



ICAO

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WORKING PAPER

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First Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/1)
Mexico City, Mexico, 12 – 14 March 2019

Agenda Item 2: CAR Air Traffic Services (ATS) Regional Contingency Plan

CARIBBEAN REGION AIR TRAFFIC SERVICES (ATS) CONTINGENCY PLAN

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper presents the proposal to develop a Caribbean Region Air Traffic Services (ATS) Contingency Plan, in order to ensure timely, harmonized and appropriate responses to all events resulting in disruption to the provision of ATS, or in which ATS is involved in the CAR Region.	
Action:	Suggested actions are presented in Section 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport
<i>References:</i>	<ul style="list-style-type: none">• Annex 11 – Air Traffic Services.• Guidelines for State Recovery from Extraordinary Situations, International Air Transport Association (IATA).• Final Report of the Fourth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/4), Miami, United States, 21 to 24 August 2018.

1. Introduction

1.1 The States, in their responsibility to provide air traffic services in the airspaces under their jurisdiction, constantly face challenges to guarantee the continuity and sustainability in the provision of such services.

1.2 The Caribbean region, due to its geographical location, is periodically under the threat of hurricanes and their devastating effects, without being immune to other types of hazards, natural or man-made, which may cause limitation, partial and/or total interruption of Air Traffic Services (ATS).

1.3 A proper and timely response to contingencies is vital for air navigation and the continuity of air transportation in the Caribbean and neighbouring regions.

2. Discussion

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. Such contingency plans should be developed in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with the affected airspace users.

2.2 The various circumstances surrounding contingency situations preclude the establishment of exact detailed procedures to be followed. Annex 11, Attachment C offers guidelines to assist States in providing for the safe and orderly flow of international air traffic in the event of disruptions of air traffic services and related supporting services and in preserving the availability of major world air routes within the air transportation system in such circumstances.

2.3 While some States, Territories and Air Navigation Service Providers (ANSPs) have developed very well thought contingency plans, they have done so from their individual perspective, although coordinated with their neighbours, they have not been conceived to take into consideration the failures of multiple ATS systems, disruptions of more than one Flight Information Region (FIR), or different threats at the same time (social unrest during hurricane season, for example).

2.4 In contrast, a significant number of States and Territories of the CAR Region lack adequate planning to respond to emergency situations. These States and Territories have not systematically implemented Annex 11 ICAO Standards and Recommended Practices (SARPs) for contingency situations and respond to undesired circumstances in a reactive manner. In some cases, in response to regional agreements, ATS providers develop their contingency plans but these are not updated or rehearsed on a regular basis to ensure their effectiveness.

3. Caribbean Contingency Planning and Response

3.1 Recent experience proved the need to take concrete actions to address emergency and contingency situations from a regional perspective. Hurricanes, earthquakes, volcanic eruptions, social unrest, equipment failures, among others, recurrently represent a threat to the continuity of air traffic services.

3.2 The critical need and the benefit of contingency plans are constantly 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.

3.3 In line with that, the International Air Transport Association (IATA) and the ICAO NACC Regional Office took the initiative to establish the CAR Regional Contingency and Emergency Response Coordination Team (CAR CERT), 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.

3.4 Conclusion ANI/WG/4/03 – *CAR Regional Contingency Planning and Response Strategy* approved the establishment of the CAR CERT. Formal operational procedures and Terms of Reference are pending to be developed.

3.5 In order to enhance its role for the Regional coordination of contingencies, the ICAO NACC Regional Office is in the process to establish a crisis and contingency coordination room in their new premises. This would greatly support the Region, allowing an improved support from ICAO.

4. Caribbean Region ATS Contingency Plan

4.1 In order to ensure timely, harmonized and appropriate responses to all events resulting in disruption to the provision of ATS, or in which ATS is involved, and hence to normal aircraft movement, the CAR Region should develop and implement a Regional ATS Contingency Plan, to provide a contingency response framework for Caribbean States and Territories.

4.2 This plan can ensure a timely, harmonized and appropriate response to events, providing a greater degree of certainty for airspace and aerodrome user.

4.3 To meet this objective a review of the current status of contingency plans and contingency preparedness should be performed, in order to identify areas where improvement is required and analyse contingency procedures from a Regional and interregional perspective.

4.4 This plan should also encompass other contingency plans, provide operational procedures and Terms of Reference CAR CERT.

5. Suggested Actions

5.1 The Meeting is invited to:

- a) take the necessary actions to develop and implement the Caribbean Region ATS Contingency Plan, which shall:
 - i. take into account varying levels of contingency response necessary;
 - ii. take into account varying levels of State and Territories capabilities;
 - iii. provide principles for Regional ATM Contingency Planning;
 - iv. provide a contingency response framework for the Caribbean States and Territories;
 - v. include operational procedures and Terms of Reference for the CAR Regional Contingency and Emergency Response Coordination Team (CAR CERT); and
 - vi. propose a periodic review and rehearsal, especially to prepare for the hurricane season.
- b) suggest any other action deemed appropriate.