

INTERNATIONAL CIVIL AVIATION ORGANIZATION
FIRST MEETING OF DIRECTORS OF CIVIL AVIATION OF THE
CARIBBEAN REGION (CAR/DCA/1)

(Grand Cayman, Cayman Islands, 8-11 October 2002)

Agenda Item 4: Air Navigation

4.6 Contingency Plan for the Caribbean Region (CAR)

ATS CONTINGENCY PLAN FOR THE CARIBBEAN

(Presented by the Secretariat)

SUMMARY

This working paper presents to the Meeting of Directors of Civil Aviation of the CAR Region the need for States/Territories/International Organizations to develop ATS Contingency Plans, coordinated with the neighbouring States, for the Flight Information Regions (FIR) in the Region, taking as reference the contingency planning developed for the Y2K.

References:

- ATS Contingency Plan for the CAR Region for 2000 (Y2K)
- National ATS Contingency Plans for the CAR Region for 2000 (Y2K)
- Report of the GREPECAS/10 Meeting (Canarias, Spain, October 2001)

1. Introduction

1.1 The CAR Region carried out contingency planning for the Y2K bringing the regional and even the global efforts into the preparation of a CAR Region Y2K Contingency Plan and a Model of State Y2K Contingency Plan.

1.2 ICAO suggested, during several Meetings of Directors of the Central and Eastern Caribbean and Central America held during 2000 and 2001, the possibility to retain all the ATS

Contingency Planning prepared for the Y2K event and convert it into an updated ATS Contingency Plan for the CAR Region.

1.3 The GREPECAS/10 Meeting held in Canary Islands, Spain (October 2001), drafted, among others, *Conclusion 10/8*, ATS Contingency Plans, which requests that neighbouring States/Territories review their national ATS contingency plans prepared and coordinated for the Y2K problem and agree upon the most appropriate measures to adapt them to any event that might affect, either partially or totally, the provision of ATS and supporting services; and that the ICAO Regional Offices contribute in achieving this purpose.

2. Discussion

2.1 Considering what was expressed by GREPECAS/10 in paragraph 1.3 above, the NACC Office proposed States in the CAR Region a course of action through meetings of the Central and Eastern Caribbean Working Groups and Directors of Civil Aviation of Central America in order to develop an ATS Contingency Planning in the CAR Region, where each States/Territory/International Organization, responsible for a Flight Information Region (FIR) would prepare an ATS Contingency Plan that might be agreed by adjacent States/Territories/International Organizations. The result of this would be an ATS Contingency Plan including supporting services for the CAR Region.

2.2 A model ATS Contingency Plan for FIRs was presented to the meetings of the C/CAR/WG/2 (Haiti, February 2002) and 26th E/CAR IWG (Barbados, May 2002) and is presented as **Appendix A**. Contained are considerations for the supporting services such as: Aeronautical Information, Communications, Navigation, Surveillance and Meteorology, that should be taken into account when preparing these contingency plans.

2.3 In the meetings mentioned in paragraph 2.2 above, Conclusions 2/4 and 26/4 respectively were formulated (**Appendix B** to this working paper), which agreed with the proposal of the NACC Office to update contingency plans for each FIR and that arrangements be made with adjacent States, and that these contingency plans be turned into basic elements of an ATS Contingency Draft Agreement for the CAR Region. Where there is more than one State/Territory in an FIR, National Plans for ATS Contingency of the States/Territories should be taken into account when preparing the contingency plan for the FIR.

2.4 To facilitate the coordination process of the ATS contingency plans in each FIR, Chart ATS 2 of the CAR/SAM Air Navigation Plan, Volume I, depicting the CAR Region FIRs is presented as **Appendix C**,

2.5 Concerning the ATS Contingency Plans, ICAO Headquarters recently circulated a State Letter Ref. AN 13/35.1-02/57 dated 28 June 2002, informing States of a proposal for amendment to Annexes 11 and 15 regarding air traffic contingency matters. The purpose of these amendments is to promote timely contingency planning and application as well as to provide for a variety of circumstances affecting the safety and regularity of international civil aircraft operations. The proposed amendments to Annex 11 would introduce a Standard, for States to develop and promulgate contingency plans for implementation in the event of disruption or potential disruption of air traffic services and/or related supporting services for international civil aircraft operations. It would also introduce related guidance material in an attachment to Annex 11.

2.6 The proposed amendment to Annex 15 would introduce a provision in Chapter 5 regarding the promulgation by NOTAM of contingency measures for application in cases of disruptions of air traffic services and/or related supporting services. For information only, the proposed amendments are envisaged for applicability from 27 November 2003.

2.7 The NAM/CAR ATS Contingency Planning Meeting scheduled for September 2002 in Mexico City had to be cancelled due to lack of confirmation of assistance by States/Territories/International Organizations. The Secretariat was of the opinion that a proposal should be presented to this first meeting of Directors of Civil Aviation of the Caribbean Region aimed at achieving an agreement on this ATS Contingency Plan issue. In this manner GREPECAS/10 Conclusion 10/8 could be accomplished and at the same time, the CAR Region will go ahead in accomplishing the Standard of Annexes 11 and 15 as mentioned in the above paragraphs 2.5 and 2.6.

2.8 The Secretariat would like to propose the following draft conclusion in order that Administrations update the ATS contingency planning in the CAR Region and also use this as an agreement between States in the CAR Region when these contingency plans are put into practice and could support the States/Territories/International Organizations as required:

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CONCLUSION 1/XX

**AGREEMENT ON ATS CONTINGENCY PLANS AND
SUPPORTING SERVICES FOR THE CAR REGION**

That, States/Territories/International Organizations in the CAR Region (CAR):

- a) update not later than **27 November 2003** their ATS contingency plans and supporting services for their Flight Information Regions (FIRs), and develop, where possible, bilateral and/or multilateral agreements with States/Territories/International Organizations responsible for neighbouring airspace using the model presented in Appendix to this Report;
- b) consider the ATS Contingency Plans for the Flight Information Regions (FIRs) mentioned in a) above as duly coordinated basic elements of the ATS Contingency Planning in the CAR Region;
- c) send a copy of their ATS Contingency Plan to the ICAO NACC Regional Office; and
- d) support, whenever possible, neighbouring States/Territories/International Organizations when ATS Contingency Plans are to be implemented, in case of disruption or potential disruption of air traffic services or related supporting services for international civil aircraft operations.

3. **Suggested Action**

3.1 The Meeting is invited to take note of the Secretariat's proposal in order to elaborate an appropriate ATS Contingency Plan for the CAR Region and approve the Draft Conclusion that will be used as a reference Agreement for the ATS Contingency Planning in the CAR Region (CAR).

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