

INTERNATIONAL CIVIL AVIATION ORGANIZATION
FOURTH MEETING OF DIRECTORS OF CIVIL AVIATION
OF THE CENTRAL CARIBBEAN

(Cayman Islands, 17 – 20 May 2000)

Agenda Item 5: Search and Rescue and Civil Aviation Mass Casualty Incident Response Plan for the Central Caribbean

Civil Aviation Mass Casualty Incident Response Plan for the Central Caribbean

(Presented by the Secretariat)

Summary

This paper presents a review of the current status of the proposal to develop and establish a Civil Aviation MCI Response Plan for the Central Caribbean sub-region and recommends an approach for the completion of this task with a time and resource efficient programme to a deadline.

References: Reports of the 1st to 3rd Meetings of Directors of Civil Aviation of the C/CAR.
Report of the 1st MCI/SAR C/CAR Task Force Meeting
Draft MCI/SAR Emergency Response Plan prepared by the MCI/SAR C/CAR TF
Reports of the 11th to 15th Meetings of Directors of Civil Aviation of the E/CAR
Reports of the 1st and 2nd E/CAR SAR Committee Meetings

1. Introduction

1.1 A survey of aircraft operational safety related incidents and accidents in the CAR Region has been compiled for the period from 1996 to 1999 and is included in **Appendix A**. The information contained in the table suggests the following:

- High passenger capacity aircraft operate in the region and the risk of accident resulting in mass casualties therefore exists
- The CAR Region could be considered to have recently enjoyed a relatively safe period which some would translate to a projection of increased risk of an accident in the future

1.2 Individual States and Territories in the Central Caribbean (C/CAR) Region remain ill-prepared to respond effectively to an emergency created by a civil aviation mass casualty incident¹ (MCI) due to lack of resources. It has been established in previous meetings that a well-coordinated regional response to such an incident could however be much more effective in reducing the loss of life and serious injuries. This would require a full commitment and subscription by all States in the region and the preparation of an adequate Civil Aviation MCI Response Plan.

1.3 A significant advance in this proposal was achieved by the C/CAR MCI/SAR Task Force (TF) meeting in April 1999 when the task of formulating a draft plan was initiated. Nevertheless, the task remains incomplete due to the lack of any subsequent work or meetings. The work of the TF has also been inefficient without the participation of the Caribbean Disaster Response Agency (CDERA) and the Pan-American Health Organization (PAHO) which have considerable expertise and experience in disaster emergency response planning in the Caribbean region, as well as having the necessary contacts and resources databases and political lobbying power.

1.4 States and Territories should consider carefully whether a Civil Aviation MCI Response Plan is still required, and if so, decide what level of priority should be assigned to the completion of this task. Once established that this item will receive full commitment from States, an action plan should be formulated which provides a programme of activities necessary to complete the establishment of a Civil Aviation MCI Response Plan for the C/CAR Region within a defined time period.

2 Background

2.1 Eastern Caribbean

2.1.1 The potential for an aircraft accident resulting in a Mass Casualty Incident in the Caribbean Region, where it was believed that many of the States could not respond satisfactorily to such an accident, and the concept of a Regional Focal Response Mechanism for the provision of the required timely response and coordination of emergency medical services to an MCI was first presented at the 11th DCA E/CAR Meeting held in Martinique in 1994. A chronology of subsequent events in the development of MCI response planning in the Eastern Caribbean is provided in **Appendix B** to this paper.

2.2 Central Caribbean

2.2.1 Although the topic of the potential of an aircraft accident resulting in a MCI was not addressed in the Central Caribbean until three years later at the 1st DCA C/CAR Meeting in Haiti in 1997, developments in this sub-region have overtaken the achievements in the Eastern Caribbean, albeit with the benefit of the knowledge of the first steps taken in the latter region. The issue has been addressed in the Central Caribbean at the 2nd DCA C/CAR Meeting in Dominican Republic in 1998 and in the 3rd DCA C/CAR Meeting in Cuba in 1999, and more importantly through the establishment and meeting of a MCI/SAR Task Force.

¹ It is noted that technically the definition in aviation of an “accident” is an aircraft operational safety related occurrence in which a person suffers death or serious injury, or the aircraft sustains substantial damage. An “incident” is an aircraft operational safety related occurrence which is not considered an accident. For the purpose of maintaining consistency in the discussion on this topic, the term “incident” in this paper, which has been adopted from disaster related terminology, is identical to the term “accident”.

2.2.2 The 1st DCA C/CAR Meeting in 1997 discussed National Airport Emergency Plans and the need for a regional response to a Mass Casualty Incident through a coordinated focal mechanism which led to the development of the following Conclusion 1/12:

Conclusion 1/12 Regional Response to a Mass Casualty Incident

The Directors of Civil Aviation of the Central Caribbean, aware of the necessity for a satisfactory response to an aviation catastrophe,

- a) Agree in principle, to the need for the development of a Regional Emergency Response Plan and for a Regional Focus Mechanism to serve the C/CAR in the event of a MCI;
- b) request that the subject of a Regional Response to a MCI, be included in the Agenda of the 2nd Meeting of the DCA C/CAR; and
- c) That the ICAO Regional Office in Mexico City send a communication to all States and Territories in the C/CAR, requesting information on resources and other items that States and Territories should provide at the 2nd meeting of the DCA C/CAR for inclusion in a database which could serve as a basis for a Regional MCI Response Mechanism.

2.2.3 The 1st C/CAR DCA Meeting, taking into account the conclusions of the Regional Conference on Aviation Emergency/Disaster Preparedness (Castries, St. Lucia, 16-18 May 1995) about the recommendation that the mandate of CDERA be modified to include aviation and airport emergency response activities, developed the following conclusion:

Conclusion 1/13 Inquiry of the Caribbean Disaster Emergency Response Agency (CDERA)

That, the ICAO Regional Office in Mexico City contact CDERA in order to determine the status of the effort to include aviation and airport emergency response activities as part of its mandate and report on its findings at the 2nd DCA C/CAR Meeting.

2.2.4 The ICAO Regional Office in Mexico City, complying with Conclusion 1/12 of the 1st DCA C/CAR Meeting prepared a questionnaire requesting basic information for the development of a Regional Emergency Response Plan and for a Regional Focal Mechanism to serve a designed area in the event of a Mass Casualty Incident. The questionnaire was sent to States and Territories and the replies received were presented to the 2nd DCA C/CAR Meeting.

2.2.5 The ICAO Regional Office in Mexico City, complying with Conclusion 1/13 of the 1st DCA C/CAR Meeting sent a letter to CDERA to determine the status of the effort to include aviation and airport emergency response activities as part of CDERA's mandate and the possible evolution to a focal Regional Response Mechanism for the Caribbean. No response to this letter was received from CDERA.

2.2.6 The 2nd DCA C/CAR Meeting in 1998 noted the summary presented by the Secretariat on the actions performed by ICAO, States and other Organizations in the different Caribbean regions in respect to regional Response to a MCI including the creation of a focal Regional Response to a MCI mechanism. The Meeting also noted the necessity to establish a Task force for activating and developing those elements needed for the establishment of the mechanism. The Meeting suggested that CDERA and PAHO be invited to join the Task Force.

2.2.7 The 2nd DCA C/CAR Meeting developed the following Conclusion 2/6:

Conclusion 2/6 Creation of a Task Force on Mass Casualty Incidents and Search and Rescue for the Central Caribbean (MCI/SAR C/CAR TF)

That, a Task Force on MCI and SAR for the C/CAR be established with Terms of Reference, Work Programme and Composition as outlined by the Meeting.

2.2.8 The 3rd DCA C/CAR Meeting took note that the E/CAR States have expressed an interest in identifying and addressing Caribbean Region SAR and MCI issues with the C/CAR States. The Meeting was of the opinion that the MCI/SAR C/CAR TF should establish regular communication with the E/CAR SAR TF and, possibly, hosting joint meetings.

2.2.9 Based on the above, the Meeting formulated the following conclusion:

Conclusion 3/14 - Regional SAR Activities

That:

- a) regular meetings be carried out of the MCI/SAR C/CAR TF in order to develop a SAR plan for the C/CAR Region which includes the steps and resources necessary for effective SAR services;
- b) encourage the MCI/SAR C/CAR TF to establish communications with CDERA and other interested entities in order to benefit from their expertise; and
- c) regular communication and joint activities with the E/CAR SAR TF be established to exchange ideas and possibly develop a Caribbean Regional SAR plan.

2.2.10 The Rapporteur of the MCI/SAR C/CAR TF presented to the Meeting the report of the work performed by this group since the 2nd DCA C/CAR. The MCI/SAR C/CAR TF had developed a draft Emergency Response Plan for Mass Casualty Aviation Incidents. The draft plan has achieved the Task Force's objective of initiating the development of a response plan, although it is evident that a considerable amount of further work on this plan is necessary and that this task would benefit tremendously from the participation of CDERA and PAHO with their knowledge and experience in this area.

2.2.11 The Meeting expected that the Task Force would hold at least one meeting before this 4th DCA C/CAR meeting to continue developing their work programme. The ICAO Regional Office has however received no notification of any activities undertaken by the Task Force since the previous DCAs meeting. It is expected that the Rapporteur of the MCI/SAR C/CAR Task Force provide a briefing to the Meeting advising of recently undertaken and proposed future activities.

3. Discussion

3.1 Progress Related Issues

3.1.1 Although the proposal to develop a civil aviation MCI response plan for the C/CAR Region has been a topic of discussion during all the three previous DCA C/CAR meetings and States have committed to the proposal through the establishment and terms of reference for the MCI/SAR C/CAR TF, to date, the evidence of any results is limited to an initial attempt at creating a draft of such a plan. The following issues are seen to be hindering the current approach for the efficient development of a plan in the shortest time and with the minimum application of resources:

- a) Insufficient contribution from States and Territories to the participation in the MCI/SAR C/CAR TF
- b) Insufficient commitment from States and Territories of resources for responding to MCIs and provision of this information to the MCI/SAR C/CAR TF
- c) Insufficient communication between the MCI/SAR C/CAR TF and regional organisations with expertise and experience in disaster response planning such as CDERA and PAHO
- d) Inadequate participation and no subsequent meetings of the MCI/SAR C/CAR TF
- e) Attempt to combine MCI and SAR which instead could be considered separately with a common interface
- f) Lack of a time-based coordinated activity programme for the development of the response plan

3.2 Proposed Required Activities

3.2.1 The following steps are considered to be required in order for the MCI/SAR C/CAR TF to develop an adequate dedicated civil aviation MCI response plan:

- 1) Confirm commitment and subscription of States
- 2) Confirm participation and assistance of regional organizations specialised in disaster emergency response including CDERA and PAHO
- 3) Consultation with IATA and airlines on existing provisions and requirements
- 4) Consultation with ACI and airports on airport emergency plans
- 5) Consultation with States on National Emergency Plans and SAR Plans
- 6) Obtain a sample MCI response plan, preferably applicable to civil aviation accidents

- 7) Qualify and Quantify the resource and service requirements based on a worst case scenario (ie wide-body aircraft accident with mass casualties due to impact and fire in darkness and poor weather at an isolated location in difficult terrain with dense vegetation on a small island with limited national resources)
- 8) Establish the availability and commitment of resource and service providers in each State and Territory – Aviation, Airport, Health, Fire, Police, Defence, Coast Guard, Disaster, Red Cross, Clergy, Transportation, Communications
- 9) Collection of data from States and Territories – resources, contacts, etc.
- 10) Create a database of resources – staff, supplies, accommodation, ambulances, helicopters, aircraft
- 11) Appoint a volunteer State/Territory/Organization to establish an MCI Regional Response Coordination Centre (different to the Emergency Operations Centre established near to the site of the accident)
- 12) Appointment of national co-ordinators in each State and Territory
- 13) Establishment of a response coordination network – communication and transportation
- 14) Preparation of the civil aviation MCI Response Plan
- 15) Testing of the plan to establish areas for improvement
- 16) Revision of the plan

3.2.2 Alternatively, the existing regional response procedures for other disasters could be modified to include provisions for the response to a civil aviation aircraft accident. This approach would be quicker and easier but requires the full commitment of CDERA and PAHO in managing the process and States to provide the necessary contribution. It is recognised that a civil aviation MCI is different to other types of disaster with its particular medical requirements but the information databases and communication and transportation mechanisms which have been established for other disasters would provide a sound basis for developing the additional requirements for an aviation specific catastrophe.

3.3 Potential Implementation Problems

3.3.1 Problems which have been identified associated with a regional response to civil aviation MCIs are as follows:

- inadequate communications between national agencies
- poor co-ordination of response from different national agencies
- slow mobilisation of response activities and resources
- language barrier – English, Spanish, French, Dutch, Creole

- insufficient resources – supplies, trained personnel, transportation, accommodation
- Financing – coordination centre, personnel training, response activities

Although none of the above appear to be insurmountable, these issues do need to be addressed by the MCI/SAR C/CAR TF. The TF should identify and evaluate options for the resolution of each issue, and recommend a preferred option for adoption. The basic principle should be that however little States have at a national level, should be effectively combined and coordinated to facilitate a regional response to a civil aviation MCI with the ultimate objective of reducing loss of lives and serious injuries.

3.4 Immediate Actions Required

3.4.1 Several immediate actions are deemed to be necessary to continue and complete the task of developing a regional civil aviation MCI response plan for the Central Caribbean and these are therefore included in the following draft Conclusion 4/a:

Draft Conclusion 4/a – Civil Aviation Mass Casualty Incident Response Plan for the Central Caribbean

That,

- a) States and Territories confirm their full commitment to the establishment of a Civil Aviation MCI Response Plan for the Central Caribbean, a task already assigned to the MCI/SAR C/CAR TF, with a deadline for completion by the 6th DCA C/CAR Meeting;
- b) ICAO convene a meeting between representatives of the MCI/SAR C/CAR TF, E/CAR SAR Committee, CDERA, PAHO and other appropriate organizations to establish the preferred approach to creating a mechanism for a regional response to a MCI created by a civil aviation aircraft accident in the Central Caribbean; and
- c) the MCI/SAR C/CAR TF, in consultation with other involved parties, develop a time-based coordinated activity programme to create a response plan for the Central Caribbean.

4. Action to be taken by the Meeting

The meeting is invited to review, note and comment on the contents of this working paper and adopt Conclusion 4/a.

**SURVEY OF AIRCRAFT OPERATIONAL SAFETY RELATED INCIDENTS AND ACCIDENTS IN THE CAR REGION FOR THE
PERIOD FROM 1996 TO 1999**

APPENDIX A - CAR Region Airline Safety Review (1996 - 1999)

| State | Date | Airport | Airline | Aircraft | Phase | Fatalities | Injuries | Location |
|----------------------|-------------|------------------|-------------------------------|-----------------|--------------|-------------------|-----------------|-----------------|
| Republica Dominicana | 2/6/96 | Puerto Plata | Birgenair | B757-200 | climb | 189 | 0 | sea |
| Cuba | 7/11/97 | Santiago de Cuba | Cubana | An-24 | climb | 44 | 0 | sea |
| Mexico | 11/9/99 | Uruapan | TAESA | DC-9 | climb | 18 | 0 | near airport |
| Guatemala | 12/22/99 | La Aurora | Cubana | DC-10 | landing | 17 | 70 | at airport |
| Nicaragua | 7/20/99 | Bluefields | La Costena | Cessna 208B | en route | 16 | 0 | CFIT |
| Guatemala | 11/1/96 | Tikal | TAPSA | EMB-110 | descent | 16 | 0 | near airport |
| Mexico | 5/10/96 | Durango | Aeroservicios Empresariales | DHC-6 | descent | 16 | 3 | CFIT |
| Dominica | 8/23/98 | Melville Hall | Cardinal/Air Anguilla | Cessna 402C | climb | 11 | 0 | CFIT |
| Haiti | 2/12/96 | Port-au-Prince | Haiti Air Express | Nomad | climb | 11 | 4 | on airport |
| Mexico | 3/31/98 | Mexico City | Linea Aerea Mexicana de Carga | Convair 240 | climb | 2 | 2 | |
| US Virgin Islands | 2/10/97 | St Thomas | Air Sunshine | Cessna 402C | descent | 2 | 0 | |
| Guatemala | 2/16/96 | El Quiche | Aviones Comerciales | DHC-6-300 | approach | 2 | 0 | |
| Mexico | 7/17/96 | Playa del Carmen | Trans Caribe | DHC-6-300 | approach | 1 | ? | |
| Barbados | 1/8/96 | Bridgetown | Mustique Airways | BN-2B | en route | 1 | ? | |
| El Salvador | 5/23/99 | n/a | Continental | B737-700 | en route | 0 | 0 | |
| Mexico | 11/26/98 | Morelia | Aeromar | ATR42 | landing | 0 | 0 | |
| Puerto Rico | 10/25/98 | San Juan | American Eagle | ATR42-300 | ground | 0 | 0 | |
| Mexico | 10/8/98 | Mexico City | Aeromar | ATR42-500 | ground | 0 | 0 | |
| Mexico | 9/16/98 | Guadalajara | Continental | B737-500 | landing | 0 | 0 | |
| Mexico | 9/12/98 | Mexico City | Aerocalifornia | DC-9 | take-off | 0 | 0 | |
| Puerto Rico | 5/30/98 | Aguadilla | Bahama Air Ferries | Convair 240 | landing | 0 | 0 | |
| Honduras | 3/7/98 | Goloson | Aerolineas SOSA | Let 410 | climb | 0 | 3 | |
| Mexico | 3/3/98 | Mexico City | Mexicana | F100 | landing | 0 | 0 | |
| Republica Dominicana | 1/5/98 | Puerto Plata | Airtours | B757 | take-off | 0 | 0 | |
| Honduras | 11/24/97 | La Ceiba | Rollins Air | Nomad | landing | 0 | 4 | |
| Honduras | 11/19/97 | La Ceiba | Rollins Air | Nomad | landing | 0 | 0 | |
| Mexico | 10/15/97 | Mexico City | Aeromexico | DC-9 | landing | 0 | 0 | |
| Puerto Rico | 6/30/97 | San Juan | Silver Express | Convair 240 | climb | 0 | 0 | |
| Puerto Rico | 5/22/97 | Luquillo | Tolair | Convair 240 | en route | 0 | 0 | |
| Costa Rica | 3/7/97 | San Jose | Travelair | BN-2A | en route | 0 | 1 | |
| Honduras | 3/3/97 | La Ceiba | Islena Airlines | Let 410 | take-off | 0 | 0 | |
| Mexico | 2/4/97 | Uruapan | Aerolineas Cuahonte | Metro II | en route | 0 | 0 | |
| Mexico | 12/19/96 | Villahermosa | Mexicana | A320 | landing | 0 | 0 | |
| Mexico | 5/14/96 | Tampico | Allegro Air | DC-9 | en route | 0 | 0 | |
| BVI | 4/7/96 | Virgin Gorda | Dolphin Airlines | DHC-6 | take-off | 0 | 0 | |
| Mexico | 3/8/96 | Morelia | Sudpacifico | Metro II | landing | 0 | 0 | |

Source: Flight International Airline Safety Reviews 1996 - 1999

APPENDIX B

BACKGROUND OF MCI ACTIVITIES IN THE EASTERN CARIBBEAN

B.1 The potential for an aircraft accident resulting in a Mass Casualty Incident in the Caribbean Region, where it was believed that many of the States could not respond satisfactorily to such an accident, and the concept of a Regional Focal Response Mechanism for the provision of the required timely response and coordination of emergency medical services to an MCI was first presented at the 11th DCA E/CAR Meeting held in Martinique in 1994, then at the 12th DCA E/CAR Meeting held in Barbados in 1995 and the 14th DCA E/CAR Meeting held in Puerto Rico in 1998, and most recently at the 15th DCA E/CAR Meeting in Grenada in 1999.

B.2 The 11th DCA E/CAR Meeting in 1994 recognized that there was a lack of knowledge on the matter of coordination of MCIs, and was of the opinion that the newly created SAR Committee could assist in this matter and developed the following Conclusion 3/1:

Conclusion 3/1 - Airport Emergency Response Planning

That each State should:

1. bring up to date their emergency response planning for airports; and
2. make a list of the resources available for handling MCIs at airports in their State, and refer it to the SAR Committee for study.

The Meeting was of the opinion that the concept of developing a focal point for handling MCI incidents could be dealt with at a later date.

B.3 The 12th DCA E/CAR Meeting in 1995 was presented with information relative to Aviation Emergency Response activities which had transpired since the 11th DCA E/CAR Meeting in 1994. These activities included the following:

- a) **First Annual Caribbean Regional Conference on Aviation Emergency/Disaster Preparedness, Castries, St. Lucia, 16-18 May, 1995.**

The Meeting noted the importance that the Conference had given not only to developing local State and airport emergency response plans, but also to establishing a regional mechanism for the satisfactory response to an MCI anywhere in the Caribbean. The Conference also noted that an existing regional organization, the Caribbean Disaster Emergency Response Agency (CDERA), could serve as the focal organization for regional aviation disaster response activities if the mandate of the CDERA was expanded to cover regional aviation needs and if the proper human and financial resources were made available by both member and non-member CDERA States.

b) **ACI/LAC Airport Safety Management Seminar, San José, Costa Rica, 28-30 August, 1995.**

The Meeting was made aware of the scope of the Seminar which included the importance of accident/disaster preparedness and response both on a State and Regional level focusing on a Regional focal mechanism for the coordination and notification of mass casualty incidents in Central America and the Caribbean. The Meeting was also informed of the interest shown by many governments, industry and medical organizations concerned with aviation disaster response.

c) **Caribbean Basin Regional Aviation Safety Initiative (CBRASI).**

The Meeting noted that this initiative would deal with the enhancement of aviation safety in the Caribbean including Aviation Disaster Medical Preparedness and Response and the development of an integrated, systems approach to aviation accident medical preparedness response that would serve as an all hazards model for emergency preparedness and disaster response.

Additionally, a Regional Conference on search and rescue and medical preparedness and disaster response under the auspices of ICAO/IMO/US Coast Guard was scheduled to be held 3-6 June 1996.

d) **Association of Caribbean States (ACS)**

The Meeting noted the establishment of the Association of Caribbean States (ACS) by a Summit of Heads of States of Caribbean States which had emphasized that a development of a safe, effective, and efficient air transport system was indispensable for air commerce in the Region. The Summit had also directed States to pay maximum attention to the issue of safety and urged them to be more active in this area.

B.4 After a lengthy discussion the 12th DCA E/CAR Meeting recognizing that the ICAO standards on airport emergency planning required compliance and that most States could not cope with a major aviation disaster without outside assistance felt that a Regional response was necessary.

B.5 A representative from CDERA provided the Meeting with a briefing on that Agency's organization, functions and activities and the meeting noted after the discussion on the matter, that the recommendation emanating from the St. Lucia Conference had not been fully addressed. The CDERA Representative suggested that a formal proposal would have to be presented to CDERA for its approval by the Council before the proposal could be acted upon.

The Meeting also considered that the participation of CDERA in the SAR Committee's work to be important and suggested that the SAR Committee kept in mind the view to presenting a formal proposal to the CDERA Council for inclusion of aviation disaster response activities in the CDERA work programme.

B.6 The 12th DCA E/CAR Meeting developed the Conclusion 12/3:

Conclusion 12/3 - Inclusion in the SAR Committee Work Programme the Task on Development of a Regional Aviation Disaster Response Plan

That as a high priority, the following task be included in the work programme of the E/CAR SAR Committee as specified by the Meeting:

“Develop a Regional Aviation Emergency Response Plan and establish a mechanism for activating the Plan”

B.7 The 14th DCA E/CAR Meeting in 1998 noted that the 2nd DCA C/CAR Meeting, in an effort to deal with the MCI issue, had established a Task Force which could include the Caribbean Disaster Emergency Response Agency (CDERA) as well as the Pan American Health Organization (PAHO). It was noted that the C/CAR DCAs had used a questionnaire to collect data which could be utilised for an MCI mechanism and determined that a revised version of this questionnaire could be a useful tool for the E/CAR SAR Committee’s work on MCI.

B.8 The meeting recognized the need to begin work on a sub-regional response to an MCI, and noted the information provided by the representatives from CDERA, PAHO and IACL regarding aviation disaster response planning. The group also recognised the importance of the work on Mass Casualty Incident response assigned to the E/CAR SAR Committee, and the invaluable contribution to this Committee that could be made by health and disaster response organizations, as well as by the Emergency Communication and Control Centre and other interested States.

B.9 The 14th DCA E/CAR Meeting developed the following Conclusions 14/3 and 14/4:

Conclusion 14/3 E/CAR SAR Committee Membership

That, the DCA E/CAR agree to expanding the committee to include CDERA, PAHO, IACL (EC3 Director) and Venezuela in the E/CAR SAR Committee.

Conclusion 14/4 MCI Questionnaire

That, the SAR Committee at its first Meeting dealing with the MCI issue introduce the questionnaire for collecting data relative to a sub-regional Mass Casualty Incident mechanism, for review and improvement, if determined appropriate, and consider it as a starting point for its work.

B.10 The 15th DCA E/CAR Meeting in 1999 noted the presentation of the results of the two meetings of the E/CAR SAR Committee (Port of Spain, Trinidad and Tobago, October 1998 and San Juan, Puerto Rico, May 1999). The information provided included the Draft Action Items developed by the SAR Committee as well as the proposed Work Programme which was presented for approval by the Meeting. The meeting agreed with the Conclusions and Work Programme of the SAR Committee.

B.11 The Meeting was presented with the results of the first Meeting of the C/CAR MCI/SAR TF, which included a draft Plan for Regional Response to a MCI, and recognising that the task of the E/CAR SAR Committee on a regional response to a MCI was in line with the work of the C/CAR group, determined that the C/CAR efforts could be utilized by the E/CAR SAR Committee in their work on the MCI issue.

B.12 The 15th DCA E/CAR Meeting developed the following Conclusion 15/13:

Conclusion 15/13 Use of C/CAR MCI/SAR Task Force Draft MCI Response Plan by the E/CAR SAR Committee

That,

- a) the E/CAR SAR Committee consider the results of the work of the C/CAR MCI/SAR Task Force in their task relating to the development of a Regional Aviation Emergency Response Plan and establishment of a mechanism for activating the Plan; and
- b) the ICAO NACC Office circulate this material to Committee members.