



International Civil Aviation Organization

North American, Central American and Caribbean Office

**Twenty First Meeting of Directors of Civil Aviation of the Eastern Caribbean
(21st E/CAR DCA)**

Tortola, British Virgin Islands 11 to 14 February 2008

E/CAR DCA/21 - WP/10

30/01/08

Agenda Item 3: Air Navigation Issues
3.6 Other Air Navigation Issues

**EASTERN CARIBBEAN STATES CIVIL AVIATION ACCIDENT MASS CASUALTY
INCIDENT RESPONSE PLAN (E/CAR CAAMCIRP)**

(Presented by the United States)

| SUMMARY |
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| This working paper invites the Meeting to consider the next step for the draft Eastern Caribbean States Civil Aviation Accident Mass Casualty Incident Response Plan (E/CAR CAAMCIRP). |
| REFERENCES |
| <ul style="list-style-type: none">• Summary of Discussions of 20th Meeting of the E/CAR DCA• Draft Eastern Caribbean States Civil Aviation Accident Mass Casualty Incident Response Plan (E/CAR CAAMCIRP) |

1. Introduction

1.1 The report on the 20th Meeting of the E/CAR DCA provided an excellent status report on the Eastern Caribbean States Civil Aviation Accident Mass Casualty Incident Response Plan (E/CAR CAAMCIRP). Steps were proposed to finalize the draft Plan and it was recommended to remove MCI aspects from the agenda. Further action pends.

2. Background

2.1 Much effort has been put in by the MCI Task Force but, as noted in the Summary of Discussions of 20th Meeting of the E/CAR DCA, the E/CAR CAAMCIRP was not ready for implementation and required additional refinement. The Meeting found it appropriate for the ECAR SAR Committee to lead coordination and finalize the draft E/CAR CAAMCIRP. The United States supported this effort and was invited to become a member of the SAR Committee. However, the United States expert who was expected to participate in this effort subsequently moved to another organization and was not available to assist. United States interest remains high in this matter and best effort will be made to find a replacement. It appears that the draft E/CAR CAAMCIRP still needs further attention.

3. Discussion

3.1 The E/CAR CAAMCIRP can be a valuable document in organizing an effective, efficient response to an emergency on the airport or near the airport, as well as providing a basis for supporting response to other types of emergencies. Such planning is essential to support the airport emergency plan (AEP). The AEP covers emergencies on the airport and to a certain distance around the airport itself. There is also the obligation to coordinate with the local rescue coordination center (RCC). And, as Caribbean States are keenly aware, most airports have takeoffs and landings over the water which mean an aeronautical and a maritime RCC could be involved.

3.2 Whereas the draft E/CAR CAAMCIRP is available to all States, it is not considered the final product. Guidance needs to be provided so that States know what should be done with it. It may be appropriate to take MCI off of the agenda, but it is appropriate to have it on the agenda for this session for further discussion of the draft E/CAR CAAMCIRP.

4 Requested Action

4.1 The Meeting is invited to review the draft E/CAR CAAMCIRP provided in the Summary of Discussions of 20th Meeting of the E/CAR DCA and develop a list of significant strengths and weaknesses within it for possible consideration by the ECAR SAR Committee.

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