



International Civil Aviation Organization

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

Twenty-Eighth Eastern Caribbean Working Group Meeting (28 E/CAR WG)

Montserrat, 26 to 30 April 2004

28 E/CAR WG – WP/28

19/04/04

Agenda Item 3: Specific Air Navigation Activities and Developments
3.5 Air Traffic Management (ATM)

E/CAR CONTINGENCY PROCEDURES

(Presented by France)

SUMMARY

Some discrepancies appear in the E/CAR Contingency Procedures disseminated by PIARCO in different occasions

1. Introduction

1.1 Many meetings and discussions have brought the States/Organizations of our sub region to work on common E/CAR Contingency procedures.

1.2 Unfortunately the final version of this plan is still not finalized.

2. Discussion

2.1 At the 26th E/CAR WG meeting, (Barbados, 3rd to 7th of June 2002), various ad hoc bilateral groups worked on Letters of Agreement, including of course a fine tuning of the implementation of the contingency measures and their inclusions in the considered Letters of Agreement.

2.2 This fine tuning brought the participants to agree that the existing E/CAR Contingency Procedures in general and their “AIR TO GROUND/GROUND TO AIR” chapter in particular should be reviewed and up dated.

2.3 That was reflected only in the § 2.2.23 of the report of the meeting but unfortunately not as a Conclusion: Trinidad and Tobago should review this plan.

2.4 During the 27th E/CAR WG meeting (Antigua and Barbuda, 21st to 24th of July 2003), following new remarks underlining some discrepancies between the signed LOAs and the E/CAR Contingency Procedures, Conclusion 27/18 requested Trinidad and Tobago to circulate the E/CAR Contingency plan for review and comment. France did not receive this letter.

2.5 However, other documents still circulate, quoting this incorrect version of the E/CAR Contingency Procedures, as for instance the draft Letters of Agreement distributed at the Second Meeting of the Informal Coordination Group of the East Caribbean and North Eastern South America, (E-CAR/SAM-NE ICG/2, Venezuela, 1st to 5th December 2003), and the appendices K and P on agenda item 1 of the report of this same meeting.

2.6 It has been the same thing for the AIC 01/04 dated 26 01 04 and distributed by Suriname to disseminate the LOA between Piarco ACC and Paramaribo ACC.

2.7 It should be reminded that one of the major correction to include in the E/CAR Contingency Procedures is that, in case of failure of the radio equipment in Piarco ACC, Piarco should not retain control of aircraft with the TMAs playing the role of radio transmitters, but airspace should be down classified to G, and only Information and Alert services be provided by the respective TMAs.

3. Suggested Action

3.1 The meeting is invited to

- a) review the information provide in this WP
- b) take appropriate measure to finalize the E/CA Contingency Procedures
- c) encourage Piarco to disseminate the corrected Procedures