



**Fourth GREPECAS–RASG-PA Joint Meeting and  
 Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group  
 (GREPECAS/22)**

Virtual Phase (Asynchronous, 16 September to 11 October 2024)  
 In-Person Phase (Lima, Peru, 20 to 22 November 2024)

**Agenda Item 5 : CAR/SAM Air Navigation Services (ANS) Implementation**

**5.1 Air Traffic Management (ATM), Airspace optimization, Air Traffic Flow Management (AFTM) and Search and Rescue (SAR)**

**ATM CONTINGENCY- CRISIS RESPONSE - CAR/SAM IMPLEMENTATION**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
<p>This working paper provides an update of the activities related to ATM contingency planning and response in the CAR/SAM Regions and request support for the harmonization of the CAR/SAM framework with the other ICAO regions.</p>	
<b>Action:</b>	Suggested actions are included in Section 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Safety</li> <li>• Air Navigation Capacity and Efficiency</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• Convention on International Civil Aviation</li> <li>• <i>Annex 11 – Air Traffic Services</i></li> <li>• Final report of the Twenty-first Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/21), Santo Domingo, Dominican Republic, 13 to 17 November 2023</li> <li>• Final Report of the Fourth NAM/CAR Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/4), On-line, 28 May 2024</li> <li>• Outcomes/Results of the ICAO APAC/MID ATM Contingency Planning Workshop and APAC ATM Contingency Tabletop Exercise ICAO Asia and Pacific Regional Office, Bangkok, Thailand, 25 - 28 June 2024</li> </ul>

## 1. Introduction

1.1 Resilience of the Air Traffic Management (ATM) system is a key ingredient for the continuity of the air transport system.

1.2 To maintain ATM system availability, its supporting services must also be made safer and more efficient, reducing the probability of failures and improving recovery times.

1.3 ATM contingency planning is one of ICAO's priority areas of interest, and several activities are being carried out to promote global harmonization.

## 2. Background

2.1 GREPECAS/21 meeting approved *Conclusion GREPECAS/21/09 – ACTIONS TO STRENGTHEN CONTINGENCY PLANNING IN THE CAR/SAM REGIONS*. This Conclusion asked the Secretariat to develop and promote a comprehensive strategy to improve contingency planning in the air navigation services of the CAR/SAM Regions, including guidelines for the establishment of level 1 (internal arrangements) and level 2 (bilateral arrangements among adjacent ATS units) contingency plans by GREPECAS/22.

2.2 ICAO is currently working on harmonizing the ATM contingency response framework used across ICAO regions. For this harmonization work, the draft Asia-Pacific Region ATM Contingency Framework has been taken as a reference.

2.3 A global Special Implementation Project (SIP) was approved to improve preparedness for and management of ATM contingency events. With the support of the SIP an ATM coordination meeting was organized, including representation of all ICAO Regional Offices and Headquarters (HQ), to coincide with the ICAO APAC/MID ATM Contingency Planning Workshop and APAC ATM Contingency Tabletop Exercise ICAO Asia and Pacific Regional Office, held in Bangkok, Thailand, 25 - 28 June 2024.

2.4 The consensus among ICAO Regional Offices and HQS is that the revised APAC ATM Contingency Framework should be used as a reference to promote a global harmonization of the ATM contingency arrangements among States to ensure the continuity of international air traffic. The revised APAC ATM Contingency Framework and the recommendations from the ICAO APAC/MID ATM Contingency Planning Workshop will be presented to the APAC Planning and Implementation Regional Group (PIRG) for approval. The outcomes/results of this workshop are available in the following link: <https://www.icao.int/APAC/Meetings/Pages/2024-ATM-Contingency-WS-TTX.aspx>.

### 3. Implementation activities

#### 3.1 CAR Region

3.1.1 To comply with *Conclusion GREPECAS/21/09* and to be able to strengthen the planning and preparation of States in contingency and crisis management, a SIP was approved by the ICAO Air Navigation Bureau to develop guidance material for ATM contingency planning, to enhance regional guidance for Level 1 {internal State plans dealing with internal/domestic coordination actions for the Air Navigation Services Providers (ANSPs)} and Level 2 (bilateral contingency plans involving two or more States) contingency plans.

3.1.2 Thanks to the support of Air Navigation Cuban Company {*Empresa Cubana de Navegación Aérea* (ECNA)} () and the coordination of the Civil Aeronautics Cuban Institute {*Instituto de Aeronáutica Civil de Cuba* (IACC)}, the first deliverable of the project was completed. This first deliverable includes recommendations to enhance the Air Traffic Services (ATS) resilience, addressing several key topics to ensure the availability of ATS, like infrastructure, Communication Navigation and Surveillance (CNS), operational considerations and other aspects (availability of personnel, social unrest, etc).

3.1.3 The second deliverable of the project addresses guidance material for contingency bilateral letters of agreement and complement some parts of the first deliverable. The project will be completed in November 2024, and the guidance material will be available to States and included into the GREPECAS Regional Guidance.

3.1.4 The Fourth NAM/CAR Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/4) was held on-line, on 28 May 2024. The Meeting reviewed the ICAO requirements for ATS contingency planning, provided information regarding the regional agreements for contingency planning and updated the results of the GREPECAS/21, which took place in Santo Domingo, Dominican Republic, from 13 to 17 November 2023.

3.1.5 Recognizing that the nature of the circumstances leading to ATM contingencies rarely occur in isolation, the ICAO NACC Regional Office is working to expand the scope of its contingency planning and response strategy, providing a more holistic approach to contingency planning and response.

3.1.6 In this regard, the ICAO NACC Regional Office also has been working with the World Food Programme (WFP), the Federal Aviation Authority (FAA), the International Air Transport Association (IATA), the Airports Council International for Latin America and the Caribbean (ACI-LAC) and other organizations to address various aspects of the “Aviation Safety Campaign”, including the aim of improving preparation among the region in the wake of emergency response and ensure a safe operating environment for disaster response operations.

3.1.7 In 2024, the event was held at the IATA Regional Office for the Americas in Miami, United States, from 16 to 18 July 2024, on the backdrop of improving the Central America and Caribbean Region States emergency and disaster response with the focus on being better prepared for humanitarian assistance and response to disasters as well as the Importance of Regional cooperation on time of crises.

## 3.2 SAM Region

3.2.1 In the SAM Region, since the ATS Contingency Plans meetings (SAM NORTH and SAM SOUTH) held in 2022, 77% of these documents have been updated and harmonized. By August 2024, coordination between Argentina and Paraguay is in progress, as well as the update of Bolivia's Contingency Plan.

3.2.2 In December 2023, an ICAO assistance mission to Panama, with the participation of the Aeronautical Authority and IATA, promoted the updating and promulgation of the ATS Contingency Plan. An ATS Contingency Plan Tabletop exercise is programmed by October 2024, hosted by Ecuador.

3.2.3 The SAM/IG and contributing bodies have been analyzed the drafted ICAO Global Framework. It is recognized the need of evolve from an ATS Plan to an ATM Plan, as well to fortify the support of the ATFM service. The SAM Regional Office maintains H24 monitoring of potential contingency or crisis situations, to promote the response and support of States and Organizations, including the early organization of Contingency Coordination Teams (CCTs).

## 4. Conclusions

4.1 Following the GREPECAS conclusions, the CAR/SAM Regions have been working to update the regional guidance to address contingencies for air traffic management.

4.2 The improvements in the CAR/SAM Regions' guidance material to address level 1 and 2 contingency arrangements will have a very positive impact on improving ATS availability.

4.3 The global harmonization of these procedures is a mechanism that will benefit the application, ensuring standardization in the implementation of best practices and the identification of opportunities for improvement across all the ICAO Regions.

## 5. Suggested actions

5.1 The Meeting is invited to:

- a) Take note of the information provided in this Working Paper.
- b) Request the Secretariat to take actions to harmonize the CAR and SAM Regions contingency plans with the approved version of the Asia/Pacific Region ATM Contingency Framework; and
- c) Suggest any other actions deemed necessary.