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RECONNECTING THE WORLD



Aviation Safety Campaign
Miami, USA
7-8 July 2022

Preparedness and Assistance Contingency and Crisis Management in the ICAO Caribbean (CAR) Region

Aviation Safety Campaign
IATA premises, Miami
June 7 and 8, 2022

Julio Siu, Deputy Regional Director
ICAO NACC Regional Office



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Role of ICAO NACC Regional Office

Plays a proactive role in assisting States, facilitating and serving as the regional forum for the implementation of the different Air Traffic Management Implementations

Airspace Optimization – Performance Based Navigation (PBN)	Air Traffic Flow Management (ATFM) - FUA	ATS Contingency – Planning and Response	ATS Monitoring and Reporting	Search and Rescue
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SAFETY	CAPACITY AND EFFICIENCY
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Contingency and Crises Management

ICAO NACC Regional Office plays a proactive role in assisting States to establish and implement a contingency planning and response framework, in order to promote a resiliency culture to better respond to events, such as hurricanes, floods, earthquakes, volcanic eruptions, etc., that can threaten the continuity of air transport operations:

- Permanent support to develop, rehearse and update contingency plans
- Communication with key stakeholders of the Region, to gather updated information regarding undesired events, trying to maintain contact with ANS Contact Points
- Provide regular reports to States and ICAO Headquarters
- Establish direct contact with PoC on the ground -> coordination of distress/assistance flights, when necessary.

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Contingency and Crises Management

One challenge identified is that the FIRs have individually planned their ATS contingency.

So what can we do?

We need to address emergency and contingency situations from a regional perspective.
Enhance preparedness at State and Regional Level
Promote a resiliency culture to better prepare to address contingency and emergency situations.

- Promote compliance with ICAO Contingency arrangements SARPs and Regional Agreements related to contingency planning.
- Promote annual review and rehearsal of contingency plans (Regional Table-top exercises).

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Caribbean Regional Contingency Planning and Response

CAR Contingency and Emergency Response Coordination TEAM

Supporting compliance with Annex 11 requirements for ATM contingency arrangements and GREPECAS Regional Agreements.

Promoting drafting, rehearsal and periodic review of CAR States/Territories ATM contingency plans.

Sharing lessons learned for main contingencies.

Collaboration to enhance regional contingency response.

Table-Top Exercises for the CAR Region.

Main contingencies in the ICAO CAR Region are related to the following categories:

- Hurricanes and tropical storms
- Social demonstration and civil unrest
- ATC industrial actions
- CNS systems failures
- Earthquakes and Volcanic eruptions
- COVID-19 Pandemic

SAFETY **PREPAREDNESS** **SERVICE CONTINUITY**

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Caribbean Regional Contingency Planning and Response

CAR Contingency and Emergency Response Coordination TEAM

CAR regional contingency and emergency response coordination team (CCERT) approved and operational.

Reviewed and updated ATM contingency plans for States/Territories of the CAR Region (75% compliance)

Performed Table Top Exercise to rehearse contingency situations occurred in the CAR Region.

Developed and published Guidance Material for ATS operation in a COVID-19 context. Provided workshops and awareness activities.

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Contingency and Crises Management -

Contingency Planning and Response

Subject	Language
CAR Region ATM Contingency Plan – Version 1.3, July 2020	EN SP
ATS Contingency Plan Catalogue	EN SP
Regional Caribbean Contingency Procedures for Volcanic Ash	EN SP

- ✈ CAR Contingency and Emergency Response Coordination Team (CAR CERT) since 2018
- ✈ NAM/CAR Regional Contingency and Emergency Planning and Response Meetings formed since 2019 (<https://www.icao.int/NACC/Pages/meetings-2019-cont1.aspx>)

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Contingency and Crises Management - References

- ✈ Status of currency of individual State ATS Contingency Plan
- ✈ State Operational PoC
- ✈ State measures and agreed regional coordination

Contingency Plans

States	Latest Version
Antigua and Barbuda	May 2020
Bahamas	It has not been submitted yet
Barbados	It has not been submitted yet
Belize	June 2020
Canada	It has not been submitted yet
Costa Rica	October 2020
Cuba	August 2019
Dominica	It has not been submitted yet
Dominican Republic	June 2020

<https://www.icao.int/NACC/Pages/edocs-atm.aspx>

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2nd NAM/CAR Regional Contingency and Emergency Planning and Response Meeting

✈ The NAM/CAR/CONT/2 was held at the ICAO NACC Regional Office, Mexico City, Mexico, 20 to 22 April 2022.

- ✈ Attended by 83 participants from 24 States/Territories and 4 international organizations.
- ✈ All information for the meeting, including final report, is available at this link: <https://www.icao.int/NACC/Pages/meetings-2022-cont2.aspx>



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NAM/CAR/CONT/2 Meeting

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



Lessons learned

- 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.
- The lack of rehearsal of plans is another challenge. In some cases, the steps or actions described in the contingency plans cannot be carried out, and these deficiencies only come up when a real contingency occurs.
- The response to the Seismic activity at La Soufrière volcano in Saint Vincent (VCT) is a positive example for regional collaboration.
 - The activity of the volcano lasted for several days, causing the temporary closure of several aerodromes as well as limiting operations in the region. This was a good case of regional collaboration among the eastern Caribbean States, with the leadership role played by Trinidad and Tobago as responsible of the Piarco Flight Information region (FIR), organizing and sharing critical information between all relevant stakeholders.

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NAM/CAR/CONT/2 Meeting

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



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

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NAM/CAR/CONT/2 Meeting

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

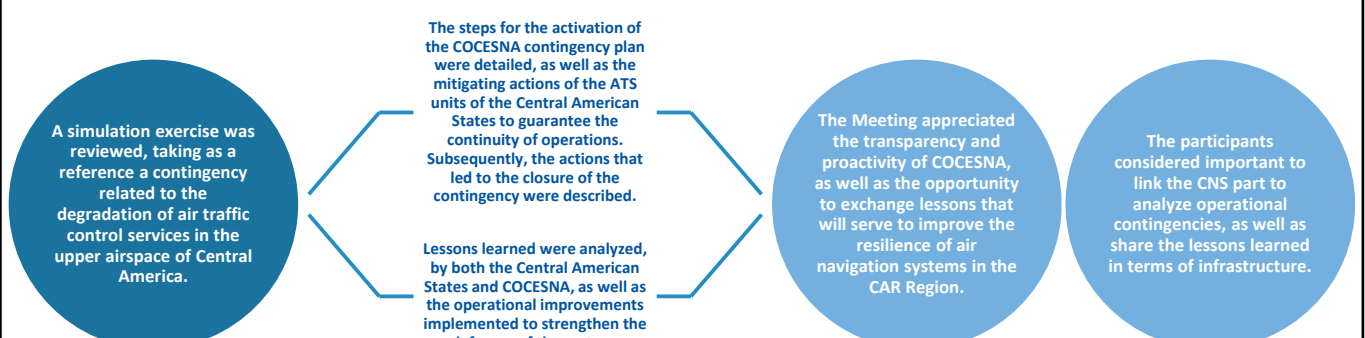
Lessons learned

- 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 back-up means of data transfer and establish alternate coordination procedures.
- ANS systems such as Aeronautical Information Management (AIM) or the provision of meteorological information to air navigation are critical for the adequate provision of ATS. Each of these subsystems have contingency planning requirements that must be comprehensively evaluated and adjusted through joint planning.

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**NAM/CAR/CONT/2 Meeting
Table Top Exercise
Contingency Scenarios in the CAR Region**



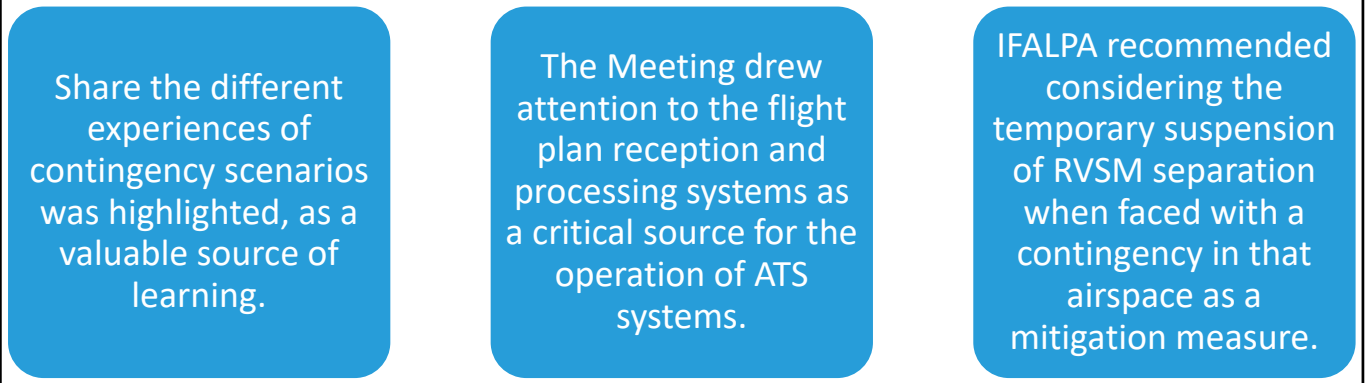
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graph LR
    A((A simulation exercise was reviewed, taking as a reference a contingency related to the degradation of air traffic control services in the upper airspace of Central America.)) --> B[The steps for the activation of the COCESNA contingency plan were detailed, as well as the mitigating actions of the ATS units of the Central American States to guarantee the continuity of operations. Subsequently, the actions that led to the closure of the contingency were described.  
  
Lessons learned were analyzed, by both the Central American States and COCESNA, as well as the operational improvements implemented to strengthen the defenses of the system.]
    B --> C((The Meeting appreciated the transparency and proactivity of COCESNA, as well as the opportunity to exchange lessons that will serve to improve the resilience of air navigation systems in the CAR Region.))
    C --> D((The participants considered important to link the CNS part to analyze operational contingencies, as well as share the lessons learned in terms of infrastructure.))
  
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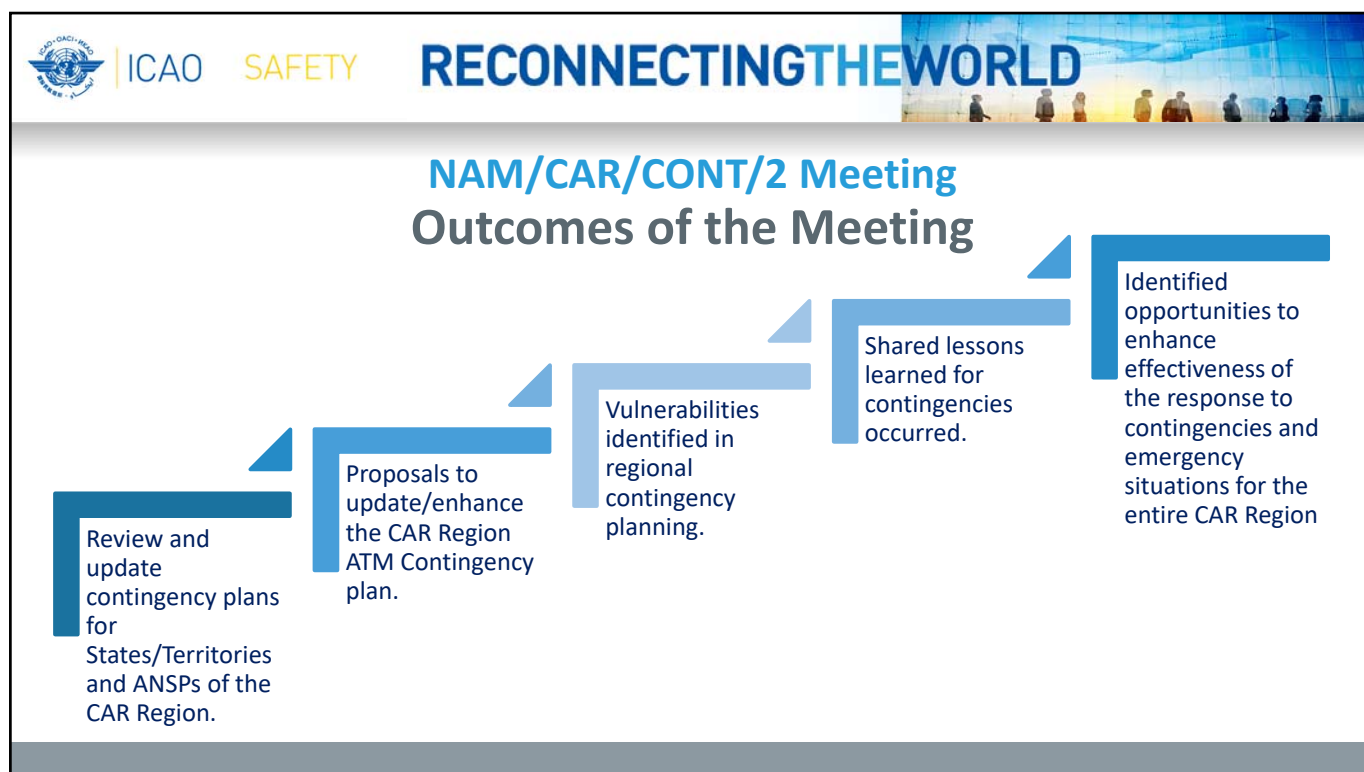


**NAM/CAR/CONT/2 Meeting
Table Top Exercise
Contingency Scenarios in the CAR Region**



- Share the different experiences of contingency scenarios was highlighted, as a valuable source of learning.
- The Meeting drew attention to the flight plan reception and processing systems as a critical source for the operation of ATS systems.
- IFALPA recommended considering the temporary suspension of RVSM separation when faced with a contingency in that airspace as a mitigation measure.

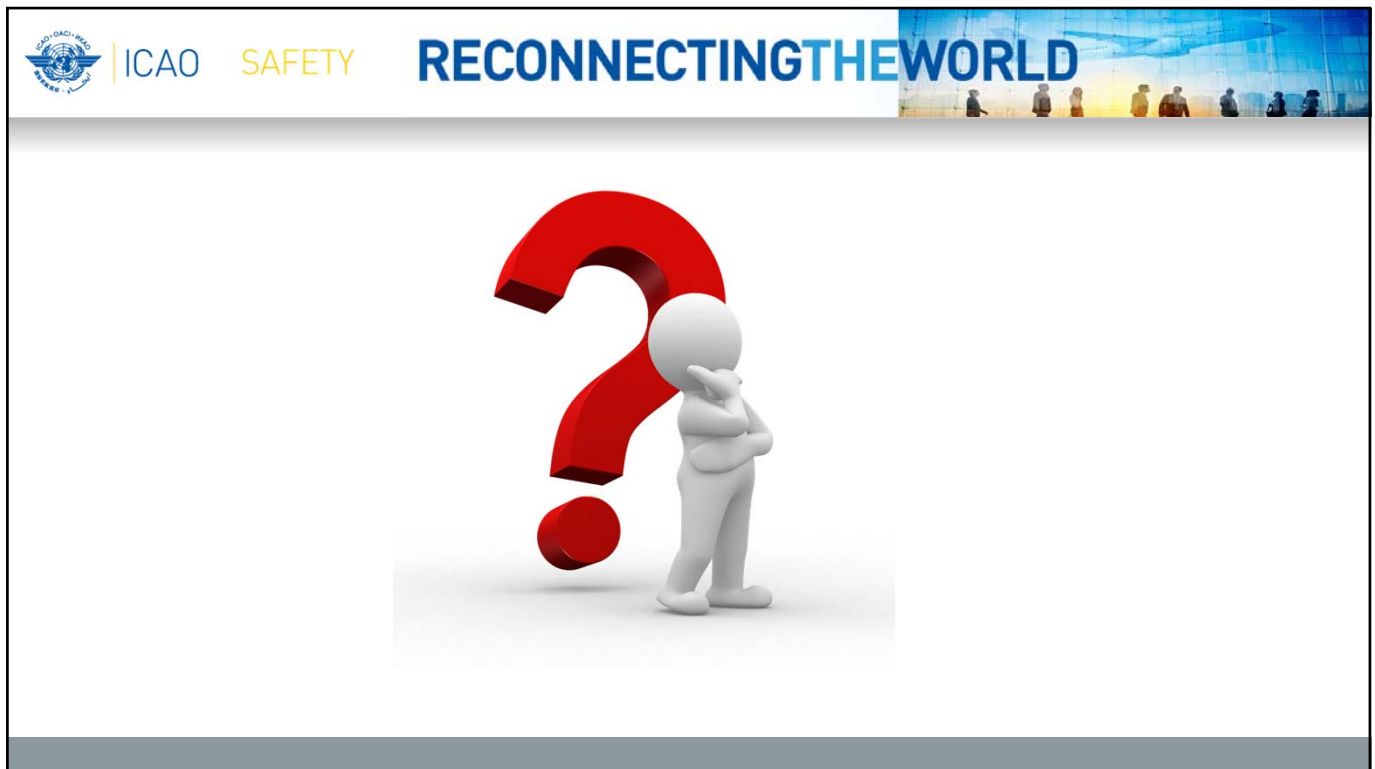
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