



| ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



6th Humanitarian Aviation Safety Campaign

Collaborating for Effective Disaster Response and Preparedness

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ICAO Global Crisis Management Framework and HADRA

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Milestones

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NAM/CAR
Regional
Contingency
and
Emergency
Planning and
Response
Activities



NACC Contingency Planning and Response Strategy



Contingency events occurred during 2017 raised awareness of the need for a revised support strategy to address contingency planning and response



Since 2018 the ICAO NACC Regional Office has been implementing a Caribbean Regional Contingency Planning and Response strategy, to address the disruption, or potential disruption, of Air Traffic Services (ATS) and related supporting services in the CAR Region.



As part of this strategy, the ICAO NACC Regional Office organizes the NAM/CAR Regional Contingency and Emergency Planning and Response Meeting, which takes place annually before the starting of the hurricane season.



ICAO NACC is focused on:

- Supporting drafting and implementation of contingency plans.
- Providing guidance to support States in enhancing the resiliency of their ANS system.

CAR Region ATM Contingency Plan

The CAR Region ATM Contingency Plan, approved in 2020, provides the framework for States to comply with ICAO Standards and Recommended Practices (SARPs) and Regional agreements regarding contingency planning for Air Traffic Services.

The rationale is to consolidate in one document the guidance to allow the compliance with ICAO SARPs adapted to the regional context.

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.

With the approval of the CAR Region ATM Contingency Plan, the CAR Contingency and Emergency Response Coordination Team (CAR CERT) was created, to enhance regional response to ATS related contingencies, improving communication and coordination when most needed.

Also, the NAM/CAR Regional Contingency and Emergency Planning and Response Meeting was initiated, to provide follow-up to the Plan, analyze previous contingency situations and prepare for the hurricane season.



CAR REGION AIR TRAFFIC MANAGEMENT CONTINGENCY PLAN

Version 1.3
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

NAM/CAR Regional Contingency and Emergency Planning and Response Meeting

Conducted annually.

Brings together ANS representatives from States/Territories of the NAM/CAR Regions. Some neighboring SAM States also attend.

The Meeting:

- Reviews contingency events occurred in the previous year (and before the Meeting), analyzing root causes, corrective actions and opportunities for improvement.
- Provides an opportunity to update the States/ATS providers contingency plans.
- Serves as a planning framework to identify the main challenges and prioritize support activities.

Along with the meeting a workshop is provided to provide additional support for specific topics.

The next topic to be addressed is the air navigation facilities planning to face direct impact from hurricanes.



Project to Develop Guidance Material to Enhance the Resiliency of Air Navigation Services for the Caribbean Region

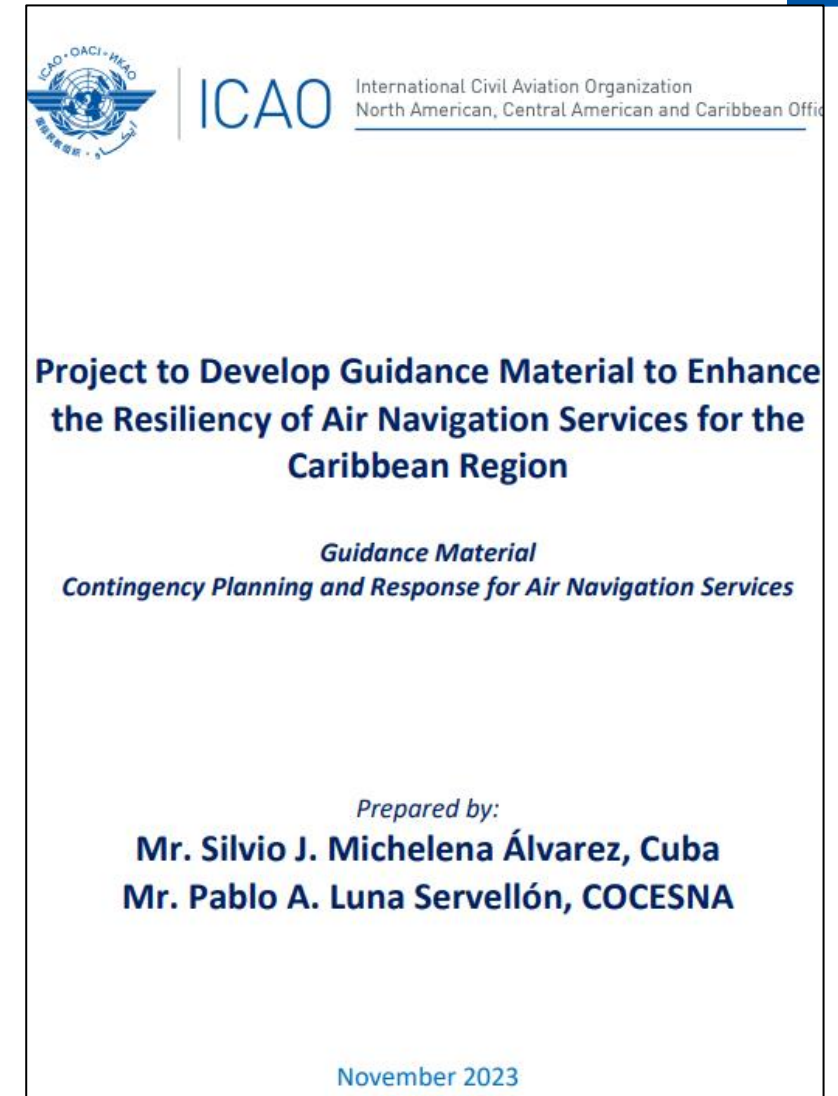
Workshop for Air Navigation Services Contingency Planning

With the support of the ICAO Air Navigation Bureau (ANB) Special Implementation Projects, guidance material was developed to draft guidance material for a comprehensive ANS Contingency Plan for CAR Region ANSPs.

Using the guidance material as a reference, the ICAO NACC Multi-Regional Civil Aviation Assistance Programme (MCAAP) provides funding to organize a workshop to disseminate the regional guidance material.

The workshop was provided with the support of ANS experts from Cuba ANSP (ECNA) and the Central American Corporation of Air Navigation Services (COCESNA).

This is just an example of the combined support the NACC strategy can provide to the Region.



02 HADRA



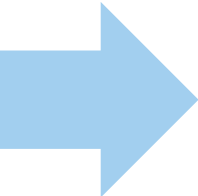


What is HADRA?

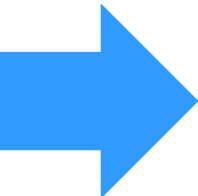
Humanitarian Assistance and Disaster Response in Aviation:

- Members from International aviation and humanitarian community (ACI, CANSO, IATA, ICAO, WFP, UN OCHA, UNDP, DP-DHL)

OBJECTIVES

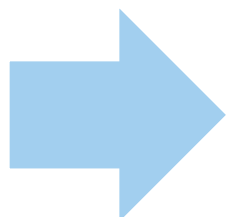


Design and implement in disaster-prone countries, preparedness or anticipatory activities as well as tools and guidance to the stakeholders involved in aviation and humanitarian response

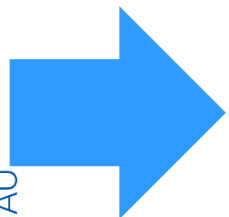


Enhance disaster-response mechanisms globally

DELIVERABLES



Guidance document launched on 12 May 2022



Communications tool based on block chain technology launched in July 2022

Next Step

ICAO will call for a meeting for the expert group in Q4 2025 to:

Review guidance material of 2022 including the role of the expert group and its members based on the lessons learned

Explore the Communication and Coordination mechanisms to be used

discuss possible integration with other crisis/contingency mechanisms and the global crisis management framework

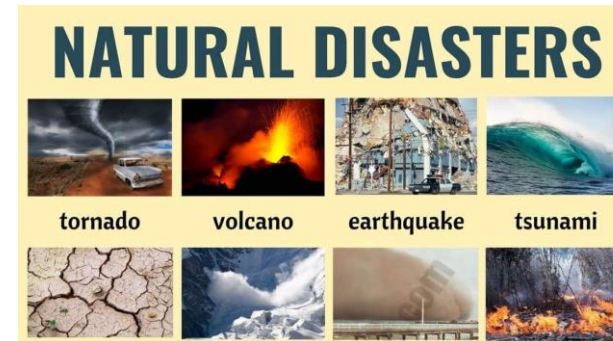
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Crisis Preparedness and Response Framework



Crisis preparedness and response

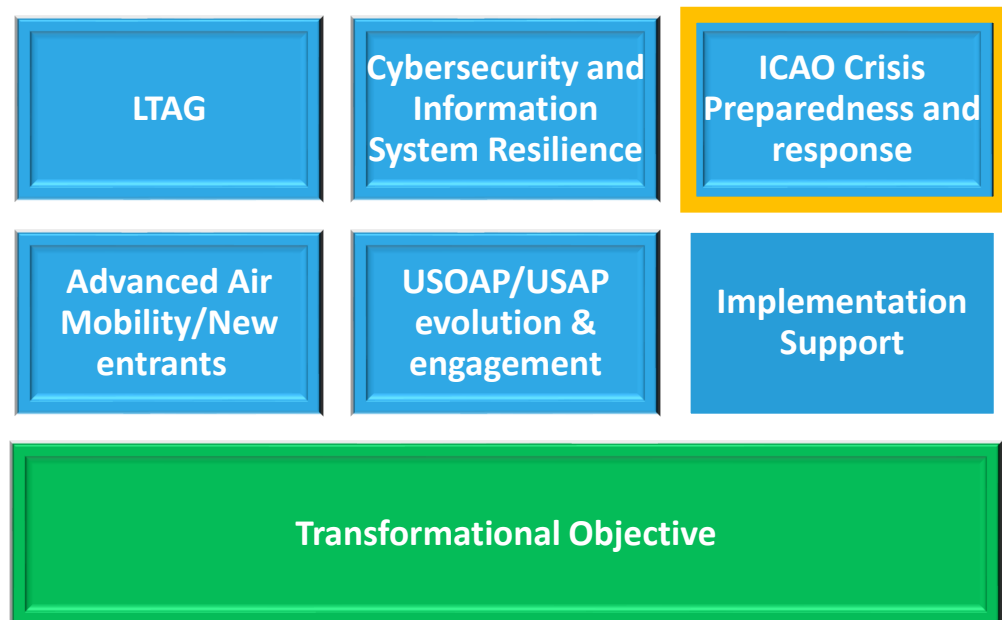
A crisis/contingency event can happen anywhere and
disrupt flight operations



In the ICAO Business Plan

Current Triennium 2023-2025

Priority Focus Areas approved by the ICAO Council



Next Triennium (2026-2028)

One of the Programmes under One Strategic Goal



**AVIATION DELIVERS
SEAMLESS,
ACCESSIBLE, AND
RELIABLE MOBILITY
FOR ALL**

Crisis Preparedness and Response

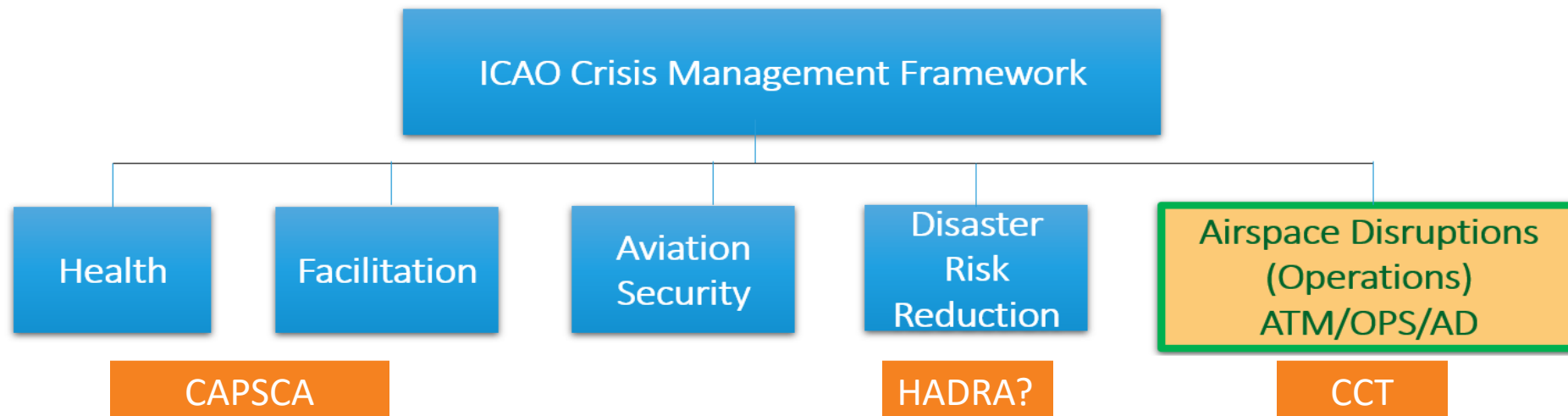
This programme envisages to create a comprehensive and adaptable crisis response programme within ICAO to help States meet obligations under the Chicago Convention and other sectors, improving crisis response capabilities for ATM disruptions, health emergencies, and humanitarian crisis

Purpose

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- ✓ **Address the current crisis response challenges**, in such areas as governance, coordination and communication.
- ✓ **Improve response capabilities by States** in the face of various crises (e.g., pandemics, natural disasters) causing disruption, or potential disruption, of airport, air traffic and other related support services,
- ✓ **Improve preparedness of ICAO and the aviation-related entities** to respond to these diverse crises in a timely, efficient, coordinated and effective manner.

Initial proposed structure



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Harmonized Regional ATM Contingency Frameworks

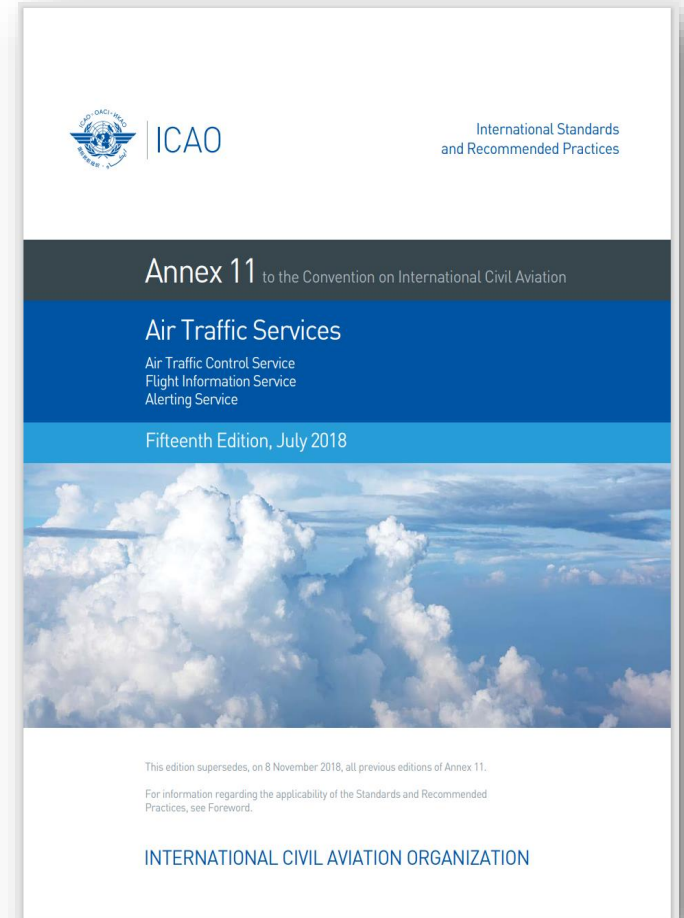


Annex 11 - 2.32 Contingency arrangements

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.

*Note 1.— **Guidance material** relating to the development, promulgation and implementation of contingency plans is contained in **Attachment C**.*

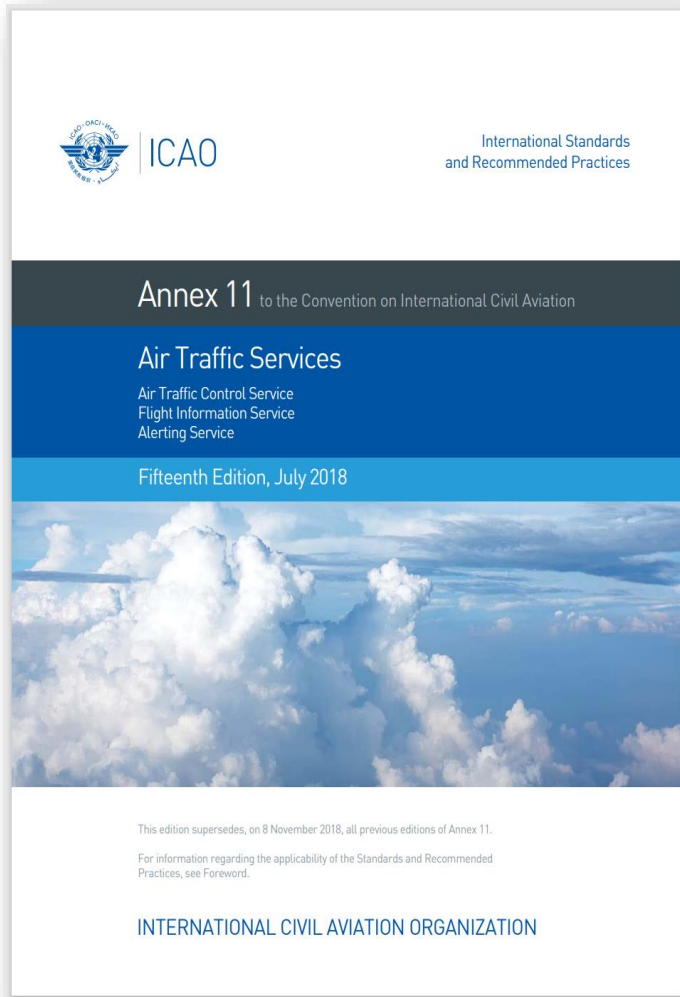
*Note 2.— Contingency plans may constitute a temporary deviation from the approved regional air navigation plans; such **deviations are approved**, as necessary, **by the President of the ICAO Council on behalf of the Council**.*



The CCT

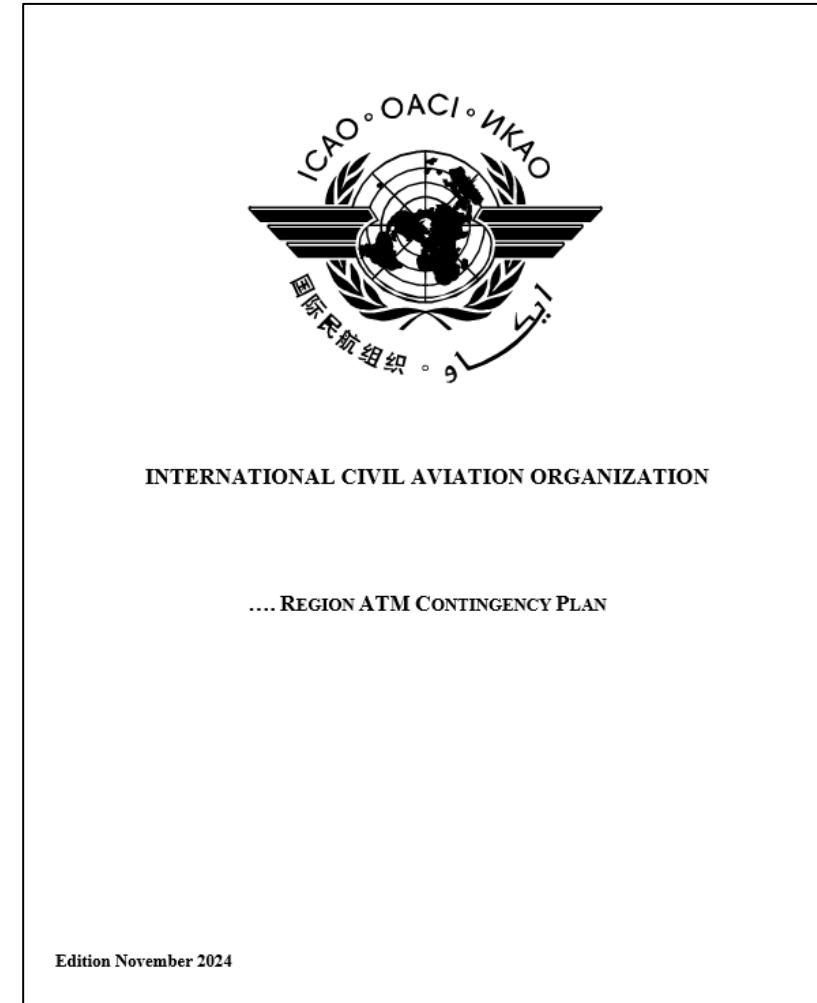
Contingency Coordination Team

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Described in Annex 11 Attachment C

A **coordinating team** should be designated within, or in association with, a central agency for the purpose of coordinating activities during the disruption.



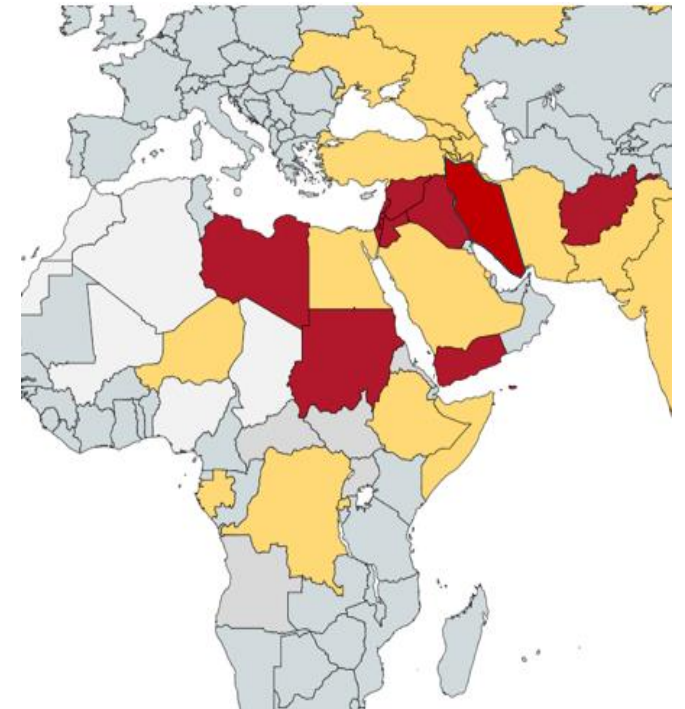
Contingency Coordination Teams (CCTs)

CCTs objectives

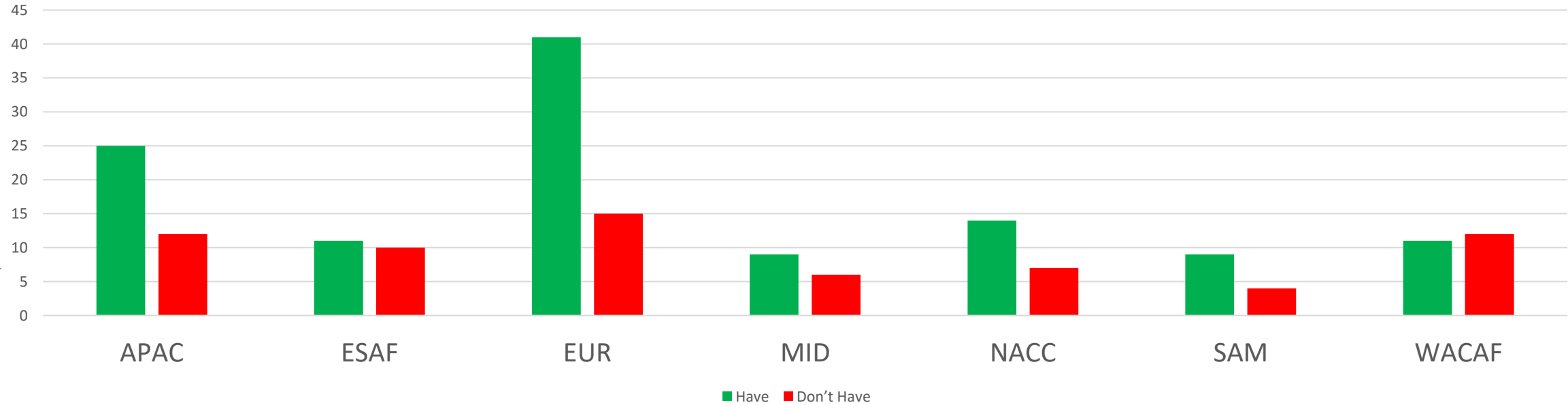
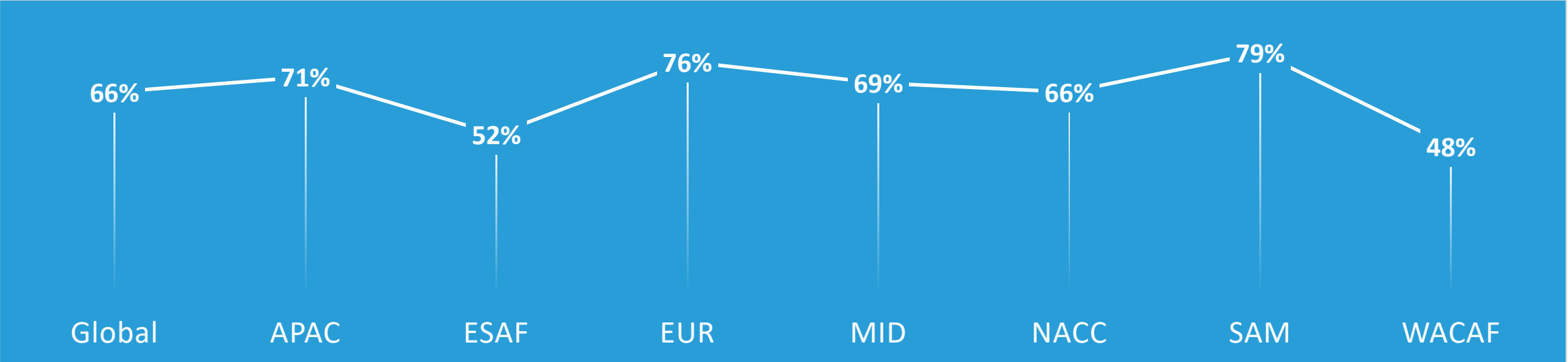
- ✓ Part of the ATM Regional Contingency Plan endorsed by Planning and Implementation Regional Groups (PIRGs)
- ✓ Forum for **coordination** and **sharing** of information between stakeholders;
- ✓ Agree on **contingency arrangements**.
- ✓ Ensure the **safety** and **continuity** of flight operations in the event of **disruption** of ATS.

CCTs are:

- ✓ Established with specific **scope** and **size** depending on contingency event;
 - ✓ Also **activated** in cases when **airspace users decide to circumnavigate** airspace(s) due to **conflict zones, weather**, etc., which might significantly increase the air traffic in other airspace(s).
- Used for the implementation of **recovery plans** for the **normalization** of flight operations.



ATS Contingency Plans and their Status



Moving from just an ATS planning contingency document to a comprehensive ATM contingency management framework

Recommendation 1.1/2 – Resilience of the air navigation system

That States:

a) implement airspace optimization initiatives covered by ICAO provisions, such as air traffic flow management, flexible use of airspace and civil-military cooperation;

b) share advance information related to anticipated disruptions; and

that ICAO:

c) together with States and industry, develop **global guidance on air traffic management contingency management, including the recovery phase, as well as regional frameworks**, to support the implementation of Annex 11 — *Air Traffic Services*.

What makes a Contingency Plan useful ?

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*Set of agreed **arrangements** to be applied during a contingency situation*

*Set of **procedures** for implementation under specific circumstances*

- *It is a “procedures” document.*
- *It’s a pre-agreed measures.*
- *It’s to be kept very simple.*

So we should **STOP calling it a plan and..**

Call it

ATM Contingency Arrangements and Procedures

They should be established **collaboratively**
between adjacent ATS Units and airspace users

They should provide for a timely response to a contingency event



Control is not enough



Management is mandatory.



Proposed ATM Contingency Management (CM) Cycle

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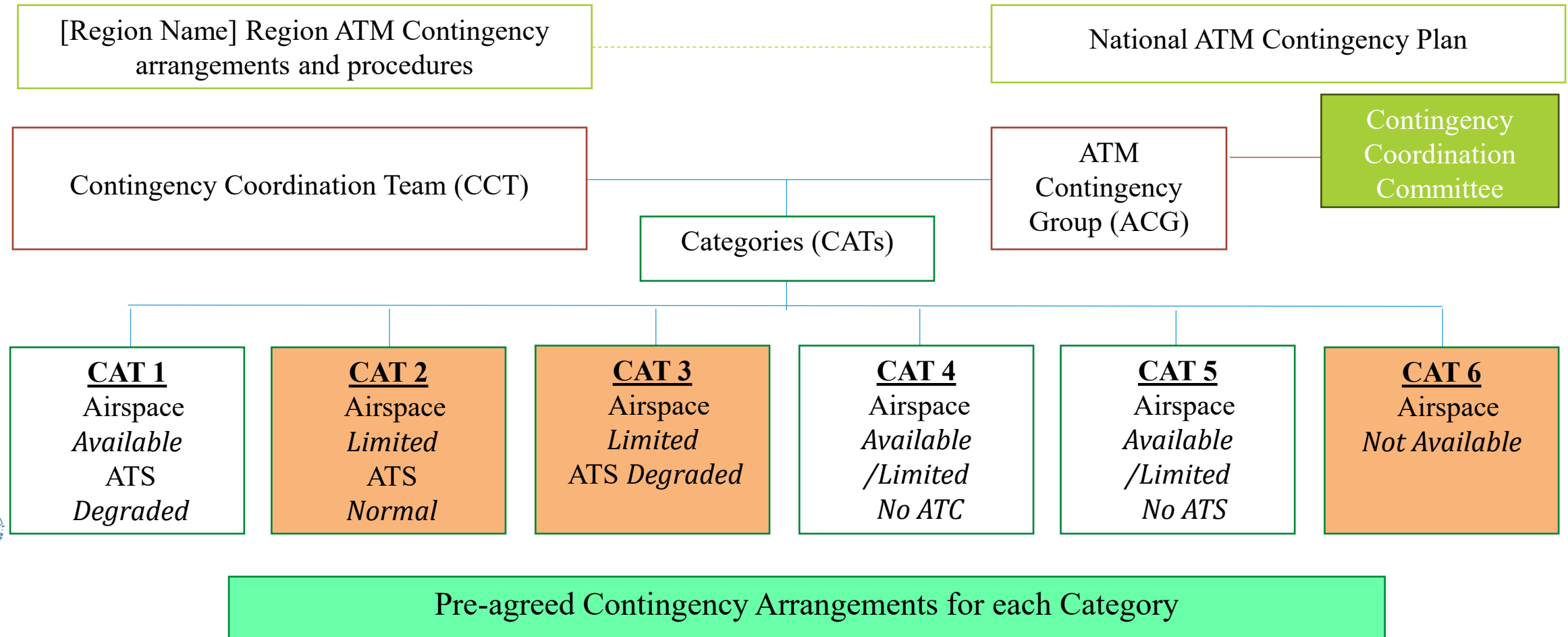
Regional ATM Contingency Framework

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[Name] Region ATM Contingency Framework

Regional Level

National Level



1. Development of the Contingency Plan:

- How the plan is developed, agreed to and authorized
- Is it developed in collaboration with airspace users, military authorities, and adjacent FIRs?

2. Airspace arrangements:

- Utilizing existing ATS routes during disruptions, or contingency routes, FLAS, ATFM measures, etc.?

3. ATS Contingency Procedures:

- Specific procedures for ATS during disruptions (e.g., conflict zone, volcanic ash, severe weather, military activity).

4. Pilots and Operator Procedures:

- Guidance for pilots and operators during contingency situations.

5. Source of information

MET service providers, security, airport operators, airlines, military, media, etc.

6. Cooperation and Communication Procedures:

- How information is exchanged among stakeholders and disseminated to relevant parties.

7. Aeronautical Support Services:

- Supporting services available during contingencies (AIS, CNS, MET, SAR, etc).

8. TRAINING and more TRAINING and EXERCISES

05 Milestones

- Regional ATM CM Workshops to be held in 2025-2026 (TBC):
 - NACC and SAM Nov 2025
 - MID Dec 2025
 - APAC Jan 2026
 - AFI Feb 2026
- Finalization of the document and presentation to relevant PIRGs for endorsement in 2026-2027
- The draft Global Crisis Preparedness and Response Framework is expected to be ready by the end of 2026.



Thank You!