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ICAO NACC Comprehensive Contingency and Emergency Response Resiliency Programme

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***“Anything that can go **wrong**,
will go **wrong**”***

(specially in worst circumstances)





What is a Contingency?

- Situation during which a system component fails for any reason or by virtue of an unusual event, natural or induced, that reduces capacity.
- A contingency plan will therefore include actions, associated timing and responsibilities, to be performed in response to a contingency situation (an operational disruption).



Outcomes of
contingency situations
will change in different
contexts





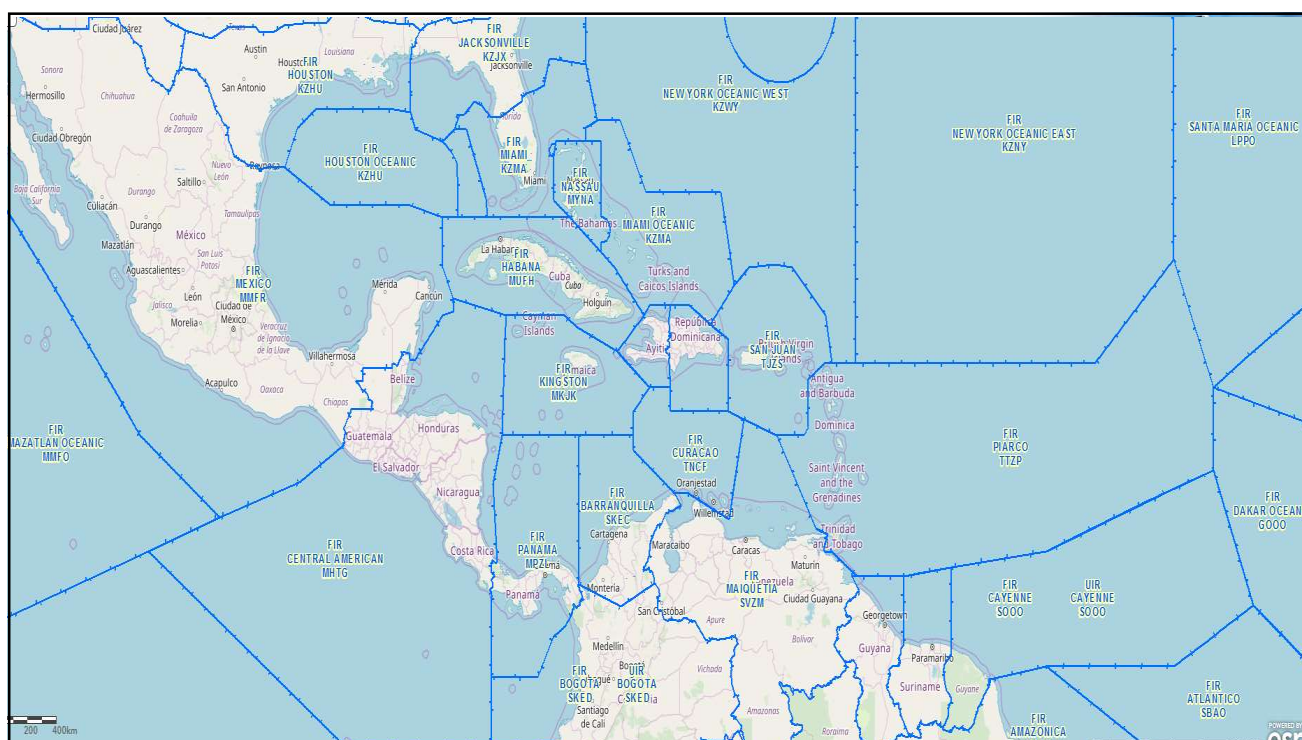
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CAR Regional Context

- ✈ In the CAR Region, civil aviation is much more than a means of transportation. It represents a strategic element for connectivity, as well as an irreplaceable support for the economic development of States.
- ✈ The Caribbean 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.
- ✈ Some States and territories in the CAR Region 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.





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Obligations under the Chicago Convention

- ✈ 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.
- ✈ By reviewing the result of the USOAP PQ that addresses this SARP, we can verify that currently **42% of States from the CAR Region do not comply with these requirements**.
- ✈ Some other States have not updated their ATS contingency plans in years, after significant changes in their ATS system, changes of authorities, etc.



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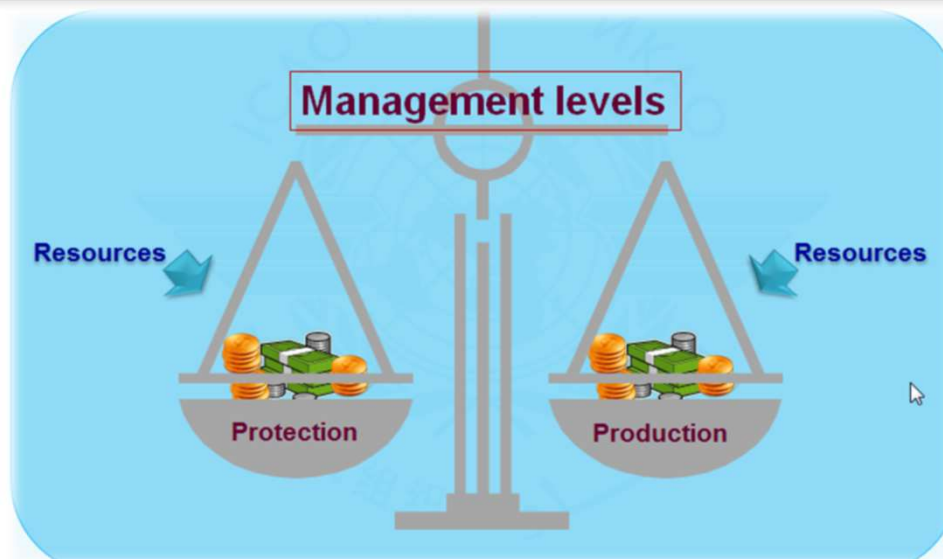
Obligations under the Chicago Convention

- ✈ Annex 12 requires that States, individually or in cooperation with other States, arrange for the establishment and prompt provision of SAR services within their territories to ensure that assistance is rendered to persons in distress.
- ✈ SAR service is a priority to guarantee lives of traveling public.
- ✈ SAR resources often provides the initial response and relief capabilities critical to saving lives in early stages of natural and man-made disasters.
- ✈ USOAP result for SAR in the CAR Region is **48.13%. 9 States (out of 19) have not established an entity which provides SAR services**.



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Most Frequent Contingency Scenarios

- Hurricanes.
- Social unrest.
- Severe Weather/Storms/Flooding.
- Weather related damages to air navigation infrastructure.
- Earthquakes.
- Volcanic eruptions.
- Volcanic ashes.
- Incorrect planning for maintenance or system changes.





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Lessons Learned

- ✈ Recent events have provided many valuable lessons with regards to contingency preparedness and response.
 - ✈ Lack of clear definition of contingency (small problems tend to grow to bigger and complicated issues).
 - ✈ Lack of contingency and emergency preparedness and response programmes.
 - ✈ Contingency procedures not updated or periodically rehearsed.
 - ✈ Contingency procedures not adequately applied.
 - ✈ Lack of backup facilities/personnel to respond to total system failure.
 - ✈ Lack of transparency of real operational context.
 - ✈ States/Territories have planned their contingency procedures individually. That means that they took a closed view of the potential threats that may affect them, and described individual scenarios.
 - ✈ Lack of regional procedures to address disasters in several States/Territories.
 - ✈ Lack of regional procedures for simultaneous contingencies.
 - ✈ Political/cultural barriers to share current air navigation capabilities.



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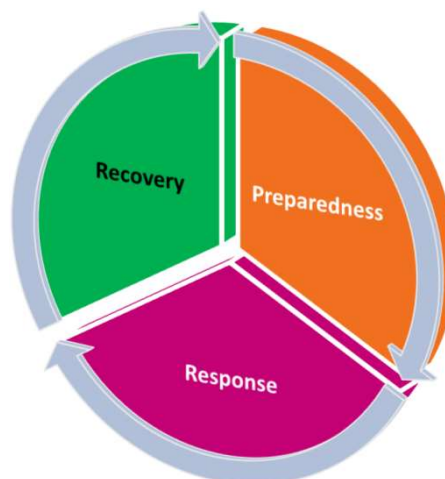
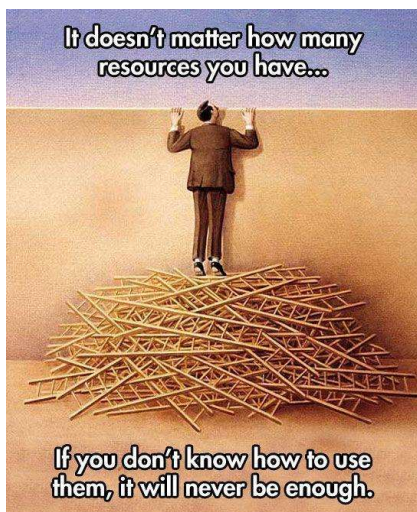
Comprehensive Contingency and Emergency Response Resiliency Programme

- ✈ ICAO NACC Regional Office has taken a proactive approach to address contingencies and emergency situations in the Region.
- ✈ Taking advantage of its connection with key stakeholders in the Region.
- ✈ Mandate to support compliance of the Chicago Convention and related Annexes.



Planning Smarter /Responding Better

- ✈ No magic formulas. No miracle solution.
- ✈ No one can do this task for you.
- ✈ First responders have one thing in common when faced with a critical situation:
 - ✈ They know what to do and how to react (they have a plan).
 - ✈ They are trained and prepared to respond.
- ✈ **Planning is the Key.**





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Preparedness

- ✈ NACC Systemic assistance programme to support with ICAO SARPs (Contingency arrangements and SAR Services)
- ✈ Implementation of a systematic process to review CAR States/Territories contingency procedures.
- ✈ Annual Regional Emergency and Contingency Response Meeting.
- ✈ Periodic Table-Top Exercises to rehearse different contingency scenarios.



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Response

- ✈ Establishment of the Caribbean Contingency and Emergency Response Coordination Team.
 - ✈ Gather updated information on the operational status of aviation facilities and services in the CAR Region.
 - ✈ Enhance regional contingency response.
 - ✈ Points of contact for possible coordination of relief support.
 - ✈ Follow up the correct implementation of contingency measures and possible opportunities for improve response.
- ✈ Establishment and Operation of ICAO NACC Office Emergency Command Center to constantly monitor and support.



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Recovery

- ✈ Coordination of aid and relief flights.
- ✈ Provide practical guidance for the reestablishment of minimum operational capacities.
- ✈ USTDA study on resiliency needs.
- ✈ Harmonization of ANS and Airport Infrastructure Project.
- ✈ Promote right investment of available resources.



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***“Prior to the end of 2021 each
Member State/Territory of the CAR
Region will have a fully developed and
tested resiliency programme”***





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Final Comments



- ✈ Expand and improve our network of contacts in the Region.
- ✈ Enhance a positive safety culture.
- ✈ Encourage adequate planning and coordination.
- ✈ Promote regional / interregional collaboration.



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Expected vs. Unexpected

States and Territories of the CAR Region face contingency situations, frequently related (but not limited) to natural phenomena

