



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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Seventh North American, Central American and Caribbean Working Group Meeting (NACC/WG/7)
ICAO NACC Regional Office, Mexico City, 29 August - 1 September 2022

Agenda Item 3: Follow-up of the Activities of the NACC/WG Task Forces

- 3.1 Progress of the NACC/WG on Aeronautical Information Management (AIM), Air Traffic Management (ATM) and Communications, Navigation and Surveillance (CNS)

PROGRESS REPORT ON CAR REGION CONTINGENCY PLANNING AND RESPONSE

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper provides an update of the situation regarding contingency planning and response for ANS in the CAR Region and request support to enhance compliance with Annex 11 Contingency arrangements.	
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• CAR Region ATM Contingency Plan• Meeting Report of the Second NAM/CAR Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/2), Mexico City, Mexico, 20 to 22 April 2022

1. Introduction

1.1 Air navigation systems must have the ability to reliably and sustainably adjust to the needs of their users. Similarly, they must ensure, to the extent feasible, the continuity of operations in undesired circumstances.

1.2 In this sense, the implementation, updating and publication of contingency plans plays a fundamental role in establishing an effective air navigation system.

2. Background

2.1 The Regional contingency planning strategy has been addressed by the CAR/SAM Planning and Implementation Regional Group (GREPECAS), with the establishment of an action plan for the development of ATM contingency plans in the CAR and SAM Regions since 2005.

2.2 More recently, through the NAM/CAR Air Navigation Implementation Working Group (ANI/WG), States and Territories approved the CAR REGION AIR TRAFFIC MANAGEMENT CONTINGENCY PLAN (Version 1.3 July 2020). The purpose of the Plan is to provide guidance and promote a regional harmonized response to contingencies, and provide guidelines for the development of contingency planning based on conclusions and decisions by the GREPECAS and ANI/WG. In addition, the Plan brings the CAR Contingency and Emergency Response Coordination Team (CAR CERT) as a more active coordination platform for Regional contingency response.

2.3 As part of the ICAO NACC Regional Office regional civil aviation system resiliency strategy, since 2019 the NACC annually organizes the Regional Contingency and Emergency Planning and Response Meeting. This Meeting aims to enhance concrete actions to address contingency and emergency situations from a regional perspective by promoting the promulgation, update and rehearsal of ATM Contingency Plans.

3. Second NAM/CAR Regional Contingency and Emergency Planning and Response Meeting NAM/CAR/CONT/2

3.1 The Second NAM/CAR Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/2) was held at the ICAO NACC Regional Office in Mexico City, Mexico, and online from 20 to 22 April 2022. The Meeting was attended by 23 States/Territories from the NAM/CAR Regions, 2 International Organizations, totalling 65 delegates.

3.2 Evaluation of Impact and Response of Contingencies Faced in 2019, 2020 and 2021

3.2.1 The nature of the contingencies faced in the CAR Region during the years 2019 to 2021 was the same as in previous years. Despite the reduction of operations, and the challenges of maintaining staff health and availability, a similar type of event affected Air Navigation Services (ANS) provision in the CAR Region. The main contingencies that occurred in this period can be classified into the following categories:

- Hurricanes and tropical storms
- Social demonstration and civil unrest
- Air Traffic Control (ATC) industrial actions
- Communications Navigation and Surveillance (CNS) systems failures
- Earthquakes and Volcanic eruptions
- COVID-19 Pandemic

3.2.2 The lack of adequate planning and implementation of contingency procedures is the main limitation for several States/Territories and Service Providers, mainly in the CAR Region, as well as the lack of rehearsal or trials of the already developed plans.

3.2.3 Many of the main features of the new systems depend significantly on the ability to receive and exchange data. Air Navigation Service Providers (ANSPs) need to identify all the interfaces of their ATS system and work to implement contingency procedures, in order to reduce the possibilities of disruption, ensure backup means of data transfer, and establish alternate coordination procedures.

3.3 The ICAO Strategic Planning and Coordination Office provided information regarding the ICAO Humanitarian Assistance and Disaster Response in Aviation - (HADRA). The HADRA is an informal network established in 2017 at the joint initiative of ICAO and the United Nations Office for the Coordination of Humanitarian Affairs (OCHA). The HADRA Expert Group is dedicated to gaining better knowledge on the current actions from humanitarian and international aviation stakeholders for enhanced disaster response operations. The Meeting was also informed on the development of a beta version of the Airport Status Information Tool (ASIT); the first beta test of ASIT with Trinidad and Tobago and the support of the NACC Regional Office.

3.4 The United States provided information regarding the review of all their operational contingency procedures and letters of agreement with contingency procedures, in order to ensure support facility procedures are clear and do not include non-surveillance routes that also lack communication capabilities.

4. Conclusions and recommendations

4.1 The implementation of contingency arrangements is a vital function for the continuity of air navigation services, which must include the adequate evaluation of all the related elements necessary for the operation of these services.

4.2 The CAR Region must keep its attention on planning and responding to contingencies and emergency situations, evaluating the specific capabilities of each service provider, sharing experiences and, above all, complying with ICAO Standards and regional agreements.

5. Suggested actions

5. The Meeting is invited to:

- a) note the information provided in this Working Paper, evaluate and give recommendations to enhance contingency preparedness in the CAR Region;
- b) endorse the recommendations included in Section 4 of this Paper; and
- c) make any additional recommendation deemed necessary.