



NACC
HUMANITARIAN AVIATION CAMPAIGN

16-18 JULY 2024
IATA AMERICAS OFFICE
703 WATERFORD WAY #600,
MIAMI, FL 33126, USA



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**AIRPORTS COUNCIL
INTERNATIONAL**
LATIN AMERICA CARIBBEAN



AGENDA

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16-18 JULY 2024
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Samir Sajet - WFP

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INTERNATIONAL**
LATIN AMERICA CARIBBEAN



AGENDA

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The need for innovation in humanitarian cargo transportation

During **2023**, WFP supported **140 million** people across **120 countries**, distributed **3.6 million metric tons** of food

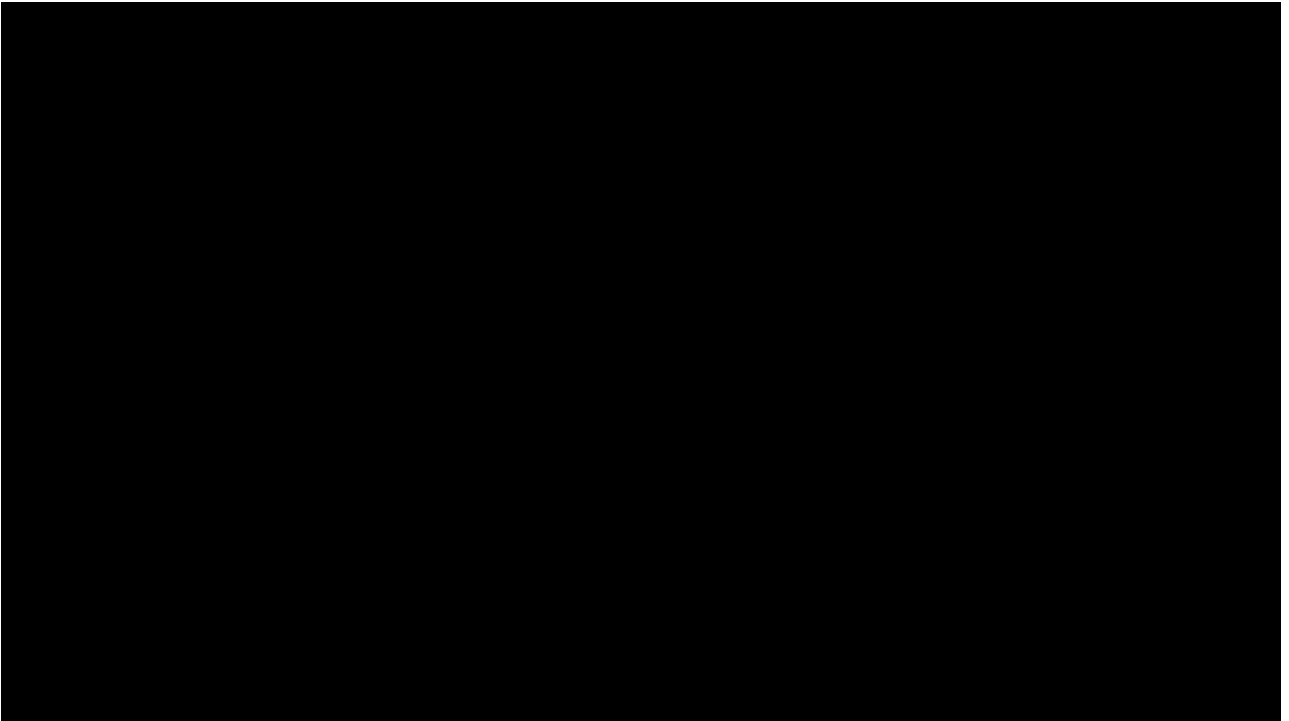


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We **PRIORITIZE** Innovation



5



6

We PRIORITIZE Digitalization



7

Coordination with ICAO for UAS regulation harmonization



8

WFP/UN internal UAS regulation development



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Keep Inspiring

THANK YOU VERY MUCH



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Kelvin Ampofo – FAA

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Federal Aviation Administration

IATA

**Aviation Safety Campaign & Workshop
Collaborating for Effective Disaster
Response and Preparedness**

Miami, Florida July 16-18, 2024

Presented by Kelvin Ampofo

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AGENDA

- Introduction (Aviation background/experience Kelvin)
- Overview of FAA HQ (Office of Airports Safety and Standards Structure)
- 14 CFR Part 139 Airport Emergency “Planning/Response” Requirements
- Recent Natural Disaster at US Airport (Ft. Lauderdale, FL)
- Summary/References
- Questions



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About the Presenter

- **Kelvin K. Ampofo-AAS-320**
- Almost 30 yrs. aviation exp.
- Comm. Pilot
- AOPA
- BWI- Airport OPS
- MWAA- Airport OPS
- FAA (ACSI/HQ)



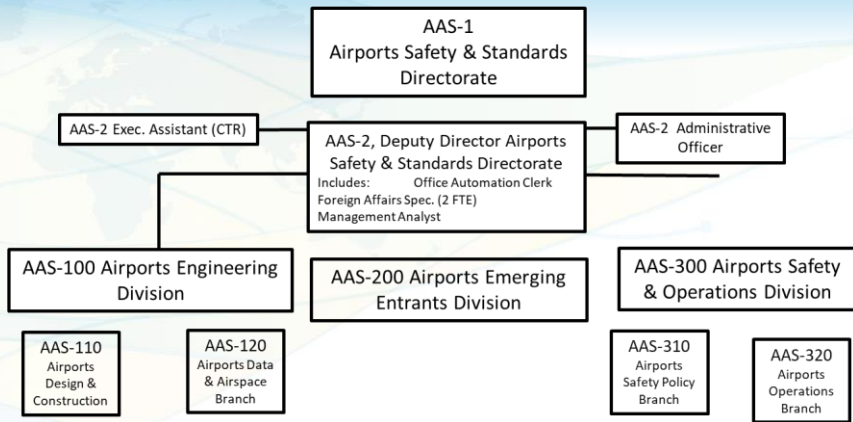
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FAA Headquarters

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Office of Airports Safety & Standards



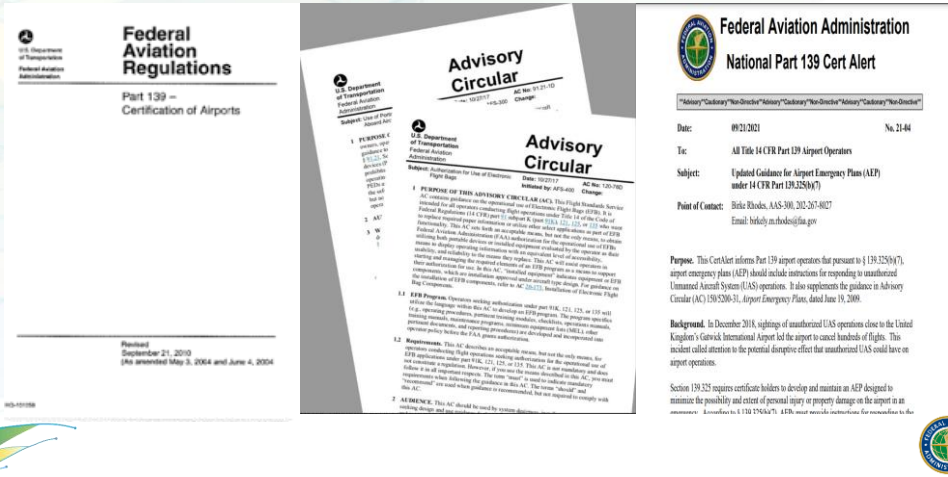
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FAA Airport Regions



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14 CFR Part 139 Airport Emergency Plan Requirements



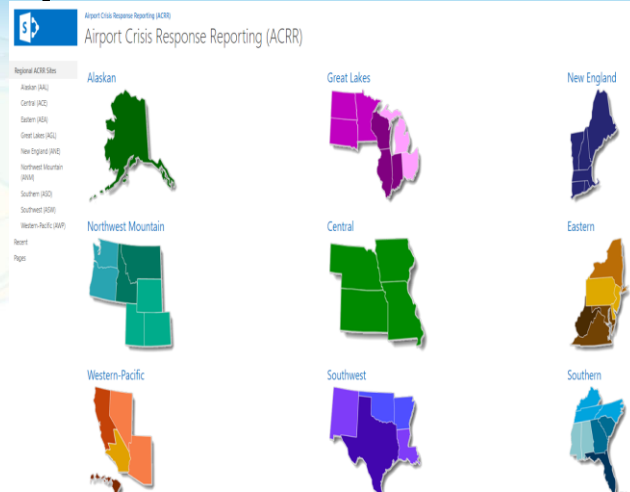
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Planning & Response Tools



AC 150/5200-31C

AIRPORT EMERGENCY PLAN



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U.S. Department
of Transportation

Federal Aviation
Administration

Consolidated AC includes Change 2

Advisory Circular

Subject: AIRPORT EMERGENCY PLAN **Date:** 6/19/2009 **AC No:** AC 150/5200-31C
Initiated by: AAS-300 **Change:**

1. PURPOSE. This Advisory Circular (AC) provides guidance to the airport operator in the development and implementation of an Airport Emergency Plan (AEP). The AEP addresses essential emergency related and deliberate actions planned to ensure the safety of and emergency services for the airport populace and the community in which the airport is located. The AEP document should be functionally oriented, comprehensive in the assignment of responsibilities, and coordinated at all levels. This AC addresses the following:

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Airport Emergency Plan

- Chapter 1 Airport Emergency
- Chapter 2 Concepts and Principles
- Chapter 3 The Planning Process



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Airport Emergency Plan

- Chptr. 4 Plan Format
- Chptr. 5 Basic Plan
- Chptr. 6 Functional Sections
- Chptr. 7 Hazards



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Specific Planning (Flooding)

Risk Area/Assessment

Purpose

Situation And Assumptions

- Susceptibility
- Impact
- Review of airport access
- Review of airport structure
- Review of airport utilities
- Review of worst-case scenario



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Specific Planning Flooding (cont.)

- **Operations**
- **Assignment of Responsibilities**
- ATCT
- ARFF
- Law Enforcement/EMS
- Airport Operator



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Planning (cont.)

- **ADMINISTRATION AND LOGISTICS**
- **PLAN DEVELOPMENT**
- **AUTHORITIES AND REFERENCES**
- **UNIQUE PLAN CONSIDERATIONS**
- **SOPS AND CHECKLISTS**



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Recent Natural Disaster at US Airport



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Special Thanks to
ANDRE CHAMBERS –
Aviation Photographer

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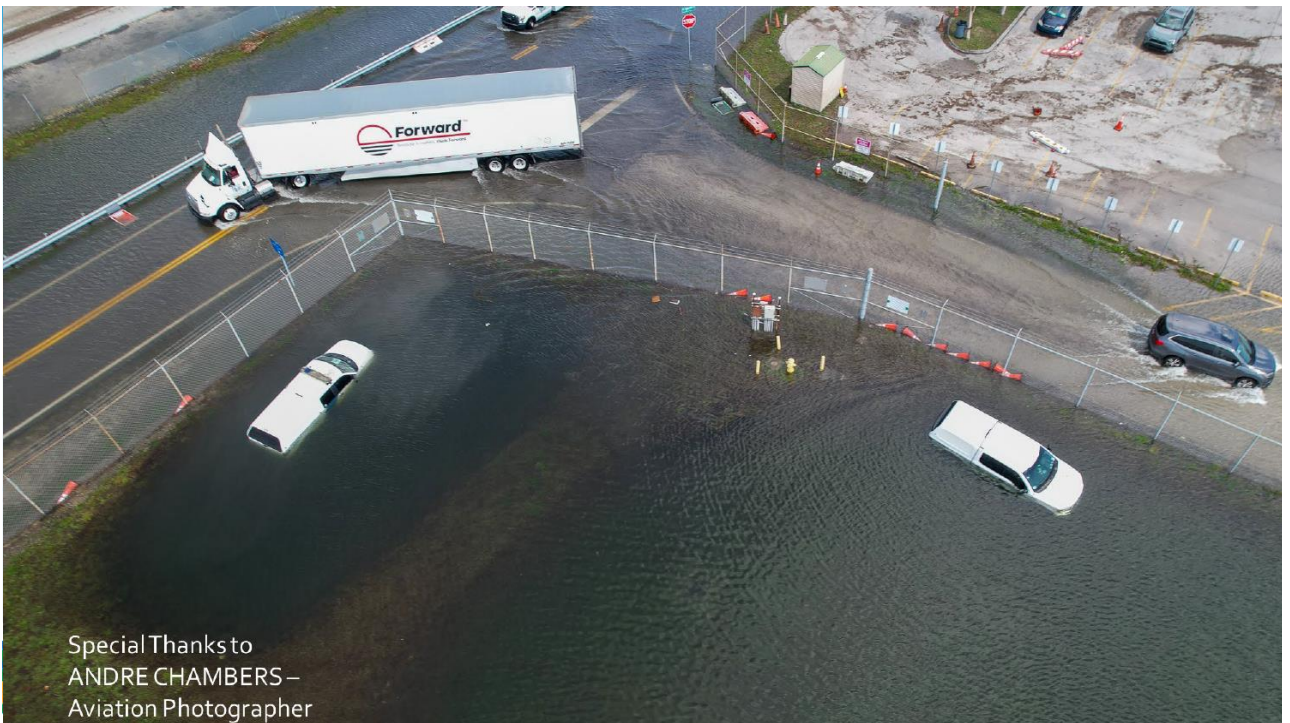


Special Thanks to
ANDRE CHAMBERS –
Aviation Photographer

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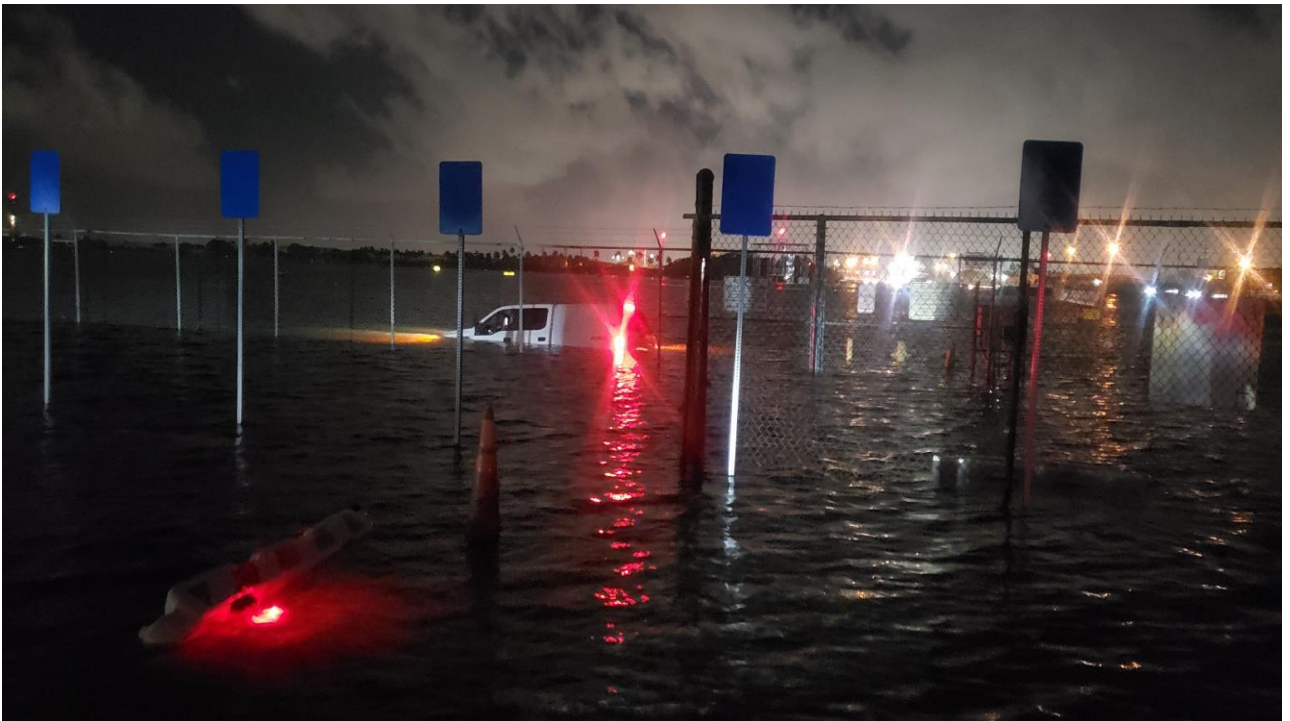


Special Thanks to
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Lessons Learned

- The FLL Web EOC incident management and communication system was not fully utilized by BCAD AEOC, tenants, and stakeholders during the flood.
- The Broward County Logistics Team found it difficult to unload resources at the Administrative Offices.
- Wildlife impacts and displacement.



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Summary References

AC 150/5200-31C Airport Emergency Plan

CertAlerts: www.faa.gov/airports/airport_safety/certalerts

Certification of Airports, 14 CFR part 139: www.access.gpo.gov

§139.325, Airport Emergency Plan

Communications

- Radio Amateur Civil Emergency Service (RACES): www.races.net
- Radio Emergency Associated Communications Teams (REACT): www.reactintl.org



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Questions



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Midori Tanino – CADENA

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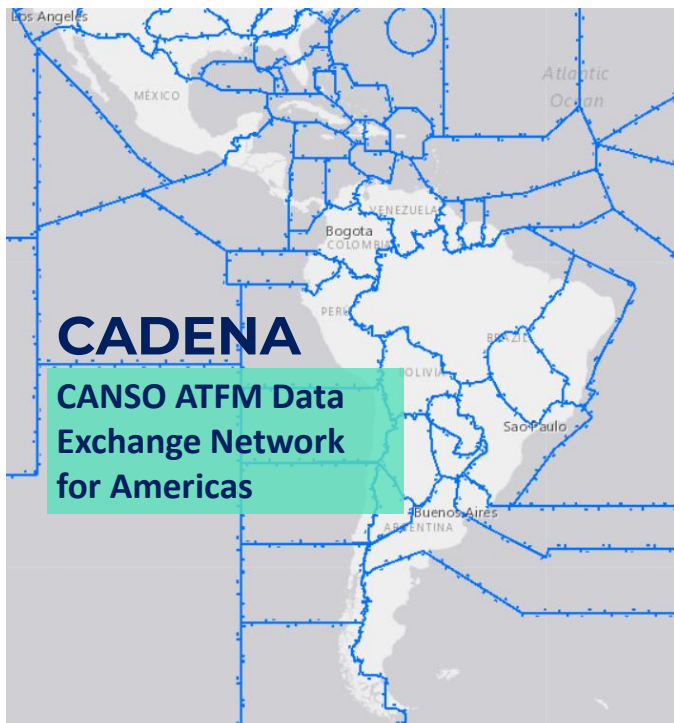
Collaborative Decision-Making, Communication and the Operational Information System (OIS) During Natural Disasters

For: Aviation Safety Campaign & Workshop

Date: July 16-18, 2024

By: Midori Tanino, FAA ATO International CADENA Program Manager

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Purpose

- Establish an operational Regional ATFM/CDM system.
- Facilitate the development of optimized airspace.

Objectives

- Exchange operational information.
- Promote common situational awareness.
- Enhance operational safety.
- Improve operational efficiency.

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**Manual on Collaborative
Air Traffic Flow Management**

**Civil Air Navigation Service Organisation
Air Traffic Flow Management
Data Exchange Network for the Americas**

CADENA
*Air Traffic Flow Management
and
Collaborative Decision Making
Procedures Manual*

December 15, 2023
Version 7.0

CANSO 

MYNN TWR Closed - Fire on the Airfield - NOTAM A018/24

Hof, Joe
 johndesales@desales.com • 9-AZOR-ATSCC-ASG@asg • 9-AZOR-HQ-ATSCC-AT-NOM@fsmo.gov • 9-AZOR-HQ-
• Abadit Alberto Sattia • admin@qps.com • Air France • ATJ-DTU-SMCC@asg • Alberto Roman Flores • Alberto

Good morning to all!

CADENA has been advised that the MYNN TWR is closed due to a fire on the airfield.

ANSP/Airline Name: CADENA HQ
Type: Urgent Advisory
Start Date: 14/May/2024 15:00
End Date: 14/May/2024 18:00
Summary: MYNN TWR closed - NOTAM A0182/24
Reason: Fire on the airfield
Dates: 01/8/2024 - TWR CLSD. 14 MAY 15:00 2024 UNTIL 14 MAY 18:00 2024. CREATED: 14 MAY 16:45 2024

Sincerely,
Joe

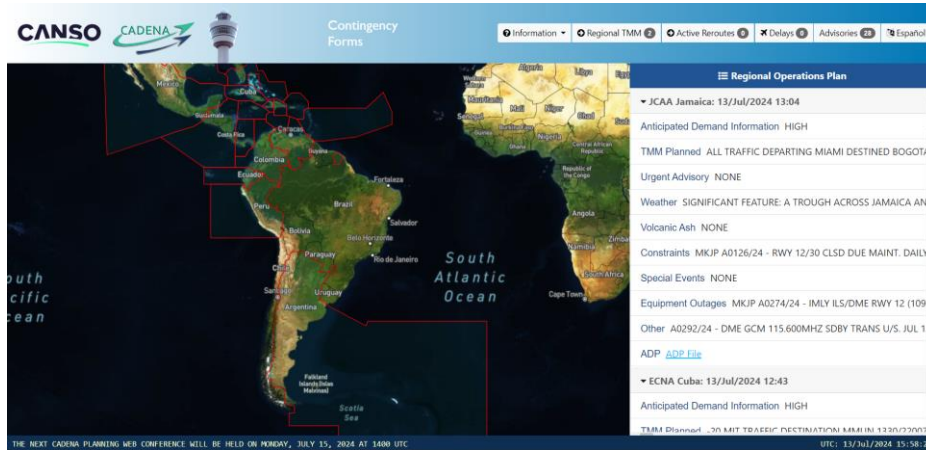
[illegible]

- 15 Contingency Events Check List
- ANSP Contingency Form
- ANSP Info Sharing Slide Template
- CADENA OIS – Advisory
- Ad Hoc Web Conference
- Contingency Trainings

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CADENA OIS



Exchange:

- MS documents (Word, PPT, Excel)
- Text, pdf, and picture

Enter:

- ATM Solutions
- Advisories/Notices
- Airport delay
- ATFM Daily Plan
- Calendars
- PASA Route Request
- Chat

Store:

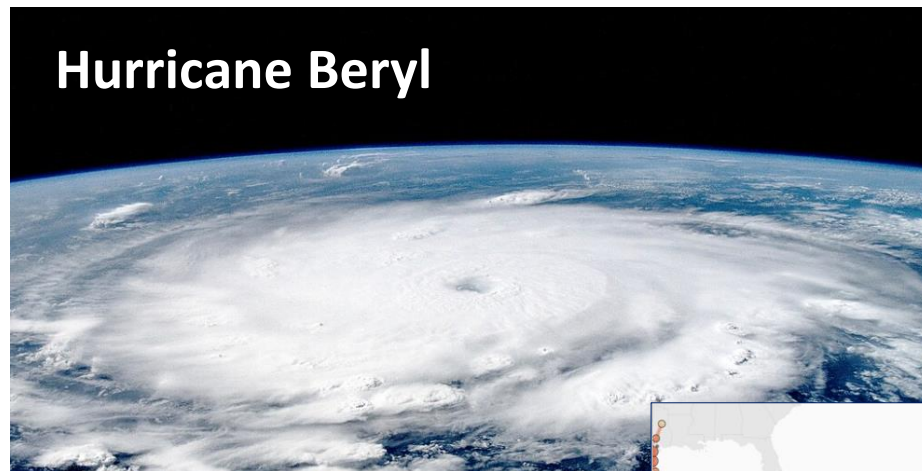
- Routes (PASA, UPR)
- Forms (Contingency)
- Capacity info (Airport/Airspace)

<https://www.cadenaois.org> Public domain for read only. Member domain to read and upload information.

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- June 30 – July 11, 2024
- Category 5



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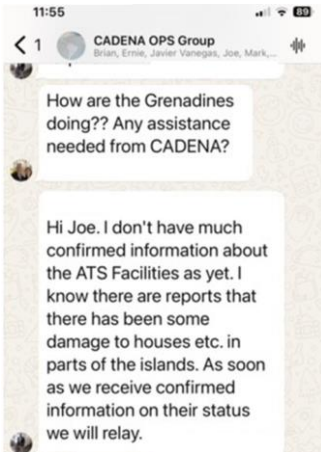
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Hurricane Beryl: Event is communicated and coordinated



Chat - WhatsApp CADENA Ops Group



Email - CADENA Email List

From: Hof, Joe [jhof@cghitech.com]
Sent: Tuesday, July 2, 2024 3:41 PM
Subject: Update: Kingston ACC - No ATC Services - starting 1200 UTC on July 3
Good afternoon to all!
CADENA has been advised by the Kingston FMU that they will not be able to provide ATC services in their FIR starting at 1200 UTC on July 3.
A0253/24 - NO ATS AVBL IN KINGSTON FIR DUE HURRICANE BERYL. ATS CONTINGENCY ROUTING PROCEDURE NOT IN EFFECT. CAYMAN TMA NOT AFFECTED. 03 JUL 12:00 2024 UNTIL 04 JUL 11:59
2024. CREATED: 02 JUL 18:50 2024
The attached Planned Airway System Alternative routes may be used to avoid the Kingston FIR to the east and to the west.

ORIG	DEST	NORTHBOUND		
VARIOUS	VARIOUS	LENOM DCT DEPS	AVOID MKR - EAST	THROUGH PORT-AU-PRINCE
VARIOUS	VARIOUS	LENOM DCT MODIT	AVOID MKR - EAST	THROUGH PORT-AU-PRINCE
VARIOUS	VARIOUS	LENOM DCT URLAM	AVOID MKR - EAST	THROUGH PORT-AU-PRINCE
VARIOUS	VARIOUS	SPP FALLA SELE UCL	AVOID MKR - WEST	THROUGH PORT-AU-PRINCE
VARIOUS	VARIOUS	SPP DCT PABEL	AVOID MKR - WEST	THROUGH PORT-AU-PRINCE

MEVA and Grand Cayman
Hof, Joe
To: Will CTR.Turner@faa.gov; rg.cna@gmail.com; Alberto Romero Flores; Alejandro Contreras@aviacioncivil.gob.ec; alvaldes28@hotmail.com; anivir@gmail.com + 152 others
Wed 7/3/2024 4:51 PM
Good afternoon to all!
CADENA has been advised by the FAA International Program Office that Grand Cayman will be powering down their MEVA equipment ahead of Hurricane Beryl.
The timing of the shutdown is after the last flight departs this evening ... approximately 2300 UTC.

Web Conferences



Daily from June 30 to July 5, 2024

Airport/ATC	NOTAM #	Closing	Re-opening
TIPC	A1100/24	30 Jun 2300Z	02 Jul 1600
TLPL	A1099/24	30 Jun 2300Z	02 Jul 1600
TVSM	A1106/24	30 Jun 2100Z	02 Jul 1900
TVSU	A1101/24	30 JUN 2000Z	02 JUL 1900
TVSB	A1102/24	30 JUN 2000Z	02 JUL 1900
TVSC	A1103/24	30 JUN 2200Z	02 JUL 1900
TVSA	A1104/24	JUN 30 2200	JUL 02 1900
TGPY	A1108/24	JUN 30 2200	JUL 02 1400
TBPB	TBC	JUN 30 2300	



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Hurricane Beryl: Event is communicated and coordinated



Information

- Master Slide Deck
- ADP Files
- Route Repository
 - PASA Routes

Advisory

Route Coordination

From: Hof, Joe [jhof@cghitech.com]
Sent: Wednesday, July 3, 2024 1:32 PM
Subject: RE: CADENA PASA Routes
Good afternoon to all!

Based on the offload volume in COCESNA the PASA Routes through their airspace

Northbound: SPP DCT PELRA DCT SE

Southbound: SELEK DCT KITIS DCT F

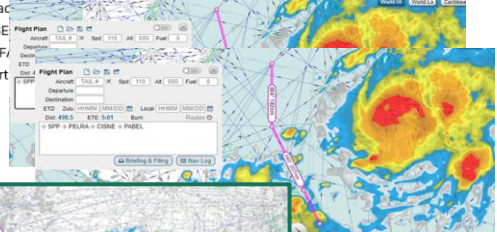
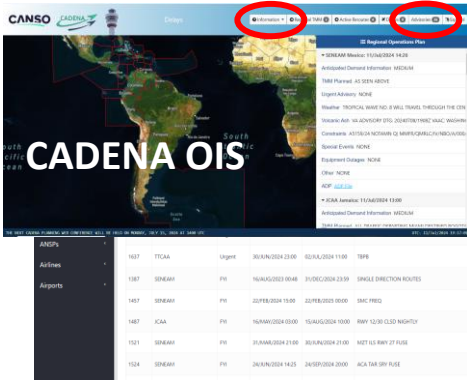
Thank you very much for your support

Sincerely,
Joe

COCESNA: when SELEK becomes unavailable

Option 1: ... SPP DCT PELRA DCT PABEL ...

Option 2: ... SPP DCT PELRA DCT CISNE DCT PABEL ...



PASA ROUTE
REQUEST via
CADENA OIS:
OCT 7, 2020



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La Soufrière Volcano in Saint Vincent and Grenadines



La Soufrière volcano became visibly active in December 2020, before a full-blown eruption on 9 April 2021

Event is Communicated via

- WhatsApp CADENA Group
- CADENA OIS Urgent Advisories and the associated push email notifications
- CADENA Ops Group email notifications
- Twice-weekly Operational Web Conferences
- Piarco ACC updates posted on the CADENA OIS

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CADENA Status Update of La Soufrière Volcano Eruption

Status Briefing uploaded to the CADENA OIS



CADENA
LA SOUFRIERE OVERVIEW



LA SOUFRIERE VOLCANO UPDATE – 1400 UTC – APRIL 10, 2021
PIARCO UTA/CTA/FIR GENERAL INFORMATION

EQUIPMENT OUTAGES	TBMS PLANNED	REMARKS
ISPS A053021 NOTAMR A053421 TTZPQNMANNVBOHAE00099 WZDANNOZ001775 A) TFRS BJ 210400Z05 C) 210400Z05 E) DIVERSOME 00F 012.7MMZ CIRCA COMPLETELY WITHDRAWN. DO NOT USE	REROUTES WILL BE IMPLEMENTED TACTICALLY PLEASE REFER TO SLIDE F FOR ROUTE IMPACTS	NONE

LA SOUFRIERE VOLCANO UPDATE – 1400 UTC – APRIL 10, 2021
PIARCO UTA/CTA/FIR GENERAL INFORMATION

DEMAND	Weather	Staffing
Low to Medium	VOLCANIC ASH – Affecting large portion of the Piarco UTA/CTA/FIR. Please see SIGMET on next page. No other Significant Weather in the forecast within the Piarco FIR	Adequate

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Airport Closure in Haiti



“Haiti’s main international airport in Port-au-Prince has reopened, nearly three months after it was forced to shut due to deadly gang-related violence.” (BBC, 20 May 2024)

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CADENA: Transparency Inclusiveness Collaboration

- Working with the Office of International Affairs (API)
- Caribbean Aviation resilience & Recovery Group (CARRG) is CADENA member
- **Aviation Infrastructure and Resiliency Efforts**
 - CADENA has established an infrastructure to support regional ATFM operation
 - CADENA has established proven contingency management procedures including quarterly training
 - CADENA is willing and ready to support the UN’s objective of “Improve preparation among the region in the wake of emergency response and ensure a safe operating environment for disaster response operations.”

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Questions?

Thank you!

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Fabiana Todesco - ICAO

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Annex 14: Emergency Planning and Response for Natural Disasters

Fabiana Todesco

Regional Officer,
Aerodromes and Ground Aids
NACC ICAO

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Article 15 of the Convention on International Civil Aviation requires that all aerodromes open to public use under the jurisdiction of a Contracting State should provide **uniform conditions for the aircraft of all other Contracting States**.

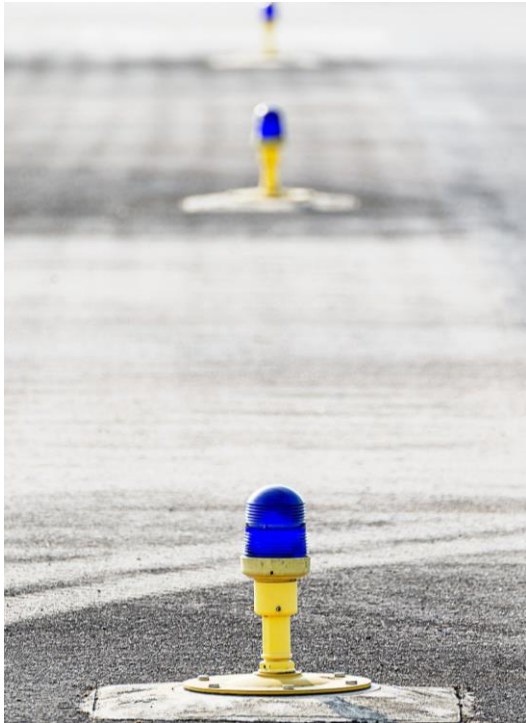
Furthermore, **Articles 28 and 37 of the Convention on International Civil Aviation** oblige each State to provide, in its territory, airports and other air navigation facilities and services in accordance with the **Standards and Recommended Practices (SARPs)** developed by ICAO.



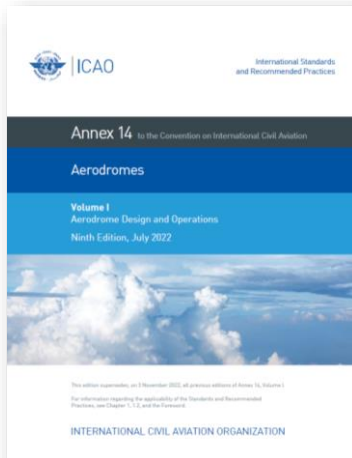
Current ICAO Provisions on Emergency Response and Contingency Planning

Several ICAO Annexes address the necessity and importance of emergency response planning and coordination for various stakeholders of the aviation system
<https://www.icao.int/sustainability/ERP/Pages/ICAO-ERPGuidance.aspx>
<https://elibrary.icao.int/home>

ICAO ANNEX	SECTION/CHAPTER
Annex 1 Personnel Licensing	Different parts of the Annex
Annex 9 Facilitation	Chapter 8 Facilitation provisions covering specific subjects
Annex 11 Air Traffic Services	Attachment C Material relating to contingency planning
Annex 14 Volume I - Aerodromes	Chapter 9 Aerodrome emergency planning
Annex 14 Volume II - Heliports	Chapter 6 Heliport emergency response
Annex 17 Security	Chapter 5 Management of response to acts of unlawful interference
Annex 19 Safety Management	Appendix 2 Framework for a safety management system (SMS)



Annex 14 Volume I - Aerodromes



1.4.1 States shall certify aerodromes used for international operations in accordance with the specifications contained in this Annex as well as other relevant ICAO specifications through an appropriate regulatory framework



1.4.2 Recommendation.— States should certify aerodromes open to public use in accordance with these specifications as well as other relevant ICAO specifications through an appropriate regulatory framework.



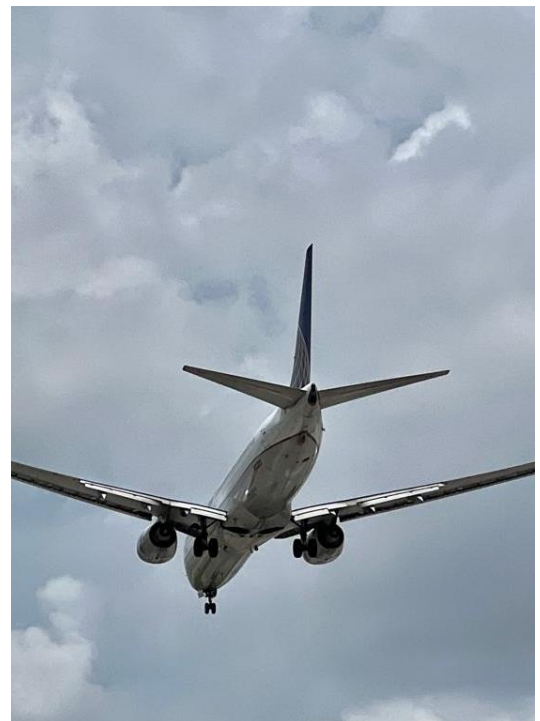
1.4.3 The regulatory framework shall include the establishment of criteria and procedures for the certification of aerodromes.

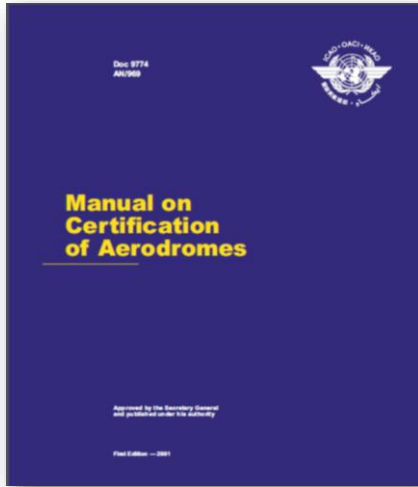


1.4.4 As part of the certification process, States shall ensure that an aerodrome manual which will include all pertinent information on the aerodrome site, facilities, services, equipment, operating procedures, organization and management including a safety management system, is submitted by the applicant for approval/acceptance prior to granting the aerodrome certificate.

Why certify?

- The ownership and management of aerodromes differs between States.
- Certification facilitates standardization and that improves operational safety.
- The standardization of procedures and technical elements of the aerodrome is essential to demonstrate effective compliance with international requirements.



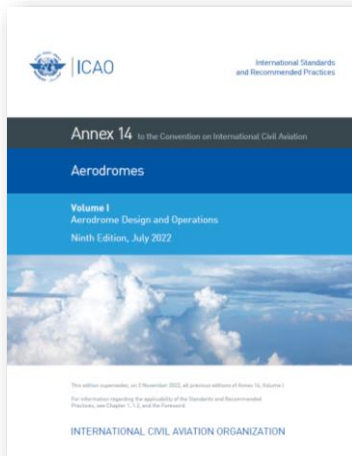


Manual on Certification of Aerodromes DOC 9774

In the aerodrome certification process, the Civil Aviation Authority aerodrome inspector must perform the following duties:

- a) verification of the aerodrome data in the aerodrome manual;
- b) on-site verification and audits of aerodrome operating procedures including:
 - the aerodrome emergency plan and periodic aerodrome emergency exercises.
- c) on-site checking and testing of aerodrome facilities and equipment.
- d) flying assessments and aeronautical studies at aerodromes.
- e) general duties.

Annex 14 Volume I - Aerodromes



Aerodrome emergency planning is the process of preparing an aerodrome to cope with **an emergency occurring at the aerodrome or in its vicinity.**



The object of airport emergency planning is to **minimize the effects of an emergency**, particularly in respect of **saving lives and maintaining aircraft operations**



The aerodrome emergency plan sets forth the procedures for **coordinating the response of different aerodrome agencies** (or services) and of those agencies in the surrounding community that could be of assistance in responding to the emergency.



The plan shall contain procedures for **periodic testing** of the adequacy of the plan and for reviewing the results in order to improve its effectiveness.

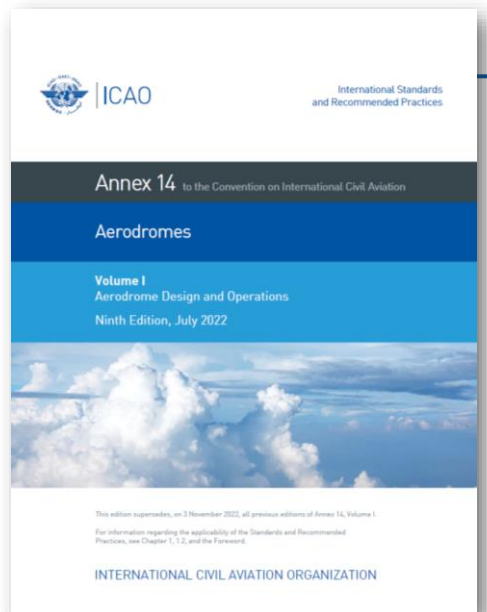
Annex 14

Volume I - Aerodromes

The **aerodrome emergency plan** document should include at least the following:

- a) **types** of emergencies planned for;
- b) **agencies** involved in the plan;
- c) **responsibility and role** of each agency, **the emergency operations centre and the command post**, for each type of emergency;
- d) **information on names and telephone numbers** of offices or people to be contacted in the case of a particular emergency; and
- e) a grid map of the aerodrome and its immediate vicinity.

Note 1.— Examples of emergencies are: aircraft emergencies, sabotage including bomb threats, unlawfully seized aircraft, dangerous goods occurrences, building fires, **natural disaster** and **public health emergencies**.



Types of emergencies planned for:

- ✓ aircraft emergencies;
- ✓ sabotage including bomb threats;
- ✓ unlawfully seized aircraft;
- ✓ dangerous goods occurrences;
- ✓ building fires;
- ✓ **natural disaster**; and
- ✓ **public health emergencies**.



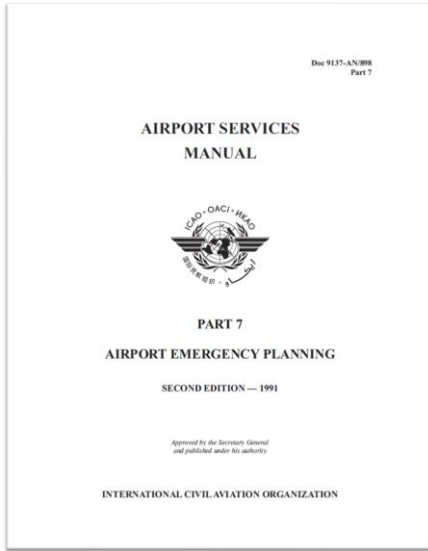
Agencies involved in the plan: ⁶⁴

On the airport:

- ✓ airport administration;
- ✓ air traffic control units
- ✓ aircraft operators
- ✓ rescue and fire fighting services;
- ✓ medical and ambulance services; and
- ✓ security services, and police.

Off the aerodrome:

- ✓ fire departments;
- ✓ Police;
- ✓ health authorities (including medical, ambulance, hospital and public health services);
- ✓ Military; and
- ✓ harbour patrol or coast guard.



Airport Services Manual Airport Emergency Planning

Doc 9137 Part 7

To be operationally sound, a comprehensive **airport emergency plan** must give consideration to:

- a) preplanning **BEFORE** an emergency;
- b) operations **DURING** the emergency; and
- c) support and documentation **AFTER** the emergency.

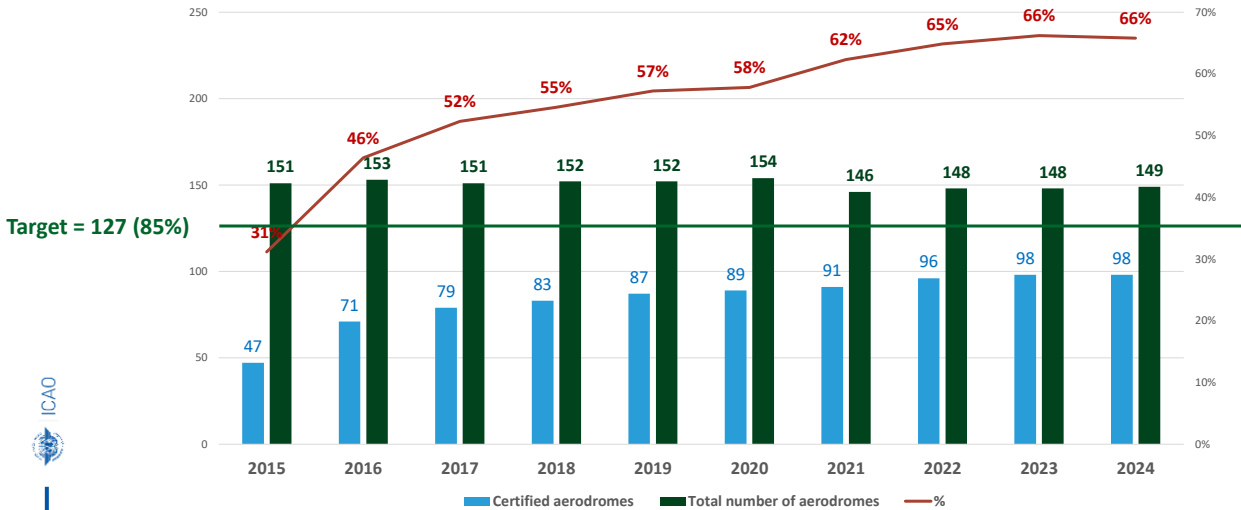
Amendments in ICAO Airport Service Manual Doc. 9137 Part 7

The complete rewrite of this manual will include additional topics such as:

- **preparedness and response to public health emergencies;**
- **Disaster and Business continuity management**
- assistance to air crash victims and their families; and
- unauthorised UAS disruption to aerodromes



Aerodromes certification in the CAR Region



Status of compliance of states in the CAR Region

ICAO USOAP

PQs No.	Protocol Question	CE	Sub-Area AGA	% NO SAT
8.291	Does the State ensure that aerodrome operators/competent State authority develop emergency plans , including appropriate cooperation and coordination with other entities involved in the provision of emergency services and the development of the plans?	CE-6	Safety procedures for aerodrome operations	45%
8.293	Does the State ensure compliance with requirements for the periodic testing and review of aerodrome emergency plans ?	CE-7	Safety procedures for aerodrome operations	55%
8.297	Does the State ensure the implementation of requirements for the availability and coordination of specialist rescue services to be included in the emergency plans of aerodromes close to water, swampy areas or difficult terrain?	CE-6	Safety procedures for aerodrome operations	50%
8.299	Does the State ensure the implementation of requirements for the establishment and manning of emergency operations centres and mobile command posts, and for communication between them?	CE-6	Safety procedures for aerodrome operations	45%
8.301	Does the State ensure the implementation of requirements for the provision of rescue and firefighting (RFF) services at all aerodromes, which takes into account the aerodrome location and the surrounding terrain?	CE-7	Safety procedures for aerodrome operations	38%

Target min = 15% NO SAT
(85% SAT)

Challenge identified:

- ✓ **Around 35% percent** of international aerodromes in the CAR region are not certified.
- ✓ **Around 40 percent** of international aerodromes in the CAR region do **not meet** ICAO requirements regarding the Airport Emergency Plan.
- ✓ **Around 50 percent** of international aerodromes in the CAR region do not carry out tests and simulations for the verification and periodic review of their aerodrome emergency plans.

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So what can we do?

- Address **emergency and contingency situations** from a regional and national perspective. And improve the preparation of the State and service providers for natural disasters.
- 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.
- Provide **projects** to support States in preparing for emergency and contingency events.

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Guidance material to prepare for natural disasters Project – on going

CAR Region

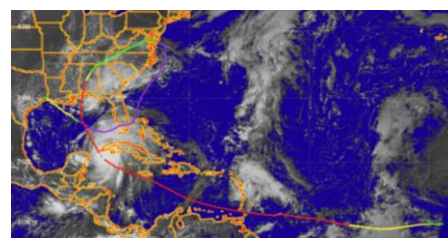
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Objective: Promote the mitigation of operational impacts at airports.



Activity: Development of guidance material with best practices for States and airports to prepare for natural disasters.



- Support the development of **Procedure (what, where, when and how): BEFORE, DURING and AFTER A HURRICANE**
- Preventative measures to reduce damage to the airport and, more importantly, to limit loss of life.
- Be prepared as a gateway for relief and rescue efforts, if necessary.

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Aerodromes Certification and Safety Project - new CAR Region

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Objective: Support States and aerodrome operators in the certification process of their international aerodromes.



Goal or target: 30 more international aerodromes certified in the CAR Region

Period: 4 years

AGA Certification and Safety Project					
Item ID	Item Name	Start Date	End Date	Status	Comments
1	Safety Regulation and Guide Material	01/01/2020	31/12/2023	Completed	
2	AGA Regulatory Process 14 and Doc 9137 and 9138 and others	01/01/2020	31/12/2023	Completed	
3	AGA Regulatory Process 14 and Doc 9137 and 9138 and others	01/01/2020	31/12/2023	Completed	
4	AGA Regulatory Process 14 and Doc 9137 and 9138 and others	01/01/2020	31/12/2023	Completed	
5	AGA Regulatory Process 14 and Doc 9137 and 9138 and others	01/01/2020	31/12/2023	Completed	
6	AGA Regulatory Process 14 and Doc 9137 and 9138 and others	01/01/2020	31/12/2023	Completed	
7	AGA Regulatory Process 14 and Doc 9137 and 9138 and others	01/01/2020	31/12/2023	Completed	
8	AGA Regulatory Process 14 and Doc 9137 and 9138 and others	01/01/2020	31/12/2023	Completed	
9	AGA Regulatory Process 14 and Doc 9137 and 9138 and others	01/01/2020	31/12/2023	Completed	
10	AGA Regulatory Process 14 and Doc 9137 and 9138 and others	01/01/2020	31/12/2023	Completed	

Main Project modules:

- Safety Regulation and Guide Material
- Capacity building and training of AGA State Inspector
- Aerodrome Certification Assistance:
 - Aerodrome Manual Assistance
 - Assistance session on Corrective Action Plan
 - Follow-up the granting of the Aerodrome Certificate

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01 Efforts on Contingency and Crisis Management



Efforts on Contingency and Crisis Management

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CAR Region



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Efforts on Contingency and Crisis Management

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CAR Region

Regional Coordination and Cooperation	What is it?
CAR Contingency and Emergency Response Coordination Team (CAR CERT)	It is the mechanism on which ICAO relies for the fulfilment of its responsibilities regarding the planning and response to contingencies that impact the CAR Region. The CAR CERT membership is comprised by States, Territories and International Organizations that provide Air Traffic Services in the CAR Region, and the ICAO NACC Regional Office serves as the CAR CERT Secretariat.
ICAO HADRA Initiative	It is made up of an expert group on humanitarian assistance and aviation disaster response, chaired by ICAO, in which it has been working alongside humanitarian/crisis response partners to implement tools that will allow first responders to plan relief operations more efficiently, while ensuring humanitarian and aviation stakeholders have reliable information critical to crisis planning and response. The objective of HADRA is to enhance preparedness and response capabilities of States, aviation stakeholders and humanitarian stakeholders in the event of a disaster. The activities the group undertakes is intended to incentivize the integration of airport preparedness in countries' disaster preparedness planning and other sectoral programmes of relevance.
Caribbean Aviation Resilience and Recovery Group (CARRG)	It is coordinated by the Federal Aviation Administration's Office of International Affairs (FAA) from United States, with the ICAO NACC Regional Office (ICAO NACC) and ACI-LAC, to address foundational aspects that would enable airport operators to respond to an emergency. In 2019, United States and 16 Caribbean States signed a DoI creating the CARRG, seeking to strengthen coordination on aviation resilience and recovery from emergency events in the Caribbean.

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Efforts on Contingency and Crisis Management

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CAR Region

Regional Coordination and Cooperation	What is it?
Get Airports Ready for Disaster (GARD)	It is a public-private partnership between the United Nations Development Programme (UNDP), Deutsche Post DHL (DP DHL) and ACI to address the need for enhanced airport preparedness and response capacity in disaster situations. GARD prepares airports as logistics hubs in the event of disaster, by assessing airport capacities to manage the influx of humanitarian aid and personnel in disaster response situations, training airport staff and disaster responders on how to manage this influx and helping authorities to develop an action plan to increase the response capacity and guide response operations at the airport.
CADENA	It is CANSO Air Traffic Flow Management Data Exchange Network for the Americas, which started in 2016. The CADENA partnership has 16 air navigation service providers (ANSPs), 19 airlines, 4 international organizations and regional stakeholders as its members. The benefit of the platform is information sharing among this community, which improves coordination, enhances common situational awareness, and allows for better decision-making among the regional aviation community, especially in emergency and contingency situations.
Aviation Safety Campaign	It is an event that takes place every year, under the coordination of the World Food Programme (WFP), ICAO, FAA, ACI-LAC and the International Air Transport Association (IATA). The Campaign is part of a continuous effort to raise safety awareness worldwide, improve disaster response preparation and discuss State oversight challenges in the CAR Region and sensitize delegates on selected key topics.



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Efforts on Contingency and Crisis Management

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CAR Region

Regional Coordination and Cooperation	What is it?
ICAO CAPSCA	It is a voluntary cross-sectorial, multi-organizational collaboration programme managed by the International Civil Aviation Organization (ICAO) with support from the World Health Organization (WHO). It brings together international, regional, national and local organizations to combine efforts to improve preparedness planning and response to public health events that affect the aviation sector



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NACC
HUMANITARIAN AVIATION CAMPAIGN

16-18 JULY 2024
IATA AMERICAS OFFICE
703 WATERFORD WAY #600,
MIAMI, FL 33126, USA

Julio Siu - ICAO

Tamara Mancero - PAHO/WHO

SUPPORTERS

AGENDA

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Aviation Safety Campaign & Workshop
Collaborating for Effective Disaster Response and Preparedness

Miami, United States, 16 – 18 July 2024



SAFE SKIES.
SUSTAINABLE FUTURE.

**Collaborative Arrangement for the Prevention and Management of
Public Health Events in Civil Aviation (CAPSCA)**

ICAO – WHO: Efforts for developing Resilience for the Future

Mr. Julio Siu, ICAO NACC Deputy Regional Director

Dr. Ana de la Garza, International PAHO Consultant, International Health Regulations

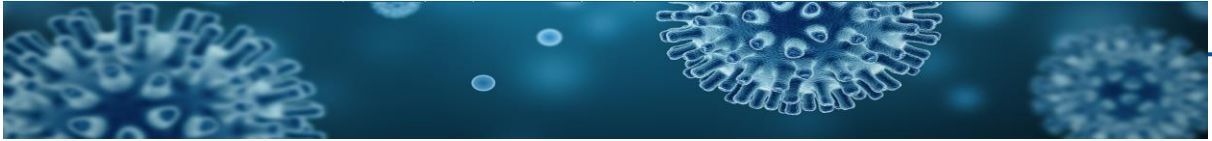
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OVERVIEW

Contents:

- Planning of Emergency at airport;
- Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation - CAPSCA
- ICAO- WHO joint activities



Aviation and COVID-19

Diseases such as COVID-19 pose a risk to the travelling public because they can be transmitted between humans. Therefore, it is important that all involved stakeholders assist in limiting its spread by air transport. ICAO, ACI, CANSO, IATA, TIACA, WFP and WHO have worked in close cooperation in the development of this single source for aviation-specific guidelines with the objective of ensuring appropriate planning and action at all levels in order to mitigate the effects of a human outbreak.

[Aviation and COVID-19 \(icao.int\)](https://www.icao.int/aviation-and-covid-19)

COVID-19 Response and Recovery Platform



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Improving the region's preparedness after emergency response and ensuring an operating environment for disaster response operations

- ✈ ICAO Annex 9 – Facilitation
- ✈ FAL Documentation
- ✈ Emergency Planning at Airports (Annex 14)
- ✈ CAPSCA Programme
 - Objectives
 - Tools
- ✈ CAPSCA Assistance visits
- ✈ CAPSCA Américas Structure

2024 YEAR OF
FACILITATION

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1949: Annex 9 16^a edition

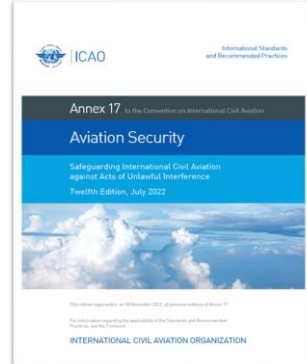


FAL 2024



Facilitation

1974: Annex 17 12^a edition

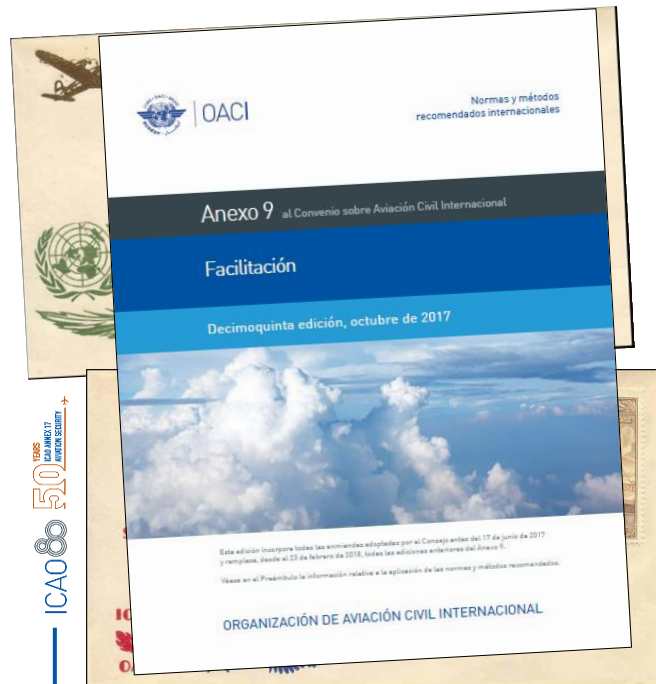


Security



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83



ICAO Annex 9

- 75 years in the making, 29 amendment packages, 16 complete editions

Facilitation is the simplification of formalities relating to the movement of aircraft and their content across international borders

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84

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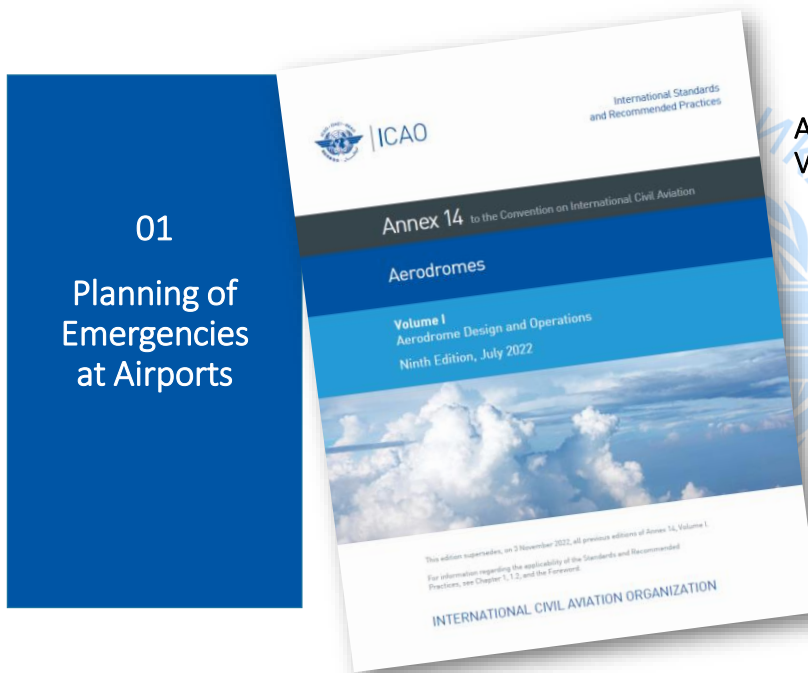


FAL Documentation

- Doc 9957 Manual
- Doc 10042 Model
- Doc 9303 Travelling Documents
- Doc 9636 Signals
- Doc 9984 Access for people with disabilities
- Doc 9973 Assistance to victims and families
- Doc 10117 Unsubordinated passengers

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Annex 14 Volumen I - Airports

01 Planning of Emergencies at Airports

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Annex 14 - 9.1.1 An emergency plan shall be established at each aerodrome in relation to aircraft operations and other activities carried out at the aerodrome. 87

Annex 14 - 9.1.2 The aerodrome emergency plan shall provide for the coordination of the measures to be taken in the event of an emergency occurring at or near an aerodrome.

Annex 14 – Note 1 - Examples of emergencies include: aircraft emergencies, sabotage including bomb threats, acts of unlawful seizure of aircraft, dangerous goods incidents, building fires, natural disasters and public health emergencies.

Anexo 14 – Note 2 – Public health emergencies are, for example, an increased risk of international spread of a serious communicable disease by travellers or cargo using air transport and serious outbreaks of communicable diseases that may affect a large part of the aerodrome staff.



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Anexo 14 - 9.1.3 The plan shall coordinate the intervention or participation of all existing entities which, in the opinion of the competent authority, could assist in dealing with an emergency. 88

Anexo 14 – 9.1.4 Recommendation.- The plan should provide, if necessary, for cooperation and coordination with the rescue coordination centre.

Anexo 14 - 9.1.6 The plan shall be in accordance with human factors principles to ensure that all existing entities are best involved in emergency operations. (ICAO Doc 9981)

- Rescue and firefighting services
- Medical and ambulance services
- Airport operator
- Aircraft operators
- State security forces
- Security Services
- Air Traffic Control



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Anexo 14 – 9.1.5 Recommendation.- The aerodrome emergency plan document should include, at a minimum, the following:

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- types of emergencies envisaged;
- entities involved in the plan;
- responsibility to be assumed and role to be played by each of the entities, the emergency operations centre and the command post, in each type of emergency;
- Information about the names and telephone numbers of the offices or persons with whom you should enter in case of a specific contingency; and
- a grid map of the aerodrome and its surroundings.

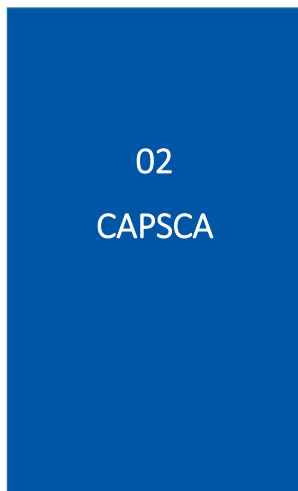
Safety Scenario: plane crash; natural disaster; structural damage (e.g. fire); Supply failure

Security Scenarios: act of unlawful seizure or sabotage of an aircraft; armed attack or sabotage of airport facilities; bomb threats; suspicious explosive devices at an airport or inside an aircraft; crowd control/media management; and hostage-taking situation

Facilitation Scenario: Public health emergencies: disease transmission, natural disasters (e.g. volcanic ash), radiation, biological hazards

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CAPSCA Established in 2006, CAPSCA is a **voluntary cross-sectorial, multi-organizational collaboration programme** managed by the International Civil Aviation Organization (ICAO) in partnership with the World Health Organization (WHO).



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Chicago Convention (1944):

Article 13. Entry and Clearance regulations

The laws and regulations of a contracting State as to the admission to or departure from its territory of passengers, crew or cargo of aircraft, such as regulations relating to entry, clearance, immigration, passports, customs, and quarantine shall be complied with by or on behalf of such passengers, crew or cargo upon entrance into or departure from, or while within the territory of that State.

Article 14. Prevention of spread of disease

Each contracting State agrees to take effective measures to prevent the spread by means of air navigation of cholera, typhus (epidemic), smallpox, yellow fever, plague, and such other communicable diseases as the contracting States shall from time to time decide to designate, and to that end contracting States will keep in close consultation with the agencies concerned with international regulations relating to sanitary measures applicable to aircraft. Such consultation shall be without prejudice to the application of any existing international convention on this subject to which the contracting States may be parties.

Article 22. Facilitation and formalities

Each contracting State agrees to take effective Each contracting State agrees to adopt all practicable measures, through the issuance of special regulations or otherwise, to facilitate and expedite navigation by aircraft between the territories of contracting States, and to prevent unnecessary delays to aircraft, crews, passengers and cargo, especially in the administration of the laws relating to immigration, quarantine, customs and clearance.

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ICAO Assembly Resolutions:

- **A35-12 (2004):** Protection of the Health of Passengers and Crews and the Prevention of the Spread of Communicable Disease through International Travel.
- **A37-13 (2010):** Prevention of spread of communicable disease through air travel.
- **A39-28 (2016):** Performance-based criteria and guidance material on aircraft disinsection and vector control measures.
- **A40-14 (2019):** Mitigation of the spread of disease through, inter alia, aircraft disinsection and vector control methods, and the importance of CAPSCA (Collaborative Arrangement for the prevention and Management of Public Health Events in Civil Aviation) for implementation.

International Health Regulations:

- **International Health Regulation (IHR 2005)** - World Health Organization.

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The programme operates in the six ICAO regions, through its seven regional coordination groups (APAC, ESAF, EUR/NAT, MID, NACC, SAM and WACAF). It provides for an annual multi-sector, multi-stakeholder meeting in each of the regions at which the approach to public health event management in the aviation sector is developed and harmonized globally. In addition, CAPSCA provides assistance during natural or man-made disasters through the global CAPSCA network.



[Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation - CAPSCA \(icao.int\)](https://www.icao.int/CAPSCA)

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Planning for preparedness and response to Public Health Events such as:



- ✓ Communicable diseases (pandemic influenza, Zika, Ebola, coronavirus);
- ✓ Chemical events (accidents in nuclear plants);
- ✓ Bioterrorism;
- ✓ Volcanic ash;
- ✓ Water and food security;
- ✓ Hygiene and waste management;
- ✓ Use of drones in humanitarian operations;
- ✓ Disaster management (natural or man-made)

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CAPSCA OBJECTIVES

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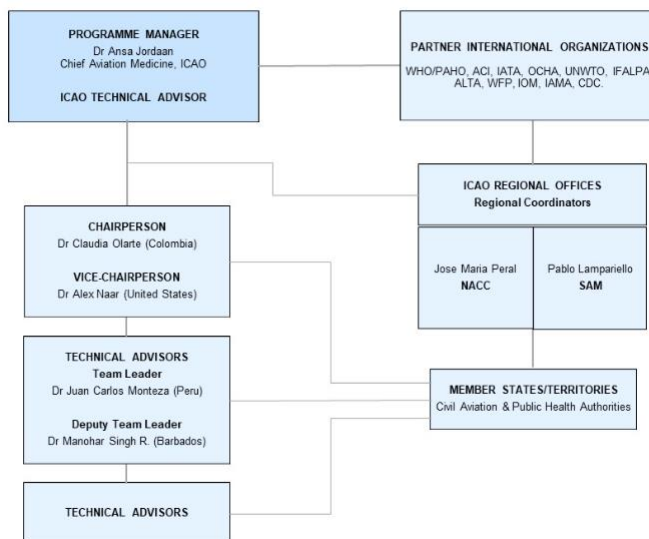
- **Protection of public health** - general public, air travellers and aviation personnel;
- **Ensure safe and economically viable air transport**, with minimal impact on international transport and trade (Chicago Convention);
- **Assistance to States/Territories** with the implementation of ICAO rules and regulations (SARPs) and in accordance with the WHO International Health Regulations (2005) (IHR);
- **Capacity-building** - Assistance to States/Territories in establishing national plans on pandemic preparedness in aviation and development of basic capabilities;
- Facilitate multi-sectoral collaboration and cooperation (civil aviation authorities, public health authorities, airports, air traffic services, airlines, immigration, customs, security and ramp personnel) – a mechanism for pooling and sharing expertise, resources and best practices;
- **Training** of CAPSCA experts;
- Assess the State's readiness to manage (prevent and respond to) events of Public Health in aviation and provide assistance to States and Territories;
- Development and future improvement of guides for the aviation sector.

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CAPSCA Américas Structure

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NACC & SAM Offices



Puntos Focales:

North American, Central American and Caribbean (NACC) Office

Jose Maria Peral Pecharrromán
Email: icaonacc@icao.int

South American (SAM) Office

Leonardo Boszczowski
Email: lboszczowski@icao.int

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CAPSCA Tools

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Considerations of Assistance Visits ⁹⁸

- ✦ Planning vs. PHE & Civil Aviation System Preparation
- ✦ Assessment of all parties involved in responding to a PHE in the aviation system
- ✦ It is not an audit or a certification
- ✦ Voluntary and confidential
- ✦ Comprehensive and harmonized checklist executed by different technical profiles

Arriving aircraft with suspected case(s) on board

- ☐ Aircraft Parking Position
- ☐ Measures for the suspected case
- ☐ Measures for other passengers
- ☐ Measures for the crew
- ☐ Aircraft Disinfection
- ☐ Baggage handling
- ☐ Ramp Workers
- ☐ Other

- | | | | | |
|---|---|---------------------------------|---|--|
| <ul style="list-style-type: none"> ▪ Separation of the suspected case ▪ Informational Tips ▪ Possible quarantine | } | National
Health
Authority | { | <ul style="list-style-type: none"> ▪ Secondary Inspection - Triage ▪ Designated ambulance(s) ▪ Designated Hospital(s) |
|---|---|---------------------------------|---|--|

ICAO- WHO Agreement



**Organización
Panamericana
de la Salud**



**Organización
Mundial de la Salud**
Américas

OFICINA REGIONAL PARA LAS

Visita al aeropuerto durante la Reunión Subregional del
Reglamento Sanitario Internacional (2005) para Centroamérica
Palmerola, Honduras, Junio 2024



✈ ICAO-WHO MoU Concluded During ICAO 41st Assembly

✈ Agreements at the international level:

- ✈ Participation in the International Health Regulations Working Group (2005)
- ✈ Organization of joint workshops (e.g. resilience, social health measures)
- ✈ Participation in the report on "Lessons Learned during COVID-19"

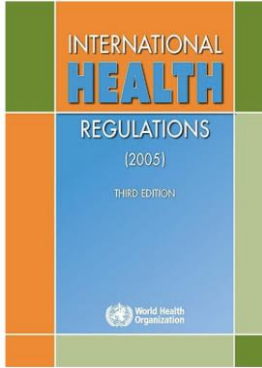
✈ Participation in the World Health Assembly (Geneva, Switzerland, 27 May – 1 June)

✈ Agreements at the regional level:

- ✈ Participation in meetings of common interest
- ✈ ICAO's participation in Points of Entry assessment missions (air, airports)

International Health Regulations (2005)

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Purpose and scope of the IHR: “to prevent, protect against, control and provide a public health response to the international spread of disease in ways that are commensurate with and restricted to public health risks, and which avoid unnecessary interference with international traffic and trade”

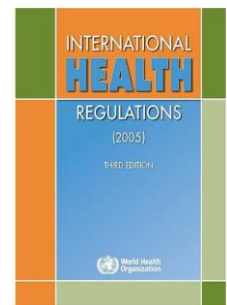
ICAO

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Core capacity requirements at designated airports under the IHR (2005)

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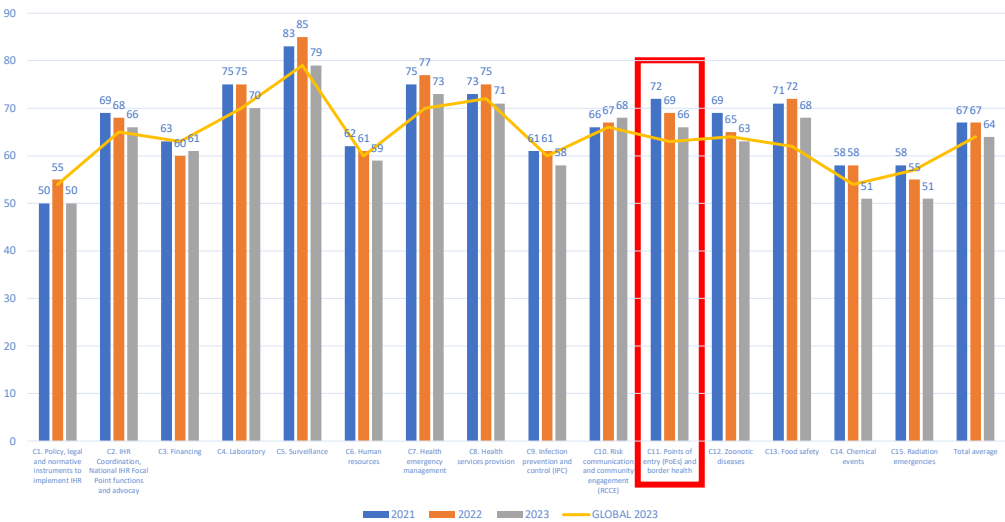
Coordination, communication of event information and adoption of measures	
Core capacity requirements	Capacity requirements to respond to events that may constitute a Public Health Emergency of International Concern (PHEIC)



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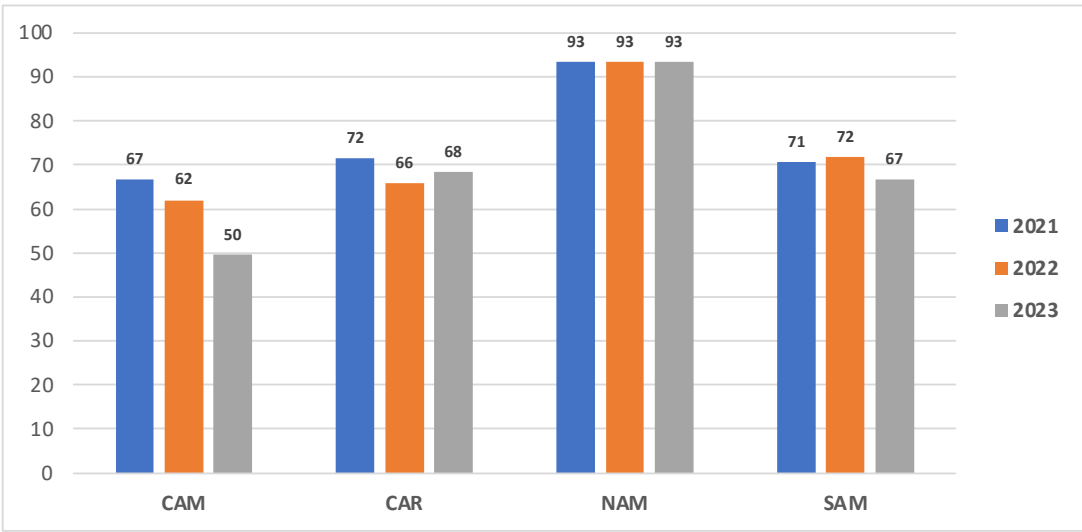
Average of the capacities of the Region of the Americas (AMRO) vs Global average, SPAR 2021-2023



Source e-SPAR platform, 2021- 2023. <https://extranet.who.int/e-spar>

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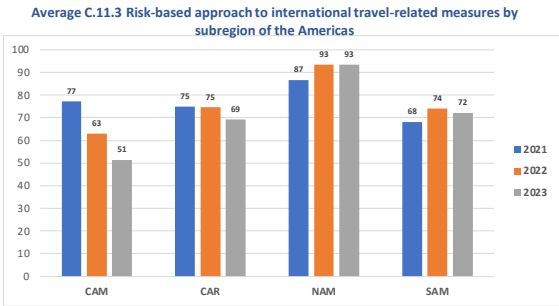
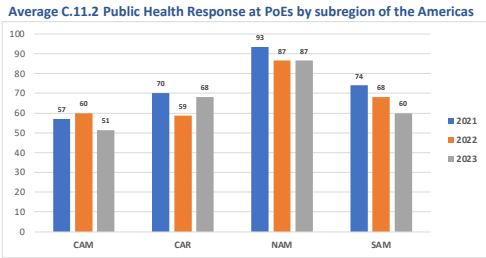
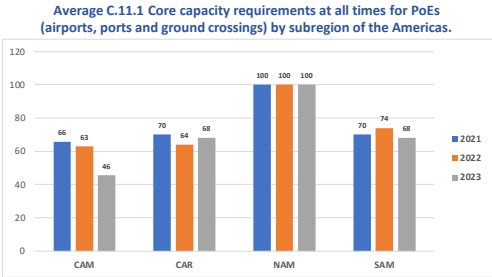
Average C11. Points of Entry (PoE) and Border Health in Central America (CAM), Caribbean (CAR), North America (NAM), and South America (SAM), SPAR 2021-2023



Source: e-SPAR platform, 2021- 2023. <https://extranet.who.int/e-spar>

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C11. of indicators C11.1, C11.2 y C11.3 by subregion, SPAR 2021-2023



Source: e-SPAR platform, 2021- 2023. <https://extranet.who.int/e-spar>

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Designated Points of Entry in the Region of the Americas, 2021-2023

	AMRO		
	2021	2022	2023
Ports	120	104	110
Airports	99	99	103
Ground crossings	49	53	54
Total	268	256	260

2023	Ports	Airports	Ground crossings
NAM	5	25	2
CAM	21	16	20
SAM	44	32	27
CAR	40	30	5

North America: Canada, United States of America and Mexico.
Central America: Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua, Panamá y República Dominicana.
South America: Argentina, Bolivia (Estado Plurinacional de), Brazil, Chile, Colombia, Ecuador, Paraguay, Perú, Uruguay and Venezuela (República Bolivariana de).
Caribbean: Antigua y Barbuda, Bahamas, Barbados, Belize, Cuba, Dominica, Granada, Guyana, Haití, Jamaica, Saint Kitts y Nevis, Saint Vincent and the Grenadines, Santa Lucía, Suriname y Trinidad and Tobago.

Source: e-SPAR, 2021- 2023. <https://extranet.who.int/e-spar>

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ICAO-PAHO/WHO WORK PROGRAMME

Joint work plan under development to facilitate and monitor the implementation of the MoU, with activities identified at the global and regional levels in relation to the following areas:

1. Legal and policy framework
2. Advocacy and coordination
3. Development of technical guides and tools
4. Technical assistance and operational and training support to countries



Simulation exercise at Kilimanjaro Airport, Tanzania, 2022

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ICAO- PAHO/WHO Activities

- **February 2024 (Mexico):** Eighth Meeting of the Americas on ICAO Collaboration Agreements for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA/08).
- **March 2024 (Trinidad and Tobago):** International Health Regulations (2005) Caribbean Sub-Regional Meeting for Border Health and Points of Entry and in preparation for the 2024 International Cricket Council (ICC) Men's T20 World Cup.
- **June 2024 (Honduras):** Subregional Meeting of the International Health Regulations (2005) (IHR) for Central America and the Dominican Republic on Points of Entry and Border Health.



Join Visit to
Palmerola
Airport



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ICAO- PAHO/WHO Activities

- Participation of ICAO/experts in the international missions of the Voluntary External Evaluations under the IHR (2005):
- **Brazil:** July 29 to August 9, 2024
- **2024-2025:** Peru, Jamaica, Colombia

AGENDA		
Time	Programming	Location
Tuesday (07/08)		
0830 – 1730	Points of Entry and border health capacity field visit (C.11) (Guarulhos Airport)	Guarulhos/SP
0830 – 1730	Laboratory capacity field visit (C.4) (Evandro Chagas Institute - IEC)	Belém/PA
0830 – 1730	Points of Entry capacity field visit (C.11) (Triple border)	Foz do Iguaçu/PR
Thursday (08/08)		
0830 – 1730	Laboratory capacity field visit (C.4) (Federal Agricultural Defense Laboratory - UFDA)	Campinas/SP
0830 – 1730	Points of Entry and border health capacity field visit (C.11) (Porto do Rio)	Rio de Janeiro
Friday (09/08)		
0830 – 1730	Laboratory and Points of Entry and border health capacities Field visit (C.4 and C.11) (Fiocruz National Reference Laboratory)	Rio de Janeiro/RJ
	Arrival of the other members of the external International Mission of experts.	Brasília/DF
Saturday (09/08)		
0900-1200	Meeting with the entire Mission team (SPAR and Immunization)	Brasília/DF
1200-1300	Lunch	
1330-1430	Overview of Brazil's National Health System by National counterparts	Brasília/DF
Monday (04/09)		
0830-1200	Official Opening** of the VEE International Mission	
1300 – 14h20	Evaluation of Capacity 11 (Points of entry and border health)	Brasília/DF
1430-1440	Examination of Capacity 10 (Public information and community involvement/PC10)	
1500 – 1600	Break	
1610 – 18h30	VEE International team internal meeting	
Tuesday (04/09)		
0830-0900	Evaluation of Capacity 5 (Surveillance)	
1000-1130	Evaluation of Capacity 4 (Laboratory)	
1130-1200	Evaluation of Capacity 12 (Zoonotic diseases)	
1300 – 1400	Lunch	Brasília/DF
1400 – 1530	Evaluation of Capacity 13 (Food safety)	
1530 – 15h30	Break	
1530 – 18h00	VEE International team internal meeting	
0830 – 1730	Field visit for the Chemical events (C.14) and Radiation emergencies (C.15) Capacities	Rio de Janeiro/RJ

GOV BR/SAUDE

minsaude



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Thank You!

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16-18 JULY 2024
IATA AMERICAS OFFICE
703 WATERFORD WAY #600,
MIAMI, FL 33126, USA



Dulce Suarez - FIU

SUPPORTERS



**AIRPORTS COUNCIL
INTERNATIONAL**
LATIN AMERICA CARIBBEAN



AGENDA

111



**COLLABORATING FOR EFFECTIVE DISASTER RESPONSE AND
PREPAREDNESS**

DR. SUAREZ

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OBJECTIVES FOR TABLETOP EXERCISE:

Enhance Interagency Communication and Coordination:

- Objective: Improve communication channels and protocols among different agencies and organizations involved in disaster response.
- Measure of Success: Establishment of clear communication protocols and demonstrated use of these protocols during the exercise.

Define Roles and Responsibilities:

- Objective: Clarify and reinforce the roles and responsibilities of each participating agency and organization during a disaster.
- Measure of Success: All participants can accurately describe their roles and the roles of others, reducing overlap and gaps in responsibility.

Improve Decision-Making Processes:

- Objective: Enhance the decision-making processes during a disaster by ensuring timely and informed decisions are made collaboratively.
- Measure of Success: Decisions are made efficiently with input from all relevant parties, and action plans are agreed upon quickly.

Strengthen Resource Allocation and Management:

- Objective: Improve the processes for resource allocation, including personnel, equipment, and supplies, to ensure timely and effective response.
- Measure of Success: Resources are allocated promptly and appropriately, with minimal delays and conflicts.

Foster Collaborative Problem-Solving:

- Objective: Encourage collaborative problem-solving among participants to address unexpected challenges during the disaster scenario.
- Measure of Success: Participants demonstrate effective teamwork and creative problem-solving skills in response to simulated challenges.

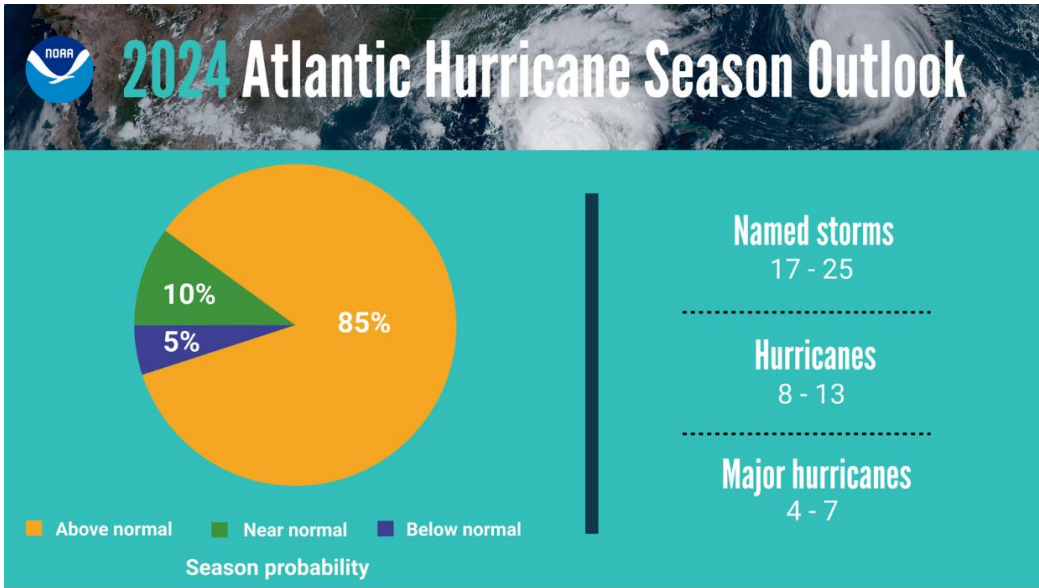
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HUMANITARIAN AID

- Disasters do not have borders nor politics. As globalization and the alliances among the world grow and interconnect, the existing literature on the topic must be conducted in an international lens.
- Disasters strike all nations and have international consequences... disasters are global issues.



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HUMANITARIAN LOGISTICS MANAGEMENT

- Humanitarian logistics management is a specialized field of operations management.
- Definition: Humanitarian logistics management refers to the process of planning, implementing and controlling the efficient, cost-effective flow and storage of goods and materials, as well as related information, from the point of origin to the point of consumption for the purpose of alleviating the suffering of vulnerable people.
- Questions to ask ourselves today-
 - Why do we need to understand disaster logistics mechanisms?
 - How would understanding humanitarian logistics challenges facilitate the effective deployment of disaster relief in future disasters?
- What are past disasters teaching us about this field? Answer: varies by participants

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ISLA ENCANTO



Isla Encanto is the 2nd largest country in the Caribbean. It has an area of 48,671 sq. km (18,792 sq mi)- population 11.3 milion



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AIRPORTS

Air Hub is responsible for the International Airports. AirHub handles an annual average of 5 million passengers, with 76,610 aircraft movements. Through its airport network, 49 airlines connect the Isla Encanto with 63 cities in the world.

AirHub reported that the 15,462,842 pounds of cargo transported represent 15% and 11% growth over the same period of 2019 and 2020, respectively. During the month, 196 dedicated air cargo operations were carried out, which contributed to strengthening the supply of raw materials to the island.

THE RESPONSE 22 HOURS AFTER

ISLA ENCANTO: Hurricane Marcia

Situation Report No. 1 (as of 7 JUNE 2024)

This report is produced by the OCHA Regional Office for the Latin America and Caribbean Office.

Highlights

- On 7 June Category 5 Hurricane Marcia cut a path of destruction across Isla Encanto blowing off roofs, bringing down trees and powerlines, and flooding rivers.
- At its peak, the hurricane was estimated by the Isla Encanto National Hurricane Service reported sustained winds of 160 mph, making it one of the most severe hurricanes ever to hit the Caribbean.
- Six people have been confirmed dead.
- 150 houses have been confirmed as destroyed in the Eastern Division (Santa Lucia) and a further 60 damaged.
- A 30-day state of emergency has been declared and a nation-wide curfew is currently in force.

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Confirmed fatalities

50

Buildings Collapsed

150

Houses destroyed in Eastern Division

Source: Isla Encanto Government, Office of the Prime Minister and Isla Encanto

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HURRICANE MARCIA



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Breakout #1



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RECAP: AIRPORT STATUS

- In the first 24 hours after the hurricane, the airport transitions from immediate emergency response to initial recovery efforts. While the damage is extensive, coordinated efforts by airport management, emergency responders, and external agencies begin to restore order and plan for the future. The focus remains on ensuring the safety of all individuals, stabilizing the situation, and laying the groundwork for the airport's eventual return to full operational capacity.

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NGO'S



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SUPPLY CHAIN

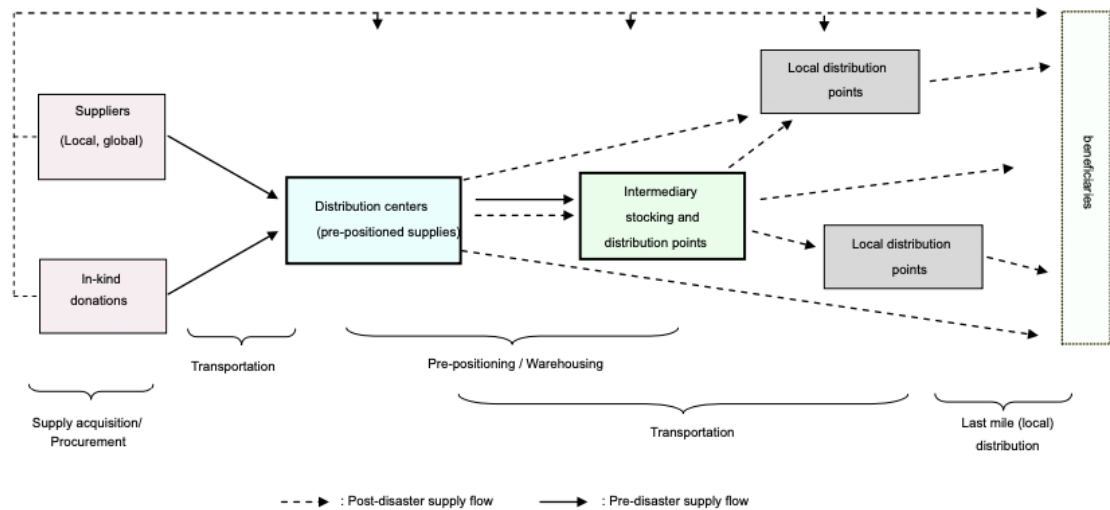


Fig. 1. Relief chain structure.

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DAY 2

- Day 2: Rising to the Challenge
- The first 24 hours after Hurricane Marcia have been a whirlwind of chaos, coordination, and critical response. As the sun rises on the second day, the focus shifts from immediate emergency response to preparing the airport to become a vital hub for receiving and distributing humanitarian aid.
- The goal: Through meticulous planning, coordination, and tireless effort, the airport transforms into a bustling hub for humanitarian aid within 48 hours of Hurricane Marcia's devastating impact. The collaborative efforts of local, federal, and international organizations ensure that essential supplies and services reach those in need, setting the stage for recovery and rebuilding in the days and weeks to come.

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Breakout #2



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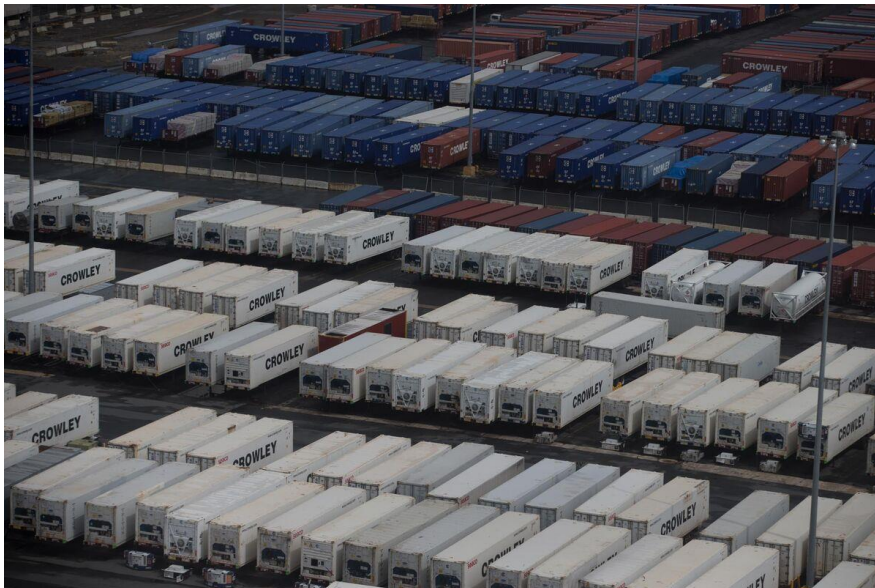


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CARGO ARRIVES

- Hour 43-48: Facilitating Arrival and Distribution
- The first humanitarian aid flights begin to arrive. Cargo planes, filled with essential supplies, touch down on the cleared runway. Ground crews, equipped with forklifts and trucks, swiftly unload the cargo. Volunteers and aid workers form human chains to transfer supplies to designated storage areas. Temporary warehouses and distribution centers are set up near the tarmac. Supplies are sorted and categorized for quick deployment. Medical supplies are dispatched to hospitals and clinics, while food and water are sent to community distribution points and shelters. The airport's parking lots and unused hangars are converted into staging areas for large-scale aid distribution. Tents and temporary structures house volunteers, aid workers, and displaced residents seeking immediate assistance.

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CONTINUING OPERATIONS

Hour 55-60: Continuous Operations and Evaluation

As aid operations continue around the clock, shifts of workers and volunteers ensure that there is no interruption in the flow of supplies. The command center continuously evaluates the situation, adjusting priorities and logistics as needed. Regular briefings keep all stakeholders informed and coordinated. Feedback from the field helps refine the distribution process, addressing any bottlenecks or challenges that arise. Plans are made for the next wave of aid flights, ensuring that the airport remains a vital lifeline for the affected community.

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Breakout #3



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PROBLEMS



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NACC
HUMANITARIAN AVIATION CAMPAIGN



16-18 JULY 2024
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SUPPORTERS



AGENDA

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