



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

EASTERN CARIBBEAN CONTINGENCY PROCEDURES

(Presented by InterCaribbean Aeronautical Communications Limited (IACL))

<p>SUMMARY</p> <p>This Working Paper is presented to discuss the current status of the Eastern Caribbean Contingency Procedures- Piarco Flight Information Region (FIR).</p>
<p>References:</p> <ul style="list-style-type: none">• Conclusion 26/4 of the 26th Meeting of the E/CAR IWG• Conclusion 1/19 of the First Meeting of the Caribbean Region Directors of Civil Aviation

1. Background

1.1 The E/CAR Informal Working Group has for some time attempted to implement a comprehensive Contingency Plan for the Piarco Flight Information Region. The 26th Meeting was informed by the ICAO Secretariat of Conclusion 10/8 of the GREPECAS/10 Meeting that required all concerned in the CAR/SAM Region to update their Contingency Plans in accordance with plans that were developed as part of the Y2K preparations.

1.2 Trinidad and Tobago was expected to present the finalized Plan, on behalf of the Eastern Caribbean, to the Informal ATS Contingency NAM/CAR Meeting in September of 2002.

1.3 If the Plan had been adopted by that Meeting it would then be presented at the First Meeting of the Caribbean Region Directors of Civil Aviation in Grand Cayman in October 2002.

2. Purpose

2.1 IACL is the provider agency for the AFS Voice and Data Links used by the Air Traffic Services Units in the E/CAR. The Company has also assisted in other forms of telecommunication needs in the E/CAR and fully recognizes the importance of and the dependence by E/CAR States and Territories on international transport for their economic development primarily through the Tourism Industry.

2.2 A viable Contingency Plan for the E/CAR is therefore of considerable interest and importance to the International Airlines and other Carriers operating in the Region. It should be noted that presentation of the completed ATS Contingency Plan for the E/CAR is still outstanding.

2.3 The experiences following “9/11” and the recent perceived threat due to military action in the Middle East are of considerable concern to international aviation community. Informal discussions and comments emanating from the airlines and other air carriers in the region have suggested the need for a review of existing contingency procedures.

3. Discussion

3.1 It is generally accepted in the E/CAR that due to several unforeseen circumstances such as tropical disturbances, volcanic eruptions, failure of communications and/or surveillance equipment, industrial action, etc, it would be very difficult to cover every possibility.

3.2 Therefore it is recommended that the E/CAR Contingency Procedures be included as a basic element of bilateral and/or multilateral LOA'S between States in the E/CAR Region.

3.3 The First Meeting of the Caribbean Region Directors of Civil Aviation which was convened in the Cayman Islands in October 2002 concluded, *inter alia*, that States, Territories and International Organizations in the CAR Region should update their contingency plans not later than 27th November 2003.

3.4 In addition it was concluded that should there be disruption or partial disruption of Air Traffic Services all States, other Territories and International Organizations should offer support when any such Plan was being implemented in the CAR Region.

3.5 Telecommunications is a major factor in the implementation of Contingency Plans. In this regard, IACL has been providing States/Territories in the E/CAR with relevant equipment, facilities and other forms of technical cooperation. IACL, will continue, within the context of its financial ability, this effort as the Company, on behalf of its shareholder airlines, is very mindful of the importance to the safety and regularity of air traffic in the E/CAR and its concomitant contribution to the states' economies.

4. Suggested Action

4.1 The Meeting is invited to take note of the discussion generated by the paper in order to update as soon as possible the ATS Contingency Plans for the Piarco Flight Information Region in order to comply with the Conclusion 1/19 of the First Meeting of the Caribbean Region Directors of Civil Aviation.

4.2 The Meeting may wish to expand the Plan either bilaterally and/or multilaterally with those States/Territories/International Organizations with responsibility for neighboring airspace.

4.3 The updated Contingency Plan should be presented to the next Meeting of Directors of Civil Aviation of the E/CAR scheduled for December 2003 for endorsement by that body.

4.4 Documentation of the Contingency Plan endorsed by the DCA's of the E/CAR should be distributed to the entire aviation community.

4.5 The Contingency Plan should be tested for its effectiveness by means of a simulated exercise.