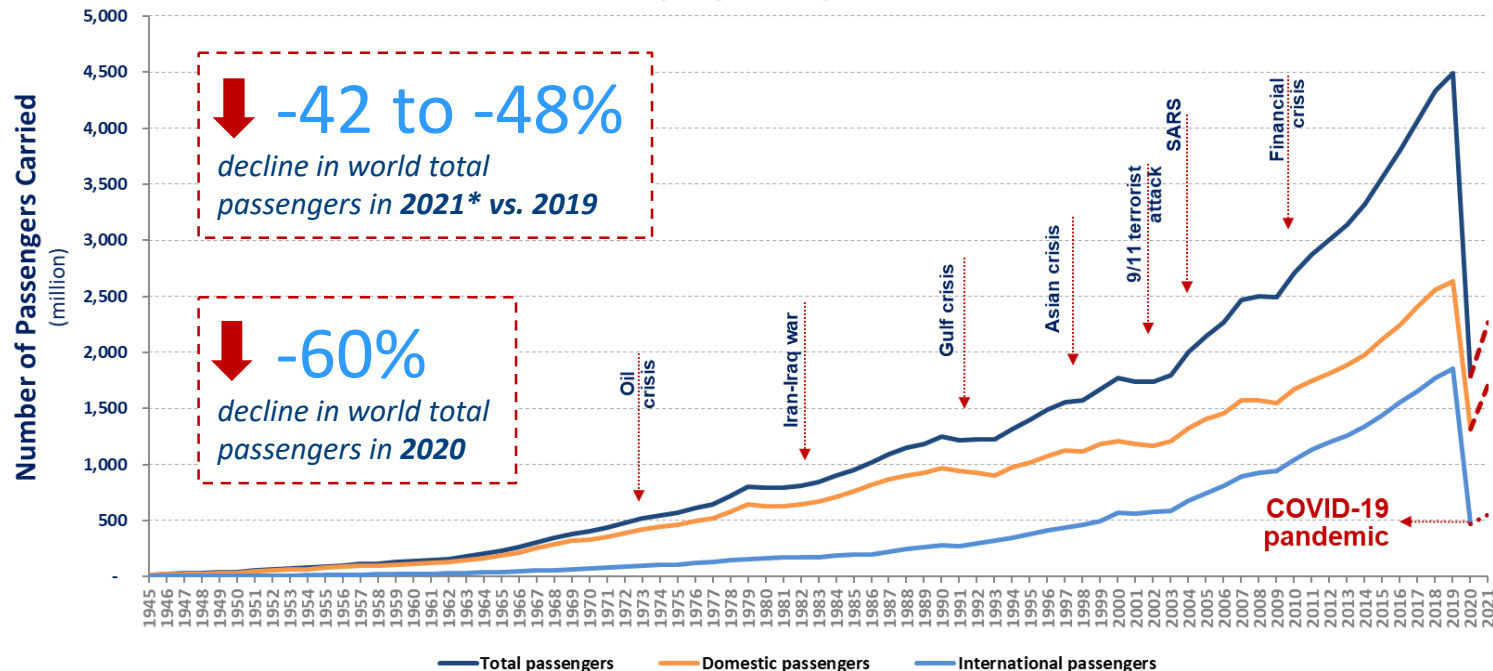
29 September 2021



World passenger traffic collapses with unprecedented decline in history

World passenger traffic evolution

1945 – 2021*

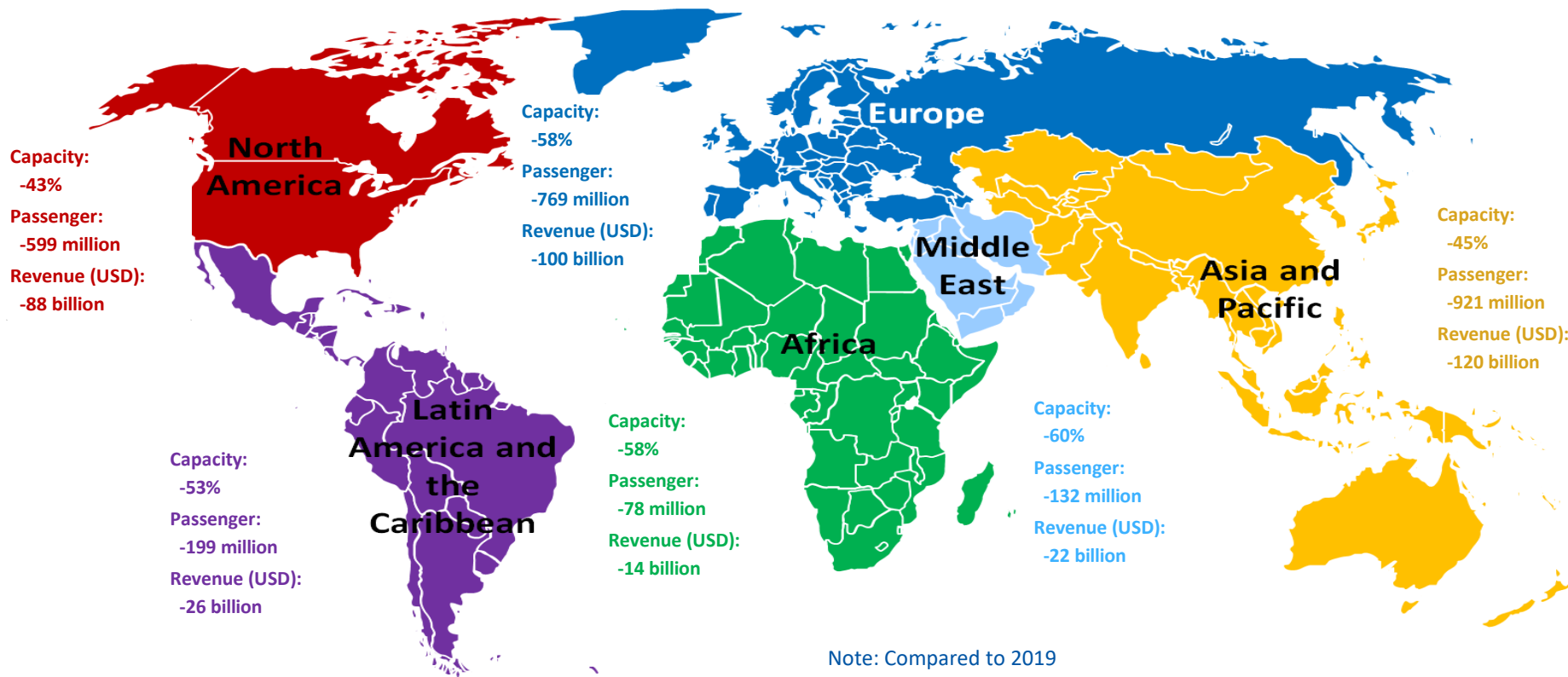




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Estimated impact on passenger traffic and revenues by region for 2020

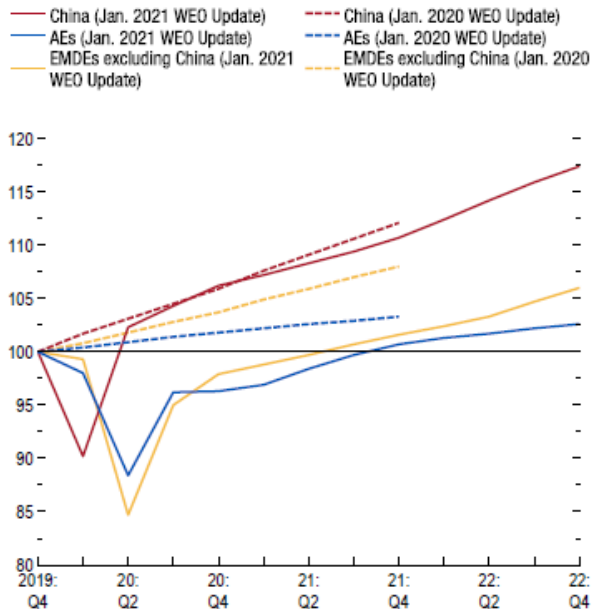




- **Air passenger traffic**: An overall reduction of air passengers (both international and domestic) ranging from 60% in 2020 compared to 2019 (by **ICAO**)
- **Airports**: An estimated loss of approximately 64.6% of passenger traffic and 66.3% or over USD 125 billion airport revenues in 2020 compared to business as usual (by **ACI**)
- **Airlines**: A 65.9% decline of revenue passenger kilometres (RPKs, both international and domestic) in 2020 compared to 2019 (by **IATA**)
- **Tourism**: A decline in international tourism receipts of USD 1.3 trillion in 2020, compared to the USD 1.5 trillion generated in 2019 (by **UNWTO**)
- **Trade**: A fall of global merchandise trade volume by 5.3% in 2020 compared to 2019 (by **WTO**)
- **Global economy**: An estimated -3.3% to -4.3% contraction in world GDP in 2020, far worse than during the 2008–09 financial crisis (by **IMF and World Bank**)

What “recession shape” can be assumed given uncertainties surrounding the outlook?

World's GDP Projections (by IMF)



Source: IMF staff estimates.

Note: AEs = advanced economies; EMDEs = emerging market and developing economies; WEO = World Economic Outlook.

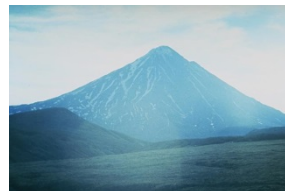
- How long will the pandemic last and what will be the severity levels?
- How fast will consumer confidence in air travel be restored? Will there be a structural shift in industry and consumers' behaviors?
- How long can the air transport industry withstand the financial adversity?
- How long will lockdowns and travel restrictions continue?
- Build and expand on regional successes (EU COVID certificate, EUR aviation health safety protocols).
- Inter-regional, e.g. EUR-NAT-NAM, connectivity as a first step to global restart.

- What are the lessons learnt?
- Do the regional and national contingency/ emergency response mechanisms work?
- What improvements are needed?

???

Volcanic ash

- The airspace closures in Europe resulting from the eruption of the Eyjafjallajökull volcano from 14 April 2010 led to the disruption of some 100,000 flights and 10 million passenger journeys;
- Triggered the setup of an international task force to develop new global provisions and a new template for the VACPs;
- EANPG and NAT SPG endorsed a joint EUR/NAT VACP;
- This was subsequent to a change in the PANS-ATM, Doc 4444 on transfer of responsibility from ATM to AO;
- Annual volcanic ash exercises, eastern and western part of the EUR and NAT.



Nuclear emergencies



- IACRNE Exercise Manual for ConvEx-3 (2017) objectives
 - **Exercise: ConvEx-3 (2017): 21 – 22 June 2017 – Paks, Hungary**
 - Objectives for ICAO (as part of Joint Radiation Emergency Management Plan of International Organizations – JPLAN)
 - Test provision by WMO of information received concerning the release of radioactive materials into the atmosphere, in the area for which it maintains watch or adjacent areas, to its associated ACC/FIC
 - Test issuance of SIGMET and NOTAM for radioactive cloud
 - Test notification by VAAC London to ACCs concerned about the release
- Evaluation and exercise report
 - Reviewed and agreed upon at follow-up Technical Meeting (Vienna, 18-19 Dec 2017)

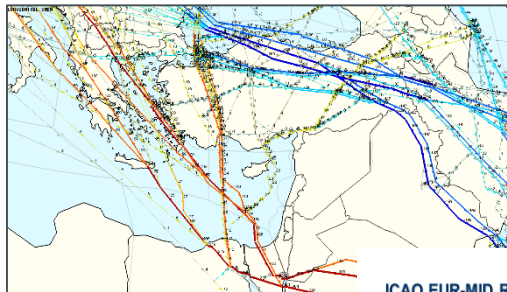
Next ConvEx-3 exercise will be held in the MID Region (UAE, 26-27 Oct 2021).

Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation CAPSCA

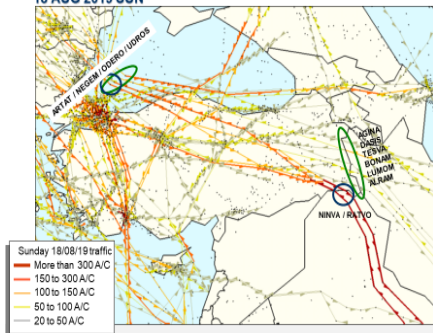
- 2006 - ICAO CAPSCA, global collaborative arrangement: WHO, UNWTO, IATA, ACI, etc.;
- Objective: improve preparedness for public health emergencies;
- Collaboration/ Bridge - Aviation and Public Health Stakeholders;
- Managed by ICAO in partnership with WHO.



Conflict zones



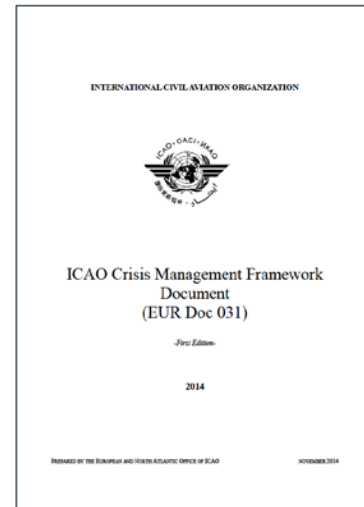
ICAO EUR-MID Regions Interface Traffic Load
18 AUG 2019 SUN



- Significant impact on inter-regional traffic flows;
- Severe effects on European Network might come from outside the EUR Region States;
- Cooperation and contingency planning through:
 - ICAO Regional Offices;
 - ICAO ad-hoc crisis coordination teams (CCT);
 - EACCC and/or EUROCONTROL Network Manager;
 - Organisations within UN system.
- Importance of regional contingency plans and special coordination meetings with all involved ROs.

ICAO EUR Crisis Management Framework (ICAO EUR Doc 031)

- Built on existing national and international crisis management arrangements in the EUR Region, e.g. EACCC arrangements and experience,
- In line with global ICAO provisions and be used as a basis for pan/intra-regional cooperation,
- Guidance for States in enhancing the level of preparedness to threat scenarios,
- Aims to harmonise crisis management approach across the whole European Region.



Scenarios

- Floods and earthquakes;
- Volcanic ash and nuclear events;
- Armed conflicts and security incidents;
- Pandemic;
- Major disruption of pan-European functions, industrial actions;
- Cyber security threats and critical infrastructure events;
- etc.

Conclusions

- Crises will continue to happen;
- New vulnerabilities and risks;
- Regional cooperation is key;
- ICAO EUR Doc 031 provides a framework for such cooperation, but could be updated with items from the EACCC COVID-19 crisis lessons learned and new threat scenarios (e.g. malicious drone operations around airports);
- Regional contingency plans and preparedness exercises;
- Build and expand on regional successes (EU COVID certificate, EUR aviation health safety protocols);
- Inter-regional, e.g. EUR-NAT-NAM, connectivity as a first step to global restart.



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