



ICAO

International Civil Aviation Organization (ICAO)  
South American Regional Office (SAM)  
**ICAO SAM Webinar on Humanitarian Assistance and Disaster  
Response in Aviation - SAMHADRA23**  
June 27, 2023

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**SUMMARY OF DISCUSSIONS FROM THE ICAO WEBINAR ON HUMANITARIAN  
ASSISTANCE AND DISASTER RESPONSE IN AVIATION (HADRA) FOR THE SAM REGION  
(SAMHADRA23)**

(Presented by the Secretariat)

**SUMMARY**

This paper lists the outcomes from the ICAO SAM Webinar on Humanitarian Assistance and Disaster Response in Aviation (code SAMHADRA23) held virtually on June 27, 2023

**ICAO strategic  
objectives**

*This paper is related to the following strategic  
objectives:  
A - Safety*

**1 Background**

1.1 ICAO Assembly Resolution A39-24 "Disaster risk reduction strategy and response mechanisms in aviation", requested to define a crisis response policy and a disaster risk reduction strategy in aviation.

1.2 The SAM Civil Aviation Regional Directors adopted on October 2011 the RAAC12/9 conclusion "Regional Contingency Plan for Natural Disasters and/or Catastrophic Events", entrusting the ICAO SAM Secretariat that, in cooperation and coordination with the South American Region States, develop a Regional Contingency Plan to face natural disasters and/or catastrophic events with the objective of minimizing the impact on civil aviation and re-establishing the operation of air navigation services and airports at the regional level.

1.3 With the updated resolution A41-13 "Disaster risk reduction strategy and response mechanisms in aviation", the commitment of the Organization and the States to take this matter forward is reaffirmed.

1.4 In the meantime, in May 2022, the HADRA (Humanitarian Assistance and Disaster Response in Aviation) expert group, which is chaired by ICAO, published guidance material with the aim to enhance the cooperation between aviation stakeholders and humanitarian stakeholders in the aftermath of a disaster. In 2023, the RAAC17 reviews conclusion 9/12 and confirms its relevance.

1.5 To implement the mandate of conclusion RAAC12/9, the Regional Office proposes to:

- ✓ Create States awareness of the available documentation through activities such as virtual seminars, talks, and other means.

- ✓ Identify with the States the different risk (including aviation risks and those related to the Sendai Framework for Disaster Risk Reduction and resolution A41-13) reduction strategies and response mechanisms, to determine the status or baseline.
- ✓ Propose actions based on this identification and baseline, with a view to complying with conclusion RAAC12/9.
- ✓ Conduct awareness-raising activities and undertake pilot projects.
- ✓ Implement measures agreed upon by the States (locally or regionally) based on the action above and to be defined at a later stage.

## 2 The event

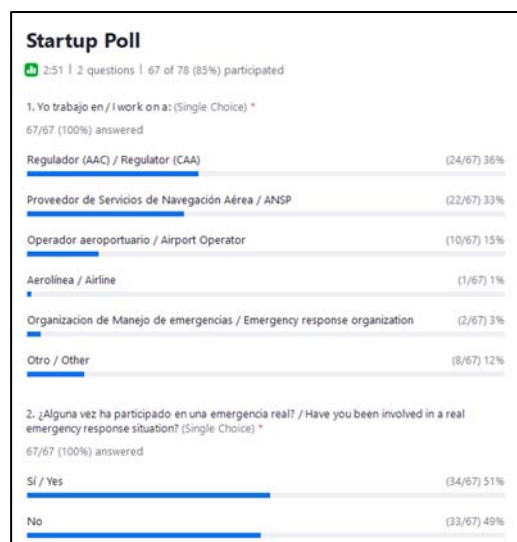
2.1 On June 27, 2023, the ICAO SAM Regional office held the webinar on Humanitarian Assistance and Disaster Response in Aviation for the SAM Region with the support of ICAO HQ, the World Food Programme (WFP), ACI World, Block Aero, Quiport (Quito Airport) and INDECI (Peru).

2.2 The event's objectives were to:

- ✓ Disseminate information on HADRA Guidance and the development of the Airport Status Information Tool (ASIT) to ICAO Member States;
- ✓ Share information on the challenges faced by all parties involved in disaster response (for example, States: civil aviation authorities and national disaster management authorities; aircraft operators; airport operators; UN entities);
- ✓ Identify follow-up actions at the regional level and in connection with HADRA work;
- ✓ Establish of a network of Contact Points in the States accredited to the SAM Regional Office;
- ✓ Serve as part of the activities to support RAAC12/9 Conclusion by SAM States to create a regional contingency plan to address natural disasters and/or catastrophic events.

2.3 Over 100 participants attended the event from 15 different countries including CAA delegates, airport operators, Subject Matter Experts and others.

2.4 A small poll at the beginning of the event demonstrated that most of the participants were from CAA's and ANSP's:



2.5 A recording of the event, along with the presentations and other information is available at the event's portal:

<https://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2023-HADRA&t=1>

### 3 Speakers

3.1 This time we had the support of the following speakers:

Name	Organization	Job Title	Email
Chrystelle Damar	ICAO HQ	Strategic Planning and Regional Coordination Officer	<a href="mailto:cdamar@icao.int">cdamar@icao.int</a>
Denys Saltanov	WFP Rome	Emergency Response Unit Aviation Service, Supply Chain	<a href="mailto:denys.saltanov@wfp.org">denys.saltanov@wfp.org</a>
Juan Manuel Manriquez Vinas	ACI World	Director Safety & Operations	<a href="mailto:jmanriquez@aci.aero">jmanriquez@aci.aero</a>
Todd Siena	Block Aero	Founder and CEO	<a href="mailto:todd.siena@block.aero">todd.siena@block.aero</a>
Erik Martín Cortijo Zárate	INDECI Peru	Director de la Dirección de Rehabilitación	<a href="mailto:ecortijo@indec.gov.pe">ecortijo@indec.gov.pe</a>
Allan Padilla	Quiport	Director de Operaciones y Mantenimiento de Corporación QUIPORT	<a href="mailto:allan.padilla@quiport.com">allan.padilla@quiport.com</a>

### 4 Agenda

4.1 The agenda covered the following topics:

- Introduction to HADRA: objectives, members, deliverables
- Discussion on the challenges faced by HADRA members in the efficient coordination of disaster response – WFP perspective.
- Discussion on the challenges faced by HADRA members in the efficient coordination of disaster response – ACI perspective.
- The use of ASIT - Airport Information Tool
- Peru's implementation of the Get Airports Ready for Disaster (GARD) programme
- Disaster response mechanism - the experience from Quito Airport
- Next steps – summary and conclusions

4.2 The audience had the opportunity to learn about HADRA, its connection to humanitarian response efforts, the need for airports to be ready for this response as the main gateway of assistance, how ICAO is addressing some of the common challenges such as information sharing thru the use of new technologies such as blockchain and review the experience from 2 States that had the unfortunate need to use this mechanisms to respond to a natural disaster.

### 5 Conclusion

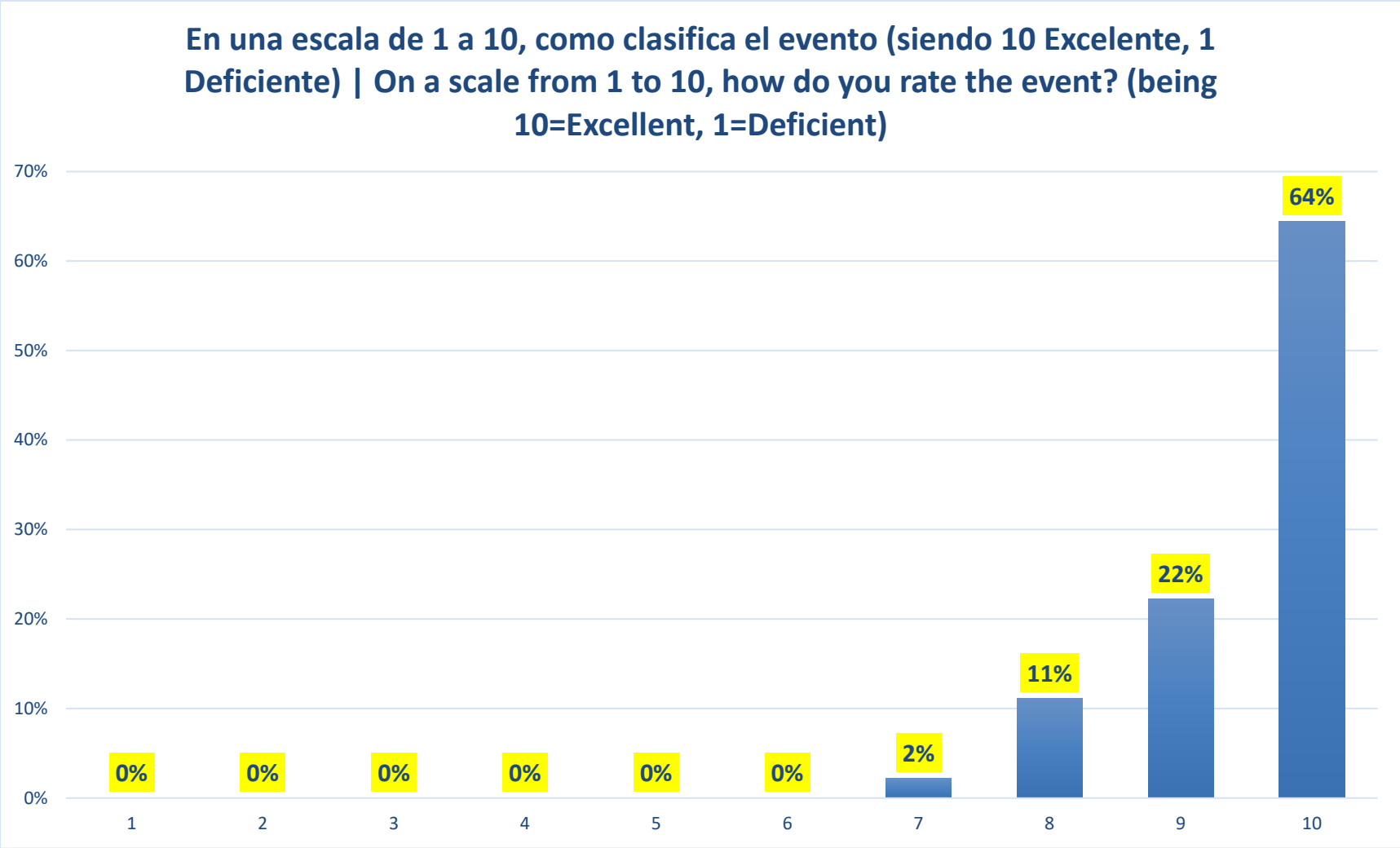
5.1 The event drove a lot of interest from participants, which make some important contributions thru the Q&A function and on a survey directed to participants after the event. A summary of the survey and Q&A is included as **Appendix** of this paper.

5.2 In general, the audience and speakers conclude that:

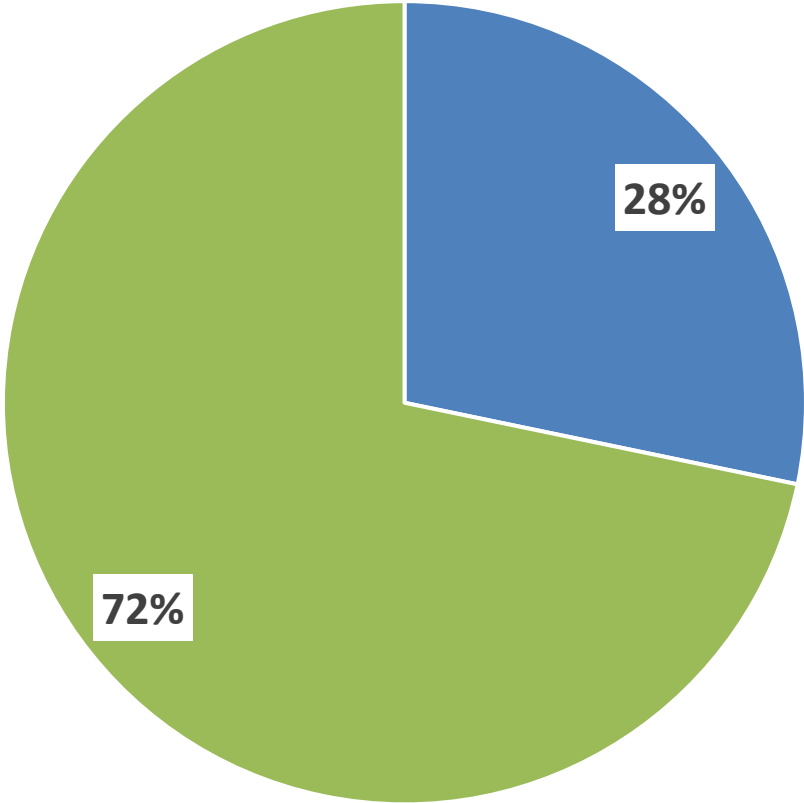
- There is an opportunity to organize the SAM Region on a regional effort regarding humanitarian assistance and disaster recovery.
- There is an opportunity for the Region to engage in some pilot projects by using the ASIT tool.

- END -

Appendix A – Feedback from SAMHADRA23 participants and survey results



¿Ud. considera necesario realizar un evento adicional para abordar temas no tratados?  
Do you consider it necessary to hold an additional event to address untreated topics?



■ No ■ Sí / Yes

**SAMHADRA23 SURVEY RESULTS TO QUESTION: IF YOU CONSIDER ANOTHER EVENT ON THE TOPIC NECESSARY, WHAT TOPIC OR ASPECT WOULD YOU ADDRESS?**

Español	English
1. "Criterios o lineamientos específicos para confeccionar el Programa o Plan de intervención	1. "Specific criteria or guidelines for preparing the Program or Intervention Plan
2. Mecanismos para fomentar y fortalecer las Interacciones entre los actores involucrados - Intervención ANS	2. Mechanisms to promote and strengthen interactions between the actors involved - ANS Intervention
3. Manejo de crisis ante eventos ocasionados por la naturaleza	3. Crisis management in the face of events caused by nature
4. Profundizar la explicación sobre las responsabilidades del HADRA y ATM	4. Further explain the responsibilities of HADRA and ATM
5. Creo que vimos un esfuerzo por parte de la región SAM en cumplir las directivas HADRA, y sería bueno conocer un poco la parte europea y su avance.	5. I think we saw an effort on the part of the SAM region to comply with the HADRA directives, and it would be good to know a little about the European part and its progress.
6. Eventos de crisis en aviación y cómo afrontarlos	6. Crisis events in aviation and how to deal with them
7. la relación o interfaz con los otros planes y/o áreas del aeropuerto o servicios.	7. The relationship or interface with the other plans and/or areas of the airport or services.
8. Taller sobre elaboración de planes de respuesta a emergencias en donde se contemple la asistencia humanitaria	8. Workshop on the preparation of emergency response plans where humanitarian assistance is contemplated
9. Evaluación de riesgos con detalle de acciones a tomar en caso se presente un nuevo suceso	9. Risk assessment with details of actions to be taken in the event of a new event
10. Abordaría el aspecto de la coordinación entre diferentes países de la región ante catástrofes	10. It would address the aspect of coordination between different countries in the region in the event of catastrophes
11. Dada la importancia de la continuidad del servicio de tránsito aéreo, ¿cuáles serían los pasos por seguir para involucrar a los controladores de tránsito aéreo de manera más directa?	11. Given the importance of air traffic service continuity, what would be the steps to follow to involve air traffic controllers more directly?
12. Temas similares en accidentes	12. Similar issues in accidents
13. Como acoplar estos eventos a los PEA	13. How to couple these events to the PEA
14. plan de coordinación sobre desastres	14. disaster coordination plan
15. La importancia de capacitar al personal para afrontar situaciones de emergencia	15. The importance of training personnel to deal with emergency situations
16. Planes de contingencia ATC	16. ATC contingency plans
17. Considero se pudiera incluir el tema de las mejores prácticas/desafíos en temas de preparación y coordinación de Estado (coordinación con las instituciones del estado de forma integral).	17. I consider that the issue of best practices/challenges in matters of State preparation and coordination (coordination with state institutions in an integral manner) could be included.

Español	English
18. Comunicaciones torre de control con los servicios de emergencia SSEI	18. Control tower communications with SSEI emergency services
19. Sí, de A- CDM y CDM	19. Yes, from A- CDM and CDM
20. Simulacro sobre el desarrollo o implementación de la ayuda en el marco HADRA con escenarios específicos. Seguir paso a paso las primeras respuestas y cómo o de qué manera van integrándose los equipos	20. Simulation on the development or implementation of aid in the HADRA framework with specific scenarios. Follow step by step the first answers and how or in what way the teams are integrating
21. La actuación de toda la comunidad aeronáutica en estos eventos de emergencia o incidentes.	21. The actions of the entire aeronautical community in these emergency events or incidents.
22. Seguir manteniendo al día estos temas, ya que nos ayudan a prepararnos ante posibles eventos.	22. Continue to keep these issues up to date, as they help us prepare for possible events.
23. "Mas difusión del material HADRA	23. "More dissemination of HADRA material
24. Sí, pienso que siempre es importante mantener actualizados los conceptos y compartir experiencias	24. Yes, I think it is always important to keep concepts updated and share experiences
25. Cómo deben reaccionar los ATC en un siniestro	25. How ATC should react in an accident
26. Sería interesante tratar temas sobre los COE locales de cada aeropuerto y el COE nacional, donde debe converger la información, para la correcta toma de decisiones por parte del nivel central.	26. It would be interesting to discuss issues about the local COE of each airport and the national COE, where the information must converge, for the correct decision-making by the central level.
27. ¡Muchas gracias por la invitación! Es importante la idea de trabajar coordinadamente, sería muy bueno que también llegue a trabajarse regionalmente con todos los organismos involucrados: SVO, SMHN, etc.	27. Thank you very much for the invitation! The idea of working in coordination is important, it would be very good if it could also work regionally with all the organizations involved: SVO, SMHN, etc.
28. El nivel necesario de involucramiento de los servicios de navegación aérea con un evento de desastre natural	28. The necessary level of involvement of air navigation services with a natural disaster event
29. Incluir más casos reales de catástrofes en la región para su análisis y estudio.	29. Include more real cases of catastrophes in the region for analysis and study.
30. la conexión de otros estados u organizaciones para la facilitación de la ayuda humanitaria	30. the connection of other states or organizations for the facilitation of humanitarian aid
31. sí, ahondar sobre el problema y peligro de una erupción volcánica	31. Yes, delve into the problem and danger of a volcanic eruption
32. Experiences sharing from the program implementation.	32. Experiences sharing from the program implementation.
33. Saludos tocaría también el tema referente a la participación por parte del proveedor de servicio ATS en caso del Plan de Respuesta ante Emergencia (EPR) en caso de desastres en aeropuertos	33. Regards, I would also touch on the issue regarding participation by the ATS service provider in the event of the Emergency Response Plan (EPR) in case of disasters at airports

Español	English
34. Contingencia regional	34. Regional contingency
35. Contingencias ATS	35. ATS contingencies
36. Operaciones UAS en las proximidades del aeródromo	36. UAS operations in the vicinity of the aerodrome
37. Coordinación regional y mandato de este según lo ha establecido la asamblea.	37. Regional coordination and its mandate as established by the assembly.
38. PLAN DE EMERGENCIA DEL AEROPUERTO	38. AIRPORT EMERGENCY PLAN
39. Contingencia en entornos de difícil acceso en accidentes de aviación	39. Contingency in environments with difficult access in aviation accidents
40. Más casos de otros países como accionan frente a emergencias en los aeropuertos.	40. More cases from other countries as they act in emergencies at airports.

## Appendix B – Q&amp;A inputs

**Q&A Report SAMHADRA23 – 27 June 2023****Topic : Webinar ID : RLA06901 – Webinar on Disaster Response for the SAM Region**

N o.	Question (Original language)	Question (Google Translate)	Ask Name	Ask Email	Answer
1.	Entiendo que el alcance del GARD contempla el impacto del desastre en las dependencias y facilidades ANS del Aeropuerto en cuestión, no obstante, ¿el Programa incluye acciones concretas por parte de estos Servicios para que los mismos contribuyan también en la respuesta ante el desastre?	I understand that the scope of the GARD contemplates the impact of the disaster on the ANS units and facilities of the Airport in question, however, does the Program include specific actions by these Services so that they also contribute to the response to the disaster?	Débora Kuc	<a href="mailto:dkuc@anac.gob.ar">dkuc@anac.gob.ar</a>	The scope of GARD is mainly related to the coordination between the stakeholders involved in the provision of services on the ground.
2.	¿En caso de Perú, cuán involucrados están los explotadores de aeropuertos en cuanto a la respuesta conjunta con INDECI?	In the case of Peru, how involved are the airport operators in terms of the joint response with INDECI?	DANTE SAMANIEGO	<a href="mailto:dsamalva@gmail.com">dsamalva@gmail.com</a>	In the case of Peru, the airport operators were involved as an important part of program. This question was answered live.
3.	Mi pregunta es, con la experiencia del aeropuerto de Manta en Ecuador donde la torre de control fue totalmente destruida, y dado que los controladores serían víctimas de un desastre, pero al mismo tiempo, participantes y actores de las acciones de control del	My question is, with the experience of the Manta airport in Ecuador where the control tower was completely destroyed, and given that the controllers would be victims of a disaster,	Marisol Salazar	<a href="mailto:marisoleil@gmail.com">marisoleil@gmail.com</a>	

	desastre, ¿cómo se está involucrando o cómo se involucraría su participación activa?	but at the same time, participants and actors in disaster control actions, how are you getting involved or how would your active participation get involved?			
4.	Las misiones UNHAS, ¿contemplan la colaboración de organizaciones u ONG locales, o incluso iniciativas independientes para que éstas contribuyan o colaboren con la misión?	Do the UNHAS missions contemplate the collaboration of local organizations or NGOs, or even independent initiatives for them to contribute or collaborate with the mission?	Débora Kuc	<a href="mailto:dkuc@anac.gov.ar">dkuc@anac.gov.ar</a>	
5.	Mi consulta es si dentro de los PEA donde por ejemplo en el Aeropuerto Ezeiza (SAEZ) contemplamos a las CATASTROFES NATURALES que solo afectan a nuestro aeropuerto es aconsejable acoplar al PEA al Aeropuerto como centro logístico de referencia . Con respecto al apartado Catástrofes Naturales la primer oficina que interviene es la de MET. también tenemos un punto especial sobre el tema Ceniza Volcánicas .	My question is whether within the ERP (emergency response plan) where, for example, at the Ezeiza Airport (SAEZ) we contemplate NATURAL DISASTERS that only affect our airport, it is advisable to link the PEA to the Airport as a reference logistics center. Regarding the Natural Catastrophes section, the first office that intervenes is the MET office. we also	GUSTAVO D'ANTIOCHIA	<a href="mailto:gdantiochia@anac.gov.ar">gdantiochia@anac.gov.ar</a>	According to Annex 14 Vol I, The aerodrome emergency plan shall provide for the coordination of the actions to be taken in an emergency occurring at an aerodrome or in its vicinity. In addition, <i>Note 1.— Examples of emergencies are: aircraft emergencies, sabotage including bomb threats, unlawfully seized aircraft, dangerous goods occurrences, building fires, <b>natural disaster</b> and public health emergencies.</i> Although the provision doesn't prescribes that there is a need for the airport to consider the disaster response for the country (including those outside its vicinity), the purpose of our event is also to raise awareness of the need of including the airport as an important part of the disaster response and thus, need to consider its role and be prepared for it,

		have a special point on the subject Volcanic Ash.			especially, if the airport is the main State airport.
6.	¿Hay alguna facilidad permanente asignada en los aeródromos para que estén disponibles en caso de activación de una emergencia de orden nacional?	Are there any permanent facilities assigned at the aerodromes so that they are available in the event of a national emergency?	Jorge Peña	<a href="mailto:jorge.pena@aero.civil.gov.co">jorge.pena@aero.civil.gov.co</a>	Please see answer to question #5.

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