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**Agenda Item 4:        ATM Developments**

**ATS CONTINGENCY PLAN FOR THE CENTRAL CARIBBEAN**

(Presented by Haiti)

<p style="text-align: center;"><b>SUMMARY</b></p> <p>This Working paper deals with the ATS Contingency matters agreed by the GREPECAS/10 Meeting in order to develop and coordinate ATS Contingency plans in the States of the Region.</p>
<p style="text-align: center;"><b>References:</b></p> <ul style="list-style-type: none"><li>• Report of the GREPECAS /10 Meeting, Canary Islands, Spain, October 2001</li><li>• Report of the NACC/DCA/1 Meeting, Cayman Islands, October 2002</li></ul>



**1.                    Introduction**

1.1                In the last three years, during several meetings of Directors of the Caribbean, it was suggested to rescue all the ATS contingency planning prepared for the Y2K event and to convert it into an updated ATS Contingency planning for the CAR Region.

1.2                GREPECAS has itself drafted among others, conclusion 10/8 in which States/Territories/ATS providers of the CAR/SAM Region are requested to develop ATS contingency plans based on their own Y2K contingency plans and that the regional offices helped them to accomplish this purpose..

1.3                The ICAO NACC Regional Office has planned to hold an informal NAM/CAR Meeting on ATS contingency Planning in September 2002, in order to prepare a Draft agreement on ATS contingency plans. But, due to the lack of attendance, this meeting has not been held.

1.4                A proposal for amendment ref AN 13/35. I-02/57 to Annexes 11 and 15 is being circulated by ICAO, regarding ATS contingency Plans in air traffic services. This amendment introduces a standard requesting the States to develop and publish contingency plans that will be applied, in case of Air traffic services or connected services disruption regarding international air transport by November 2003.

1.5. A work methodology that has been discussed in previous meetings would be for each state to develop and review their ATS contingency planning bilaterally or multilaterally with its neighbors. This would help to have the basis of the ATS contingency plans for the CAR Region.

## **2. Suggested Action**

2.1 Based on the above, the meeting could draft a conclusion with the following text.

That States/territories/International Organization of the Central Caribbean

a) comply with conclusion 1/19 of NACC/DCA/1:

### **CONCLUSION 1/19 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 C 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.
- b) the Secretariat evaluate the progress that has been made and make all the necessary efforts to help the States in those bilateral and multilateral arrangements.