



1

2

Preparedness and Assistance – Contingency and Crisis Management in the CAR Region

Fabiana Todesco

Regional Officer,
Aerodromes and Ground Aids

Eddian Méndez

Regional Officer,
Air Traffic Management and Search And Rescue

2

3

01 Background



3

4



International Standards
and Recommended Practices



This edition supersedes, as of November 2018, all previous editions of Annex 11.
For information regarding the applicability of the Standards and Recommended Practices, see Forward.

INTERNATIONAL CIVIL AVIATION ORGANIZATION



Annex 11

2.32 Contingency arrangements

Air traffic services authorities shall 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.

4

Annex 11

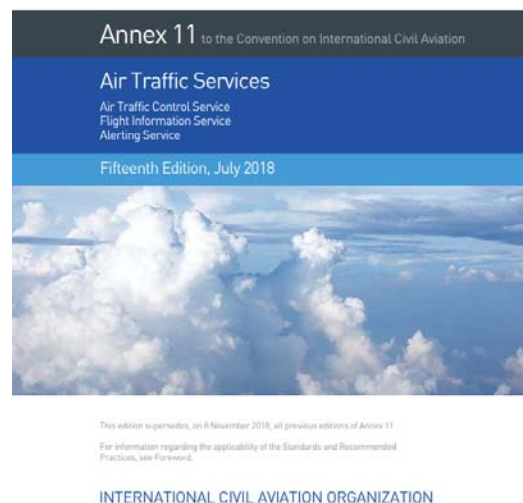
Attachment C

Key points to consider

- **Contingency plans** are intended to provide **alternative facilities and services** to those provided for in the regional air navigation plan when **those facilities and services are temporarily not available**.
- **The State(s)** responsible for providing air traffic services and related supporting services in particular portions of airspace is (are) also responsible, in the event of disruption or potential disruption of these services, **for instituting measures to ensure the safety of international civil aviation operations and**, where possible, **for making provisions for alternative facilities and services**.
- **Timely** introduction of contingency arrangements requires decisive initiative and action, which again presupposes that **contingency plans have, as far as practicable, been completed and agreed among the parties concerned before the occurrence of the event** requiring contingency action, including the manner and timing of promulgating such arrangements.



International Standards
and Recommended Practices



5

Annex 11

Attachment C

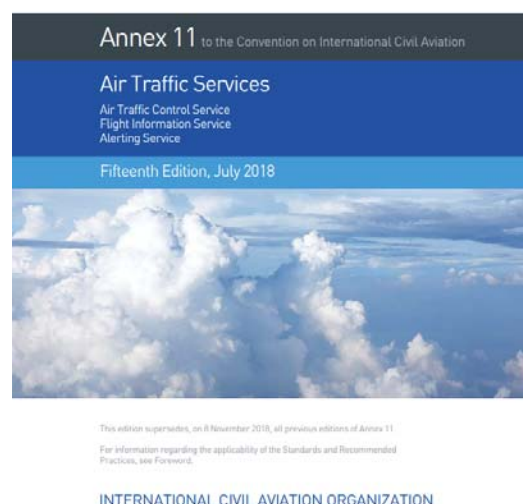
Possible contingency actions

- ✓ **re-routing of traffic** to avoid the whole or part of the airspace concerned, normally involving establishment of additional routes or route segments with associated conditions for their use;
- ✓ **establishment of a simplified route network through the airspace concerned**, if it is available, together with a flight level allocation scheme to ensure lateral and vertical separation, and a procedure for adjacent area control centres to establish longitudinal separation at the entry point and to maintain such separation through the airspace;
- ✓ **reassignment of responsibility for providing air traffic services** in airspace over the high seas or in delegated airspace.

Notification, by NOTAM, of anticipated or actual disruption of air traffic services and/or related supporting services should be dispatched to users of air navigation services as early as practicable.



International Standards
and Recommended Practices



6



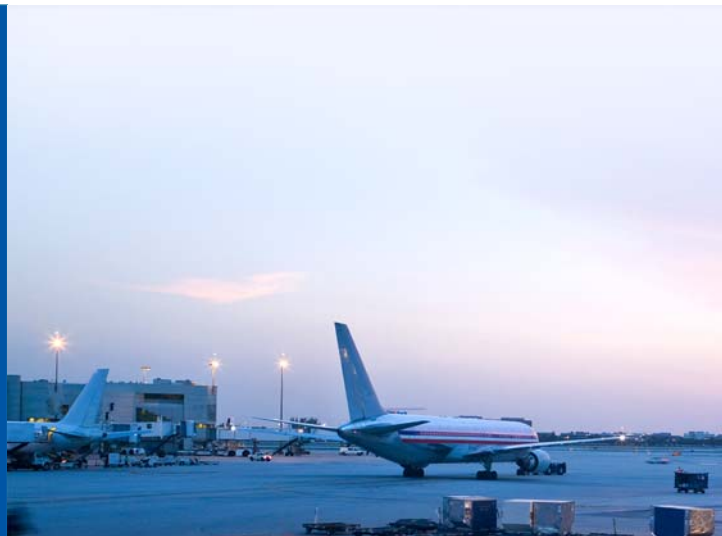
Role of ICAO/ICAO Regional Offices

- Monitor/support the development of contingency plans, as required.
- Initiate and coordinate appropriate contingency action if for some reason, the authorities cannot adequately discharge the responsibility.
- 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.
- Monitor continuously information from all relevant sources, and to exchange up-to-date information with States directly concerned and States which are potential participants in contingency arrangements.
- States which anticipate or experience disruption of air traffic services and/or related supporting services should advise, as early as practicable, the ICAO Regional Office accredited to them, and other States whose services might be affected. Such advice should include information on associated contingency measures or a request for assistance in formulating contingency plans.



7

02 Regional Agreements



8

8

9

ROLE of ICAO Regional Office



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.

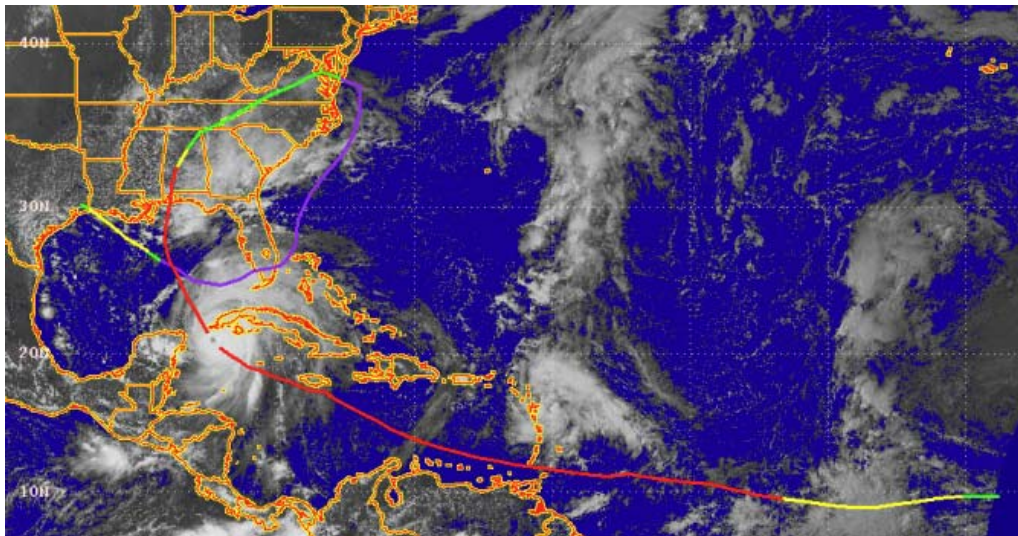
ICAO NACC Regional Office

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.



9

10



10

Challenge identified

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

So what can we do?



Address emergency and contingency situations from a **regional perspective**. And 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).

11

11

Regional Agreements Contingency planning.



Development of ATM
Contingency Plans



Harmonization of ATM
Contingency Plans

Date	Latest Version
Antigua and Barbuda	None 2020
Barbados	It has not been submitted yet
Belize	It has not been submitted yet
Belize	June 2020
Canada	It has not been submitted yet
Costa Rica	October 2020
Cuba	August 2019
Curaçao	It has not been submitted yet
Dominican Republic	June 2020
El Salvador	August 2020
Guatemala	It has not been submitted yet
Guatemala	July 2020
Haiti	October 2019
Honduras	August 2020
Jamaica	April 2020

Submission of ATM
contingency plans to the ICAO
Regional Offices

12

12

Regional Agreements CAR Region ATM Contingency Plan

Objectives

The Plan is structured to provide:

- regional ATM contingency planning elements;
- linkage with other regional planning schemes;
- guidelines for ATM contingency planning;
- guidelines for regional coordination to respond to contingencies;
- considerations for research and future development; and
- milestones, timelines, priorities and actions.

Hierarchy of contingency plans:

- i. **Level 1**, for internal State plans dealing with internal/domestic coordination actions for the Air Navigation Service Providers (ANSPPs);
- ii. **Level 2**, for coordinated (inter-State) contingency plans involving two or more States; and
- iii. **Level 3**, to detail contingency arrangements in the event of partial or total disruption of Air Traffic Services (ATS) designed to provide alternative routes, using existing airways in most cases, which will allow aircraft operators to fly through or avoid airspace within the relevant Flight Information Regions (FIRs).

INTERNATIONAL CIVIL AVIATION ORGANIZATION



CAR REGION AIR TRAFFIC MANAGEMENT
CONTINGENCY PLAN

Version L3
July 2020

This Plan was developed by the Regional Contingency and Emergency
Planning and Response Ad hoc Group

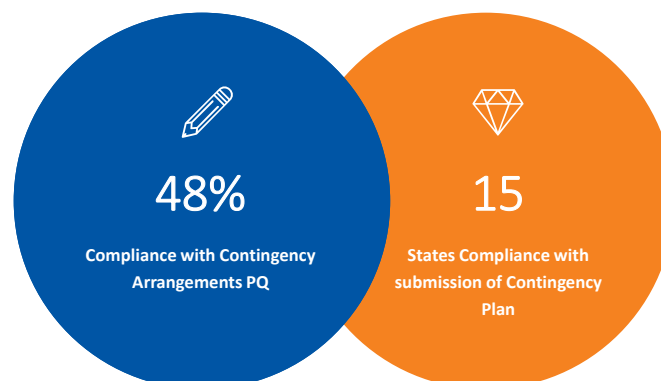
Approved by:
NAM/CAR Air Navigation Implementation Working Group, States and Territories

Published by:
ICAO North American, Central American and Caribbean Office (NACC) Office



13

Current Situation



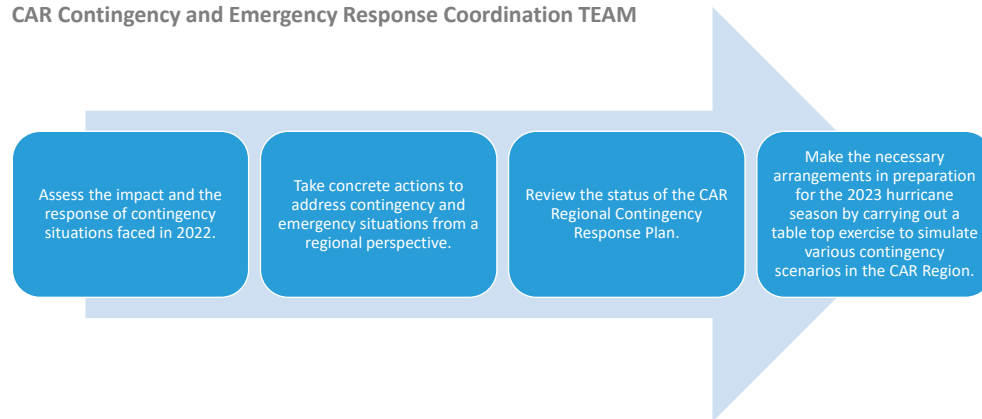
14

14

15

The NAM/CAR/CONT/3 was held at the ICAO NACC Regional Office Mexico City, Mexico, 09 to 11 May 2023.

CAR Contingency and Emergency Response Coordination TEAM



15

16

Evaluation of Impact and Response of Contingencies 2022

The main contingencies that occurred in 2022 can be classified into the following categories:

- ✓ Staff shortage in an Air Traffic Control Centre (ATC zero)
- ✓ RADAR Failure in an Air Traffic Control Centre (airspace restricted).
- ✓ RADAR Failure in an Approach Control Office (airspace restricted/conventional procedures)
- ✓ Evacuation of an Air Traffic Control Unit.
- ✓ Failure of MEVA network.
- ✓ Social unrest.
- ✓ Hurricane, tropical storm effect.

16

Efforts on Contingency and Crisis Management

CAR Region

