



| ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



“Humanitarian Assistance and Disaster Risk Reduction in Aviation (HADRA)”

—
Ms. Chrystelle Damar, ICAO

01

Background

02

What is ICAO doing?

03

Recent developments

01 Background



Assembly Resolution A41-13 Strategy on Disaster Risk Reduction and Response Mechanism in Aviation

The Assembly:
(...)

2. Urges States to take into consideration the disaster risk reduction priorities as contained in the **Sendai Framework for Disaster Risk Reduction 2015–2030**, as well as the best practices of member States, in the development of their State emergency response plans as well as in the emergency response plan requirements for aviation service providers;
3. Directs the Council to **establish a crisis response policy and disaster risk reduction strategy in aviation** that would institutionalize and guide the Organizations strategic approach and tactical responses to aviation-specific crises that could affect the safety or continuity of international civil aviation;
4. Directs the Council to assist States in implementing disaster risk reduction strategies in aviation with priority given to Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS);
5. Instructs the Secretary General to **establish an ICAO network of crisis coordination structures and associated coordination mechanisms and arrangement between ICAO, regions, States and industry supporting coordinated political and operational crisis response and assistance at the most appropriate level**;
6. Instructs the Secretary General to **continue working collaboratively within the United Nations System to ensure timely, coordinated and high-quality assistance to all States where disaster losses pose a threat to people's health and development**; and
7. Instructs the Secretary General to ensure that ICAO participate, when applicable and in alignment with its Strategic Objectives, in appropriate mechanisms put in place to support the cross-sectorial **implementation of the Sendai Framework for Disaster Risk Reduction 2015–2030 and the United Nations Plan of Action on Disaster Risk Reduction for Resilience**.

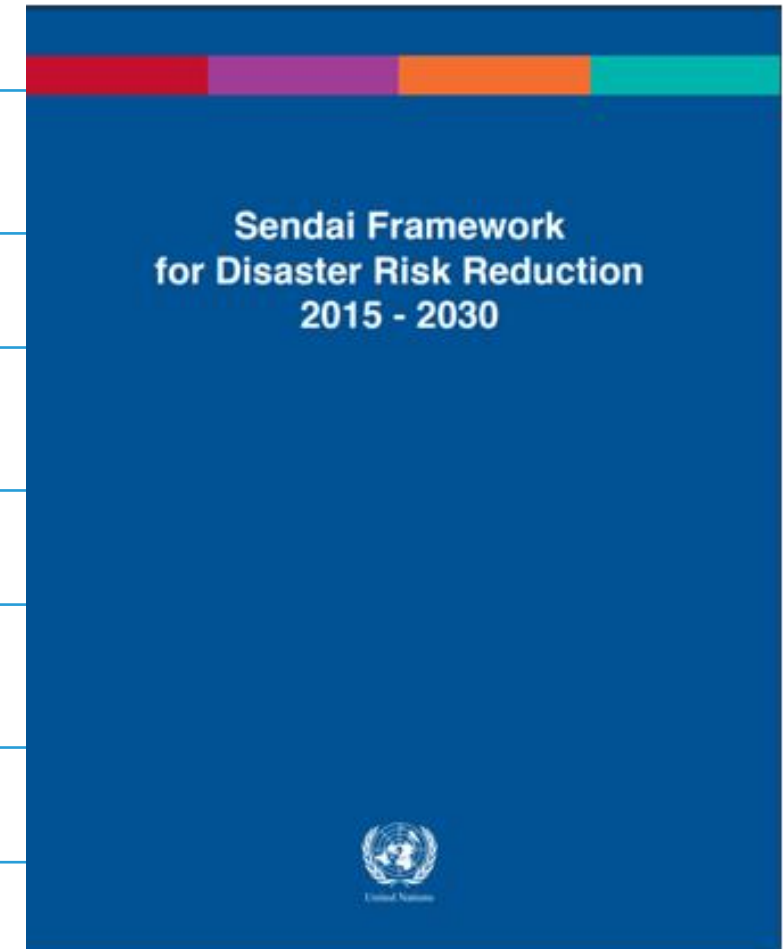
Sendai Framework for Disaster Risk Reduction (2015-2030)

Understand Disaster Risk

Invest in resilience

Strengthen governance

Effective Response and Build Back Better



02 HADRA



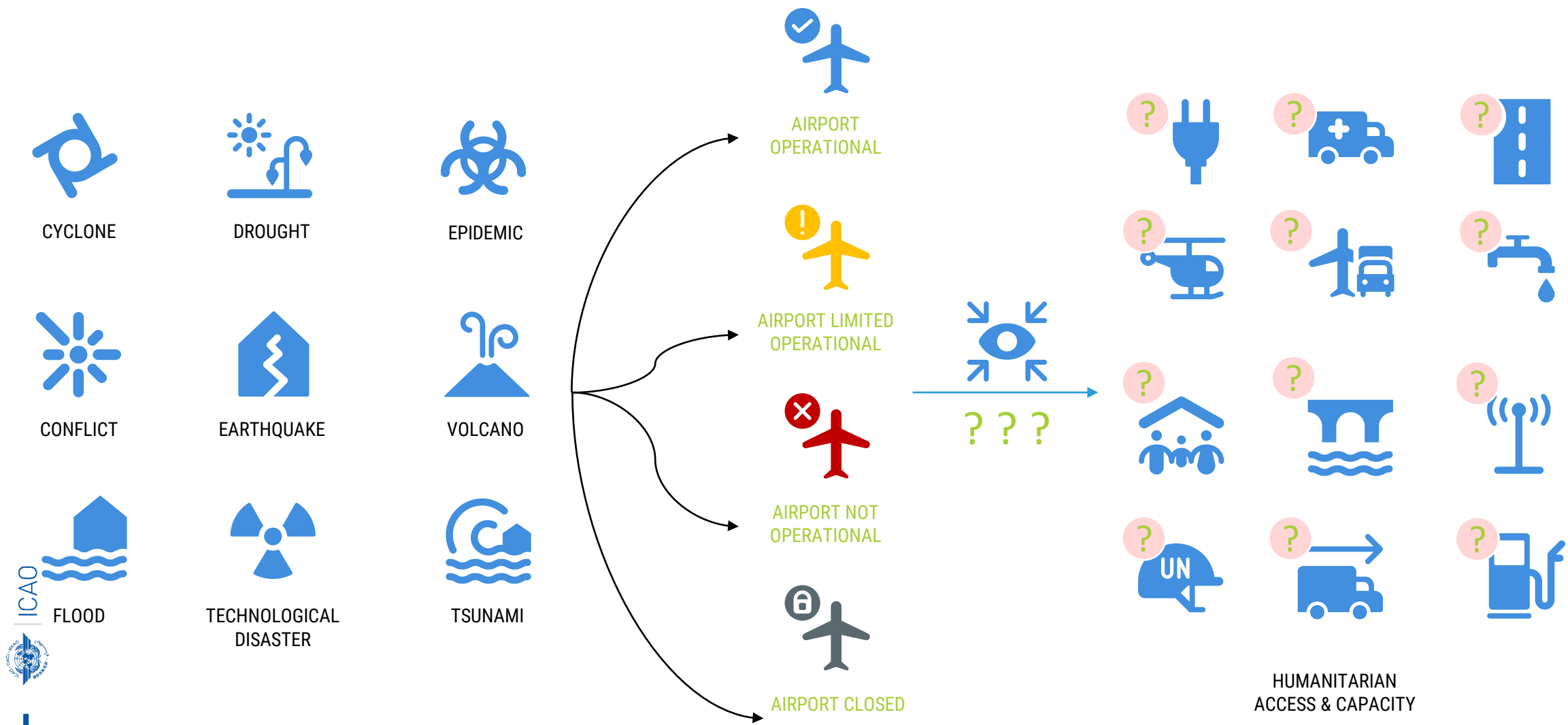


What is HADRA?

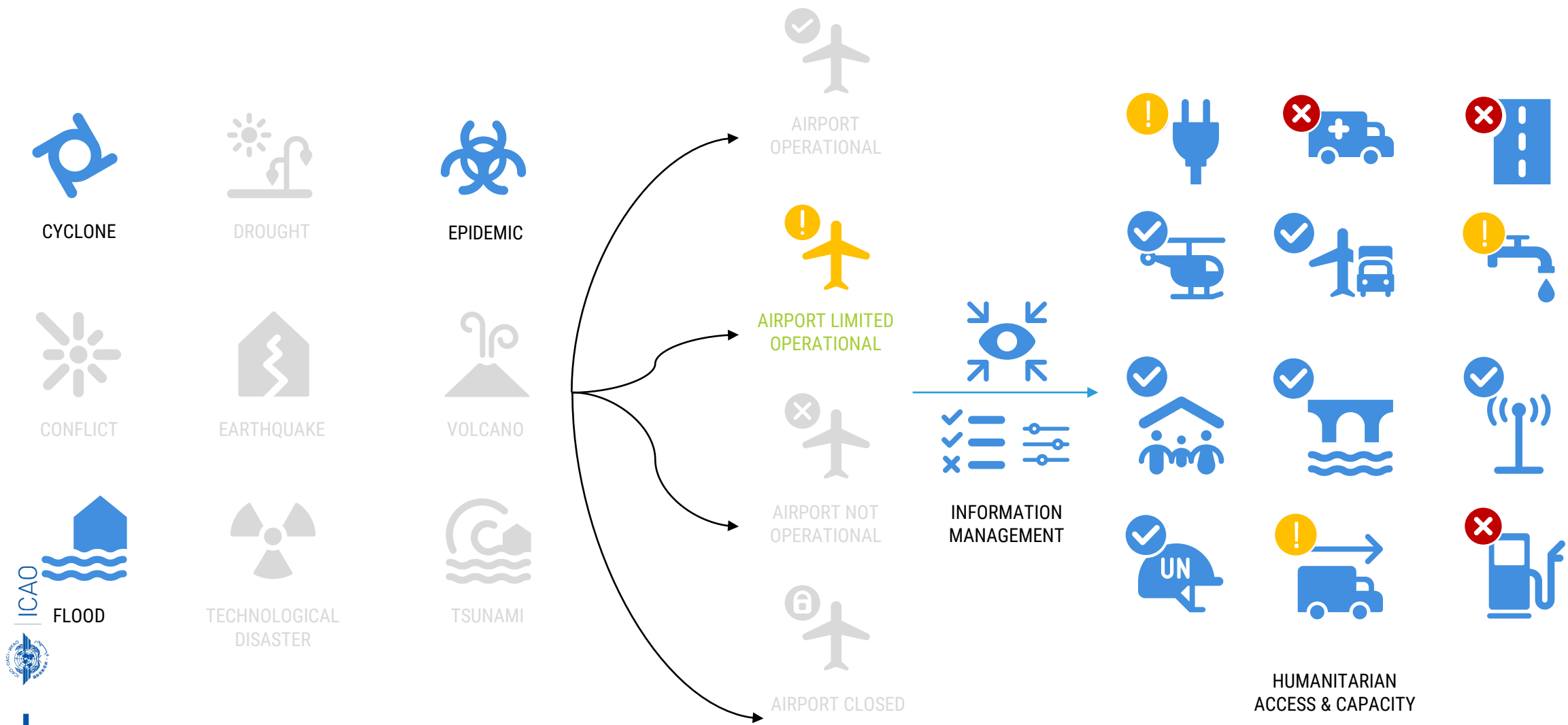
Humanitarian Assistance and Disaster Response in Aviation:

- Chaired by ICAO
- International aviation and humanitarian community (ACI, CANSO, IATA, WFP/GLC, UN OCHA, UNDP, DP-DHL)

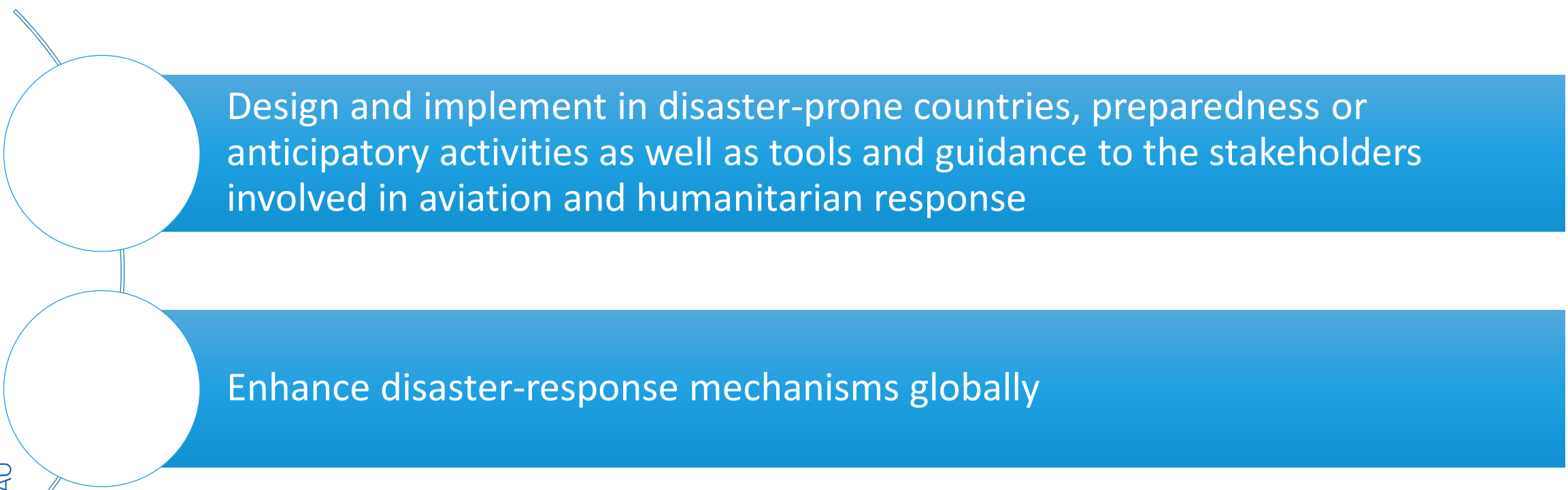
Problem statement



Desired outcome



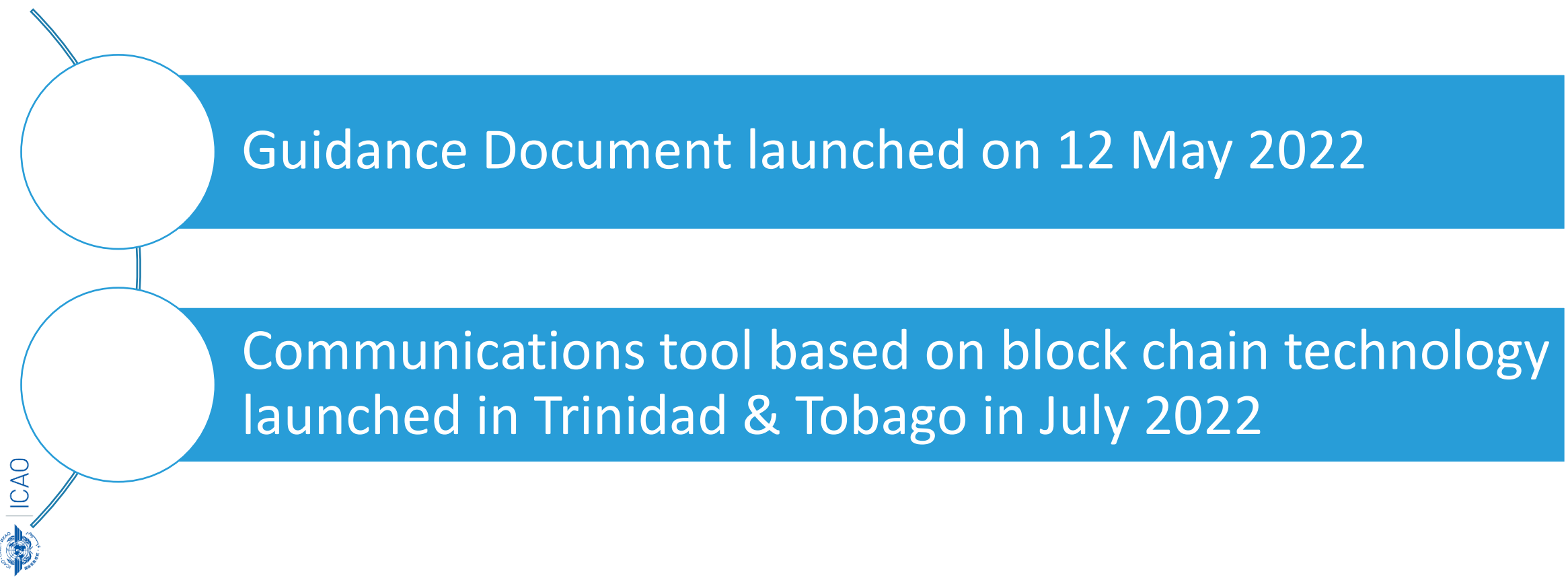
OBJECTIVES



Design and implement in disaster-prone countries, preparedness or anticipatory activities as well as tools and guidance to the stakeholders involved in aviation and humanitarian response

Enhance disaster-response mechanisms globally

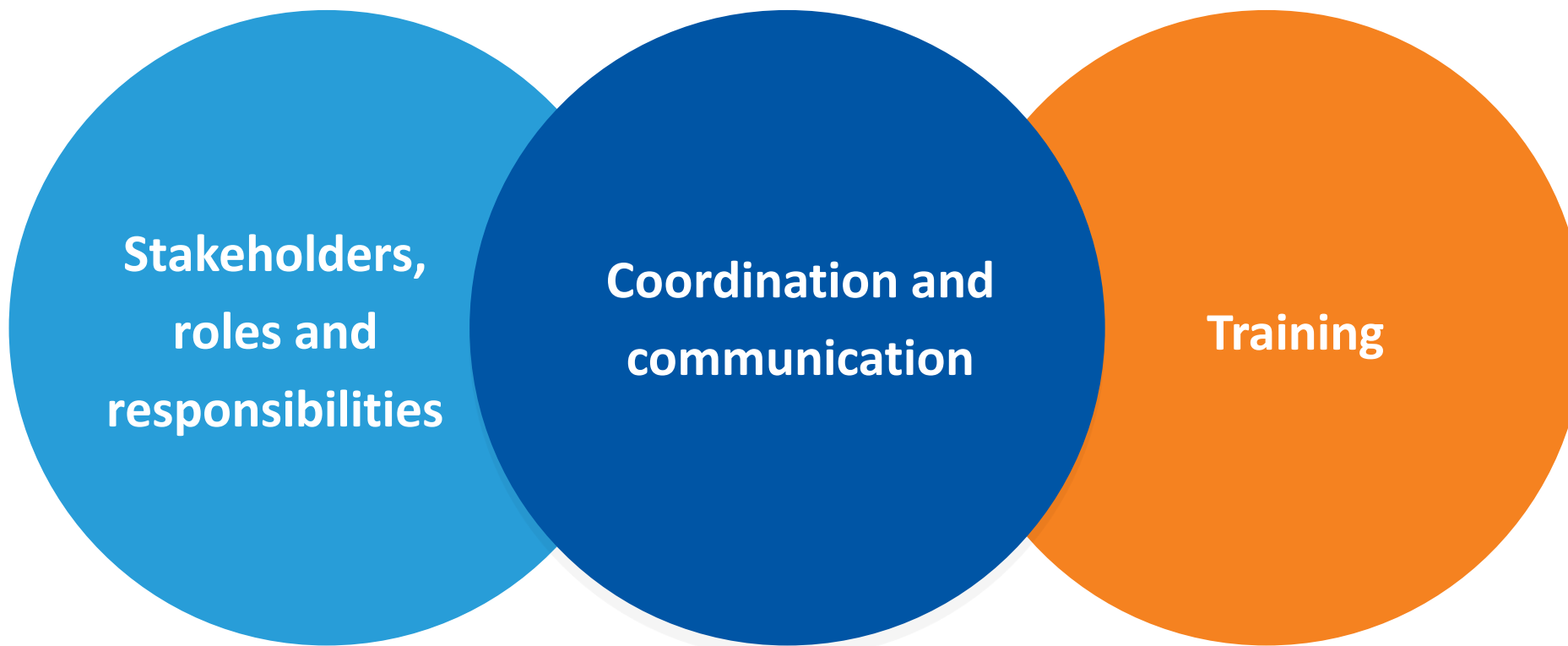
DELIVERABLES



Guidance Document launched on 12 May 2022

Communications tool based on block chain technology
launched in Trinidad & Tobago in July 2022

Guidance Document: a resource for awareness-raising



Reference material

(We do not reinvent the wheel)

ICAO Annexes

- Annex 1 (personnel licensing)
- Annex 9 (Facilitation)
- Annex 11 (Air Traffic Services)
- Annex 14 (Aerodromes, Heliports)
- Annex 17 (Security)
- Annex 19 (Safety)

ICAO Documents

- Airport Services Manual, Doc 9137, Part 7
- Doc 9981, PANS Aerodrome

Humanitarian Coordination Methodology

- Strategic level coordination
- Tactical coordination (Reception Departure Centre)

Practical information

What to expect

Which teams?

- USAR, UNDAC, EMTs...
- Composition, specific material

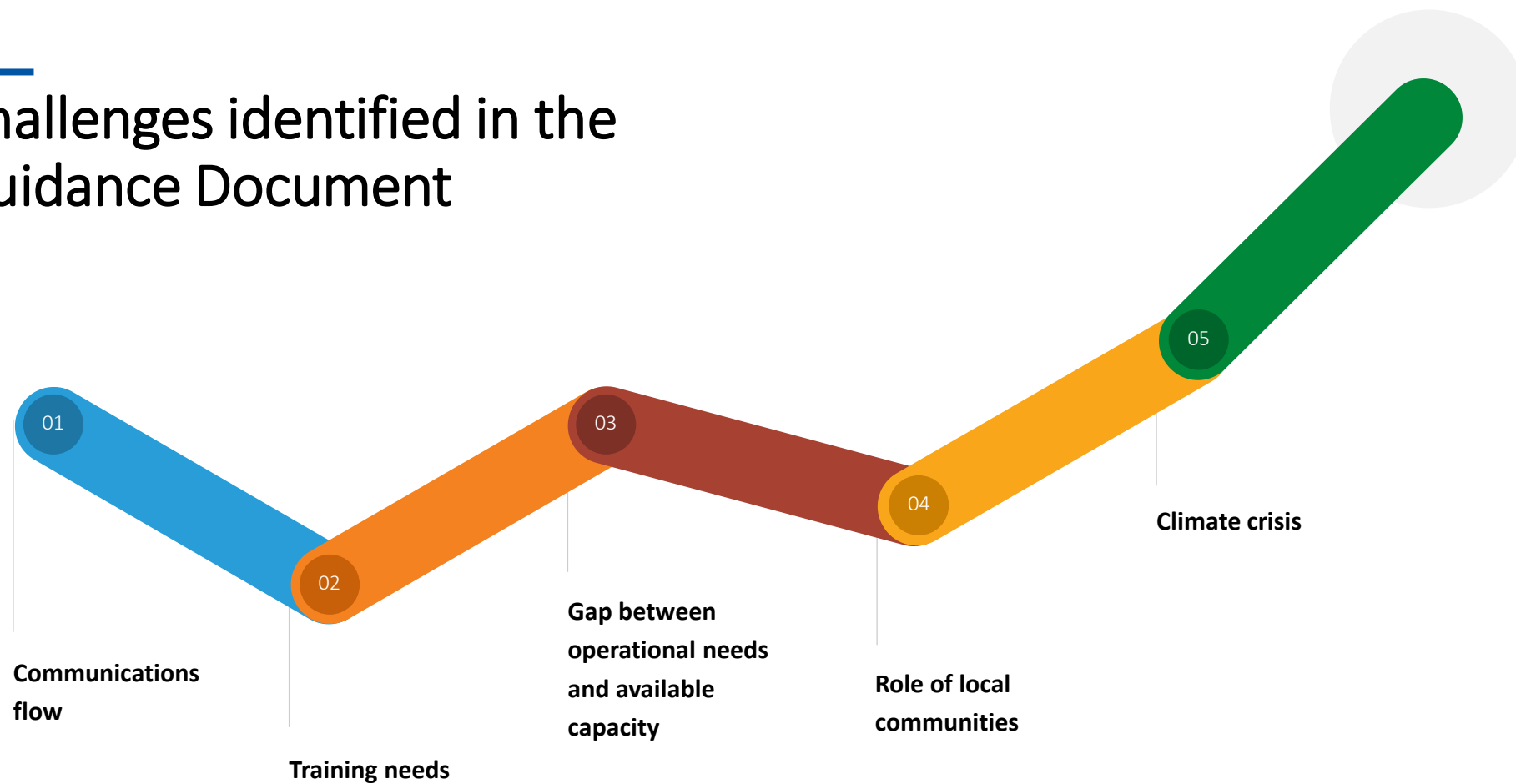
What impacts?

- On aviation operations
- Non-aviation services and facilities

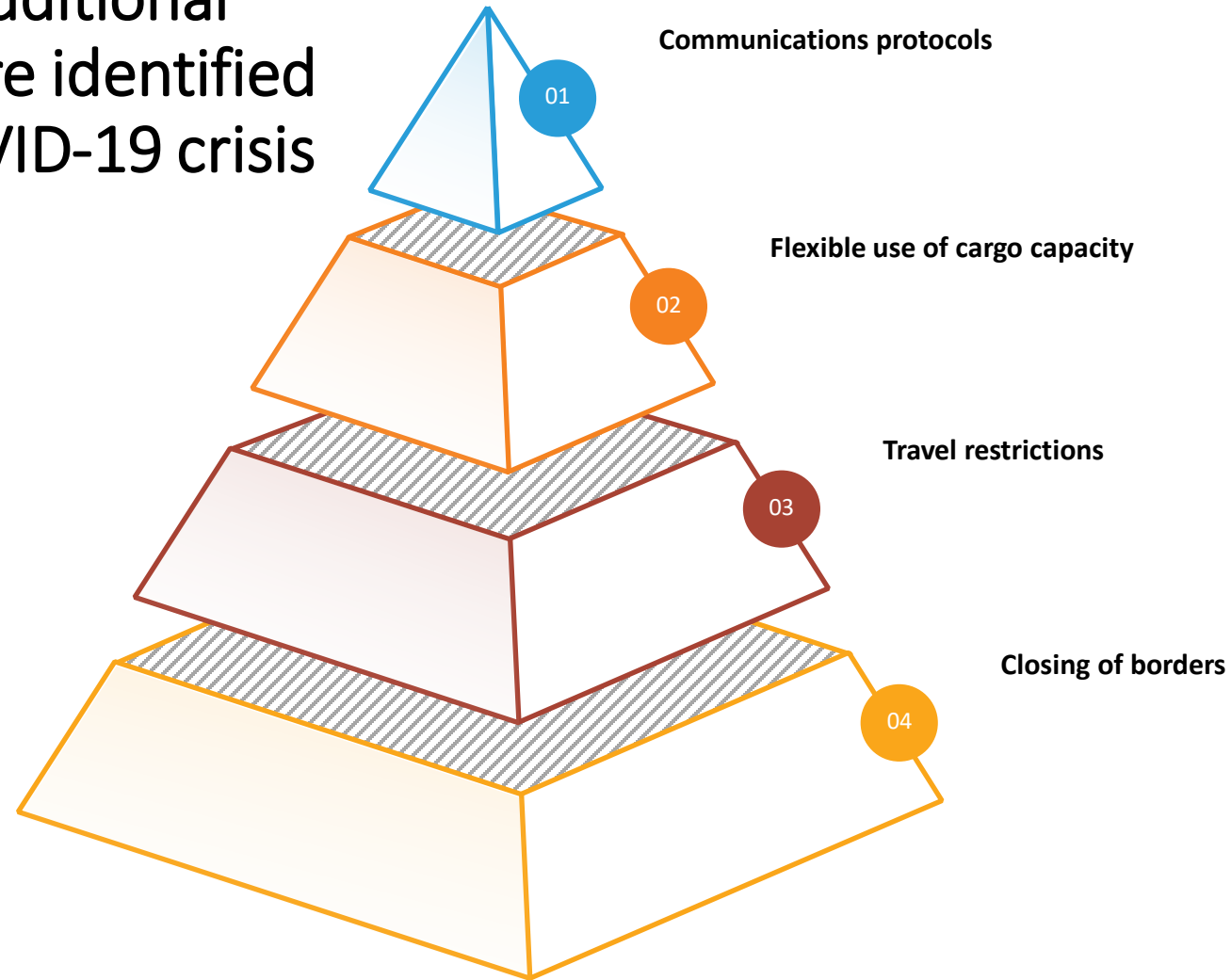
What needs?

- Engagement between the airport and the RDC staff
- Consistent communications

Challenges identified in the Guidance Document



Areas where additional challenges were identified during the COVID-19 crisis



03

Relevant developments



March 2023

Presentation to the WFP Safety Forum
in the EUR/NAT Region

May 2023

Annex 4 to the MoU between ICAO and WFP

- g) Innovation and Digitalization: Parties will collaborate to identify and, where possible, advance innovative technologies and systems that can be deployed in an expedited manner to support humanitarian efforts in response to emergencies. In addition, the Parties will support digital transformation initiatives by using technologies such as artificial intelligence, block chain and other digital tools to enable the transition from paper-based processes to digital platforms.

June 2023

Presentation to the WFP Safety Forum
in the NACC Region

June 2023

HADRA meeting in the SAM Region
(virtual)

- States' awareness raising on the need to develop comprehensive preparedness and disaster response plans.

Focus on A41-13 and recommendations of the Office of Internal Oversight

Recommendation 1

- Comprehensive crisis management framework
- Multiple crisis
- Varying durations
- Different geographic scope

Recommendation 2

- High-level mechanisms to strengthen the relationship among aviation, health and other authorities critical for emergency response

Recommendation 6

- Perform a phase-out strategy to ensure the continuity of the objectives and achievements of the COVID-19 response

Key messages

- Preparedness and Response are the two sides of the same coin;
- States are encouraged to adopt a multi-hazard approach to disaster risk reduction and preparedness, which suggests working across sectors;
- Aviation constitutes a lifeline for affected States and populations: the resilience of aviation infrastructure and services is critical;
- Several coordination mechanisms exist, per geographical area and/or type of crisis (e.g. CAPSCA) and the role of ICAO Regional Offices is of prime importance to facilitate the implementation of such mechanisms at the regional level;
- On the specific interface between humanitarian and aviation stakeholders, the HADRA expert group can provide a point of entry into raising awareness on their respective challenges.

GUIDANCE MATERIAL ON AIRPORT PREPAREDNESS FOR EFFECTIVE HUMANITARIAN ASSISTANCE AND DISASTER RESPONSE



More information

Contact person:

Ms. Chrystelle Damar

STRATEGIC PLANNING AND REGIONAL COORDINATION OFFICER

ICAO HQ, Montreal

cdamar@icao.int

Website:

<https://www.icao.int/HADRA/Pages/default.aspx>

Guidance:

<https://www.icao.int/HADRA/Documents/HADRA-Guidance-FINAL-May2022.pdf>

Article on HADRA:

<https://unitingaviation.com/news/capacity-efficiency/a-more-coordinated-use-of-aviation-in-disaster-response/>



Thank You!

ICAO Annex	Section / Chapter	Relevant Text
Annex 1 <i>Personnel Licensing</i>	No specific chapter	Different parts of the Annex describe the necessity for personnel to have knowledge and/or experience of emergency procedures, most often pertaining to technical and operational emergencies.
Annex 9 <i>Facilitation</i>	Chapter 8 <i>Facilitation provisions covering specific subjects</i>	Section F - 8.18 <i>A Contracting State shall establish a national aviation plan in preparation for an outbreak of a communicable disease posing a public health risk or public health emergency of international concern.</i> Section G – 8.17 <i>Each Contracting State shall establish a National Air Transport Facilitation Committee, and Airport Facilitation Committees as required, or similar coordinating bodies, for the purpose of coordinating facilitation activities between departments, agencies, and other organizations of the State concerned with, or responsible for, various aspects of international civil aviation as well as with airport and aircraft operators.</i>
Annex 11 <i>Air Traffic Services</i>	Attachment C Material relating to contingency planning	The purpose of the guidelines is to assist 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. Sections: 1. Introduction 2. Responsibility for developing, promulgating and implementing contingency <u>plans</u> 3. Preparatory action 4. Coordination 5. Development, <u>promulgation</u> and application of contingency plans
Annex 14 <i>Volume I - Aerodromes</i>	Chapter 9 <i>Aerodrome operational services,</i>	<i>9.1.1 An aerodrome emergency plan shall be established at an aerodrome, commensurate with the aircraft operations and other activities conducted at the aerodrome.</i>

Annex 14 <i>Volume I – Aerodromes (continued)</i>	Chapter 9 <i>Aerodrome operational services, equipment and installations (continued)</i>	<i>9.1.2 The aerodrome emergency plan shall provide for the coordination of the actions to be taken in an emergency occurring at an aerodrome or in its vicinity.</i> <i>9.1.3 The plan shall coordinate the response or participation of all existing agencies which, in the opinion of the appropriate authority, could be of assistance in responding to an emergency.</i> The Section 9.1 then outlines a set of nine (9) recommendations for the design and preparation of an aerodrome emergency plan.
Annex 14 <i>Volume II - Heliports</i>	Chapter 6 <i>Heliport emergency response</i>	<i>6.1 Heliport Emergency Planning</i> <i>6.1.1 A heliport emergency plan shall be established commensurate with the helicopter operations and other activities conducted at the heliport.</i> <i>6.1.2 The plan shall identify agencies which could be of assistance in responding to an emergency at the heliport or in its vicinity.</i> The Section 6.1 then outlines a set of seven (7) recommendations for the design and preparation of a heliport emergency plan.
Annex 17 <i>Security</i>	Chapter 5 <i>Management of response to acts of unlawful interference</i>	<i>5.1 (Prevention)</i> <i>5.1.4 Each Contracting State shall ensure that contingency plans are developed, and resources made available to safeguard civil aviation against acts of unlawful interference. The contingency plans shall be tested on a regular basis.</i>
Annex 19 <i>Safety Management</i>	Appendix 2 <i>Framework for a safety management system (SMS)</i>	<u><i>1.4. Coordination of emergency response planning</i></u> <i>The service provider required to establish and maintain an emergency response plan for accidents and incidents in aircraft operations and other aviation emergencies shall ensure that the emergency response plan is properly coordinated with the emergency response plans of those organizations it must interface with during the provision of its products and services.</i>