



Agenda Item 2: Optimization of the ATS routes

Regional contingency plan upon natural disasters and/or catastrophic events

(Presented by the Secretariat)

Summary	
<p>This working paper presents to the meeting the approval of the Twelfth Meeting of Civil Aviation Authorities of the SAM Region (RAAC/12) for the development of a regional contingency plan upon natural disasters and/or catastrophic events.</p>	
References: <ul style="list-style-type: none">• ICAO Annex 11• Doc 9854• RAAC712 – 3-6 October 2011, Lima, Peru	
ICAO Strategic objectives	A. Safety C. Environmental Protection and Sustainable Development of Air Transport

1 Background

1.1 Attachment C to Annex 11 to the ICAO Convention contained material on preparatory measures related to contingency planning. These measures included the recommendation to study the likelihood and possible consequences of natural disasters, and to draft special contingency plans for natural disasters, amongst other events, to ensure continued safety of air navigation, in view of the possibility of an impact on the availability of airspaces for civil aircraft operations or the supply of air navigation and support services.

1.2 Likewise, Doc 9854 – Global air traffic management operational concept, establishes in its ruling principles that, in order to maintain continuity, the application of the concept requires contingency measures in order to provide maximum service continuity in face of major interruptions, natural disasters, riots, security threats and other unusual circumstances.

2 Analysis

2.1 The Twelfth Meeting of Civil Aviation Authorities of the SAM Region (RAAC/12), upon analysing the recent natural disasters occurred in Chile, Haiti, China, and Japan, as well as the recent

volcanic eruption in Chile that affected air navigation in Argentina, Brazil, Uruguay, and Paraguay, recognised the fact that it is clear that civil aviation is subject to extreme tension and huge economic losses in this type of events.

2.2 The RAAC/12 recognised that current contingency plans do not cover during a catastrophic event, multiple specialised areas, such as AIM/AGA/ATM/CNS/MET/SAR, which must work in a harmonious and coordinated manner with each other and with other areas of a State, exceeding the ATS environment for which such plans were initially conceived. Even at national level, there may be much coordination between states and with neighbouring States or international aid organisations.

2.3 On this matter, IATA highlighted the huge economical loss caused by volcanic ash in Argentina and Uruguay. Likewise, Chile and Venezuela offered their support in the development of a regional Contingency Plan for these events.

2.4 With regard to the above, the RAAC/12 meeting felt that it might be appropriate and timely to recognise the need for the South American Region to have a broader Regional Contingency Plan to face this type of events, contemplating early restoration of services at airports and affected air navigation areas. Accordingly, it formulated the following Conclusion:

Conclusion RAAC/12-9

Regional contingency plan to address natural disasters and/or catastrophic events

That ICAO, in cooperation and coordination with the States of the South American Region, develop a Regional Contingency Plan to address natural disasters and/or catastrophic events, with a view to minimising the impact on civil aviation and restore the operation of air navigation and airport services as soon as possible.

3 Suggested action

3.1 The meeting is invited to take into account Conclusion RAAC/12-9 and to establish, if so deemed pertinent, the corresponding activities to develop such plan.

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