



ASSEMBLY — 42ND SESSION

EXECUTIVE COMMITTEE

Agenda Item 22: Other high-level policy issues to be considered by the Executive Committee

CONTINGENCY

(Presented by Guatemala on behalf of the Central American Corporation for Air Navigation Services (COCESNA) Member States²)

EXECUTIVE SUMMARY

The Central American Corporation for Air Navigation Services (COCESNA) has developed contingency planning aligned with ICAO standards and the regulations of its Member States, ensuring the continuity and safety of air navigation services (ANS) in response to adverse events.

Its strategy includes risk assessments, the activation of support systems, air traffic flow management (ATFM) and the delegation of services. In addition, it maintains bilateral agreements with Honduras and Belize, with plans for regional expansion to strengthen contingency responses.

COCESNA also promotes continuous training of its staff through simulations and practical exercises, ensuring an efficient response in emergencies.

Through this approach, COCESNA complies with international standards and boosts the safety and efficiency of Central American airspace.

Action: The Assembly is invited to:

- take note of this information;
- ensure that ICAO prepares and establishes actions to strengthen collaboration between ICAO and the ANSPs in order to align contingency initiatives with the global objectives of safety and efficiency;
- ensure that ICAO carries out continuous monitoring of the contingency measures implemented, with a view to identifying opportunities for improvement; and
- ensure that ICAO prepares actions to promote the adoption of sustainable and resilient practices between the airlines and other aviation sector actors.

<i>Strategic Goals:</i>	This paper relates to <i>Every Flight is Safe and Secure, No Country is Left Behind</i> and <i>Aviation Delivers Seamless, Accessible, and Reliable Mobility For All</i> .
<i>Financial implications:</i>	
<i>References:</i>	

¹ Spanish version provided by COCESNA.

² Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua

1. INTRODUCTION

1.1 Contingency planning is a key component of ensuring the continuity and safety of air navigation services (ANS) in emergency situations. COCESNA, as an air navigation services provider (ANSP) in the Central American region, works to continuously improve its contingency planning, in line with the Standards and Recommended Practices (SARPS) of the International Civil Aviation Organization (ICAO) and the aviation regulations of Member States. Such planning seeks to minimize the impact on the safety and continuity of the service, ensuring that air operations are kept safe, efficient and aligned with international standards.

2. CONTINGENCY PLANNING IN COCESNA

2.1 Evaluation of services

2.1.1 COCESNA continuously assesses the components necessary for provision of ANS, including air traffic services (ATS), communications, navigation and surveillance (CNS), as well as external suppliers that support these functions. This assessment facilitates more effective contingency planning, ensuring that critical services are covered in the event of interruption.

2.1.2 Furthermore, an inventory of additional resources needed to satisfy contingency requirements has been produced, including back-up equipment, trained personnel and alternative locations. This approach satisfies the requirements established in ICAO Annex 11 (Air Traffic Services) and Annex 19 (Safety Management), which require the identification and mitigation of risks in the provision of ANS.

2.2 Review of current procedures

2.2.1 COCESNA reviews and updates its operating procedures to ensure they are suited to managing contingency situations. This includes the revision of operating manuals, air traffic flow management (ATFM) plans, and bilateral agreements with other ANSPs and international bodies.

2.2.2 Contingency planning is adjusted to the requirements of ICAO and the regulations established by the COCESNA Member States, thus ensuring that the procedures are consistent with international and local regulations. In addition, it is planned to review and update critical scenario procedures, such as total interruption of air traffic control (ATC) services (ATC Zero) and the management of large-scale events.

2.3 Definition of contingency measures

2.3.1 COCESNA has defined contingency measures for every identified scenario, including the activation of back-up systems, implementation of ATFM measures, and the delegation of services to other units or ANSPs. These measures are designed to ensure continuity of service in the region and minimize the impact on safety.

- a) *Activation of back-up systems.* COCESNA has alternative communication and surveillance systems that can be activated in case of technical failures. This includes the use of contingency facilities and the implementation of performance-based navigation (PBN) procedures to ensure air traffic safety.
- b) *ATFM measures.* COCESNA has defined ATFM measures to manage traffic demand in contingency situations. These measures include the application of ground delay

programmes (GDPs), implementation of alternative routes and coordination with other ANSPs to minimize the impact on flight operations.

- c) *Delegation of services.* In the event of total interruption of services, COCESNA works on establishing delegation agreements with other ANSPs. These agreements include vertical and horizontal takeover of airspace control, as well as coordination of inbound and outbound traffic.

3. REGIONAL AND INTERNATIONAL COLLABORATION

3.1 COCESNA has established bilateral and multilateral agreements with other ANSPs and international organizations in order to ensure a coordinated response to contingencies. These agreements include the delegation of services, the use of shared facilities and the coordination of ATFM measures.

3.2 Additionally, COCESNA participates in regional and international initiatives, such as the CAR Region ATM Contingency Plan, in order to align its strategies with the overall objectives of safety and efficiency. Contingency planning is also governed by ICAO provisions and the regulations of Member States, ensuring that the measures adopted are consistent with international standards.

3.3 As part of these agreements, COCESNA maintains cooperation with Honduras through the Addendum to the Contingency Letter of Agreement between the Honduran Civil Aviation Agency (AHAC) and COCESNA. This agreement establishes joint contingency procedures to ensure continuity of service in the event of interruptions, strengthening the safety and efficiency of air navigation in the region. This action has been replicated with the Belize Department of Civil Aviation and work is under way on an extension to the other Central American States.

4. TRAINING

4.1 COCESNA has implemented a continuous training programme to ensure that staff are prepared to manage contingency situations. This includes conducting simulations and practical exercises, as well as disseminating the contingency protocols among interested parties. This approach is consistent with the SARPs of Annex 19, which require continuous staff training on risk management and implementation of contingency measures.

5. CONCLUSION

5.1 COCESNA has developed a comprehensive approach to contingency planning which includes identification of scenarios, review of procedures, definition of contingency measures and regional international cooperation. These initiatives comply with the ICAO SARPs provisions and with the regulations of Member States, ensuring that air navigation services in the Central American region remain operational in adverse conditions.

5.2 COCESNA contingency planning not only ensures continuity of services, but also strengthens safety and efficiency in air traffic management, contributing to the sustainable development of civil aviation in the region.