



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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Fourth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/4)
Miami, United States, 21 – 24 August 2018

Agenda Item 3: Global and Regional Air Navigation Plans
3.4 Other Global/Regional Air Navigation Developments

CAR REGIONAL CONTINGENCY PLANNING AND RESPONSE STRATEGY

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper presents the preliminary actions undertaken to develop and implement a Caribbean Regional Contingency Planning and Response strategy, in order to address the disruption, or potential disruption, of air traffic services and related supporting services in the CAR Region.	
Action:	The suggested actions are presented in Section 5.
Strategic Objectives:	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport
References:	<ul style="list-style-type: none">• <i>Convention on International Civil Aviation, Doc 7300/9</i>• Annex 11 to the Convention on International Civil Aviation, Air Traffic Services

1. Introduction

1.1 Civil aviation is much more than a means of transportation. In several regions, it represents a strategic element for connectivity, as well as an irreplaceable support for the economic development of States.

1.2 The Caribbean Region is periodically under the threat for hurricanes, making aviation infrastructure and operations vulnerable to its deadly impact, but at the same time, required for a quick recovery.

1.3 In addition, some States and territories provide vital services for air navigation, which not only allow the arrival and departure of flights in their territory, but also support regional and interregional air transport operations. Therefore the impact of undesired situations goes beyond States borders.

2. Obligations under the Chicago Convention

2.1 Annex 11 to the Chicago Convention requires air traffic services authorities to develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.

2.2 By reviewing the result of the USOAP PQ that addresses this SARP, we can verify that currently 8 States from the CAR Region do not comply with these requirements.

2.3 Some other States have not updated their ATS contingency plans in years, after significant changes in their ATS system, changes of authorities, different operational context, etc.

3. Recent experience

3.1 2017 and 2018 saw States and Territories of the CAR Region facing contingency situations, mostly related (but not limited) to natural phenomena, like hurricanes, floods, earthquakes, volcanic eruptions, etc. that pose a significant threat to air transport operations.

3.2 Annex 11 Attachment C establishes that ICAO will be available for monitoring developments that might lead to events requiring contingency arrangements to be developed and applied and will, as necessary, assist in the development and application of such arrangements. During the emergence of a potential crisis, a coordinating team will be established in the Regional Office(s) concerned and at ICAO Headquarters in Montreal, and arrangements will be made for competent staff to be available or reachable 24 hours a day.

3.3 In line with the aforementioned requirements, the ICAO NACC Regional Office is playing a proactive role to assist States by:

- Constantly monitoring the Region, for undesired circumstances, trying to establish contact with ANS Points of contacts;
- Providing periodic briefings to ICAO Headquarters, and through this to other UN Agencies or International Organizations;
- Establishing direct contact with key aviation personnel from States and Territories suffering contingency situations ; and
- Coordinating relief flights, when required.

3.4 The critical need and the benefit of contingency plans were demonstrated. However, the need for more coherent and aligned regional contingency response was also identified. This contingency response must also involve industry, as a key ally with resources strategically deployed to support the development of its day to day operations.

3.5 The main challenge identified is that most FIRs have planned their ATS contingency individually. That means that they took a closed view of the potential threats that may affect them, and described possible solutions, including traffic routing through neighbouring States.

4. Caribbean Contingency Planning and Response

4.1 Recent experienced proved the need to take concrete actions to address emergency and contingency situations from a regional perspective.

4.2 In line with that, the International Air Transport Association (IATA) and the ICAO NACC Regional Office took the initiative to establish a CAR Regional Contingency Coordination Team (CCT), which takes into consideration the main threats that periodically attack the Region, to provide regional operational steps to address them. This team should be the cornerstone for the Caribbean Contingency Planning and Response.

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5. Suggested Actions

5.1 The Meeting is invited to:

- a) Request NAM/CAR States and Territories to update their ATS contingency plans;
- b) request NAM/CAR States and Territories to submit their updated ATS contingency plans to ICAO NACC Regional Office;
- c) endorse and collaborate to develop and implement the Caribbean Contingency Plan; and
- d) request each State and territory to update their point(s) of contact for contingency situations.