



Agenda Item 5: Air Navigation Matters
5.1 PIARCO FIR Air Traffic Services (ATS) Agreement

E/CAR AVIATION CONTINGENCY PLAN

(Presented by Rapporteur SAR Committee)

SUMMARY	
This information paper presents the progress made by the E/CAR/CATG SAR Committee related to conclusion 24/11 of the Twenty-fourth Eastern Caribbean Directors of Civil Aviation Meeting (E/CAR/DCA/24) regarding development of an E/CAR Aviation Contingency Plan.	
Reference:	
• Report of the Twenty-fourth Meeting of Directors of Civil Aviation of the Eastern Caribbean (E/CAR/DCA/24), Martinique, France, 2 – 5 October 2012	
Strategic Objective	<i>This information paper is related to Strategic Objective: A. Safety – Enhance Global Civil Aviation Safety</i>

1. Introduction

1.1 The E/CAR/DCA/24 Meeting recalled the previous Mass Casualty Incident Response Plan initiative, the existing Air Traffic Services (ATS) Contingency and Aerodrome Emergency Plans, and PIARCO/FIR/PG/4 Meeting Conclusion 4/4, which intended to cover an all-hazards approach for a State's aviation system in case of an emergency, such as those caused by natural disasters such as hurricanes, earthquakes, flooding, etc., to ensure the continuity of operations and services.

Conclusion PIARCO/FIR/PG/4/4 - E/CAR AVIATION CONTINGENCY PLAN

That:

- a) *Trinidad and Tobago nominate a member to the international task force led by United States to develop hazard guidance material on aviation preparedness and response to emergencies;*
- b) *Barbados, with the assistance of ICAO, convene a meeting between E/CAR States, ECCAA, CASSOS, CDEMA, PAHO, OCHA, ICAO and any other related agency to agree on an action plan to develop an E/CAR Aviation Contingency Plan; and*

- c) *the E/CAR Aviation Contingency Plan be presented to the E/CAR/DCA/24 Meeting in 2012 for approval and implementation by States.*

1.2 The Meeting considered the subject merited further study and that a proposal be presented at the next meeting; therefore, the following conclusion was adopted:

CONCLUSION 24/11 - E/CAR AVIATION CONTINGENCY PLAN

That the E/CAR SAR Committee, coordinated by Trinidad and Tobago:

- a) *review information available on aviation preparedness, response to and recovery from emergencies;*
- b) *consult with ICAO, CDEMA, PAHO, OCHA and any other related agencies;*
- c) *develop a proposal and action plan to develop an E/CAR Aviation Contingency Plan; and*
- d) *present this to the E/CAR/DCA/25 Meeting in 2013 for consideration by the States.*

2. Discussion

2.1 In fulfilment of its action plan, the E/CAR/SAR Committee has placed the development of the E/CAR Aviation Contingency Plan as one of the top priorities. Trinidad and Tobago, as the coordinator, has taken the lead in creating a platform for the development of an E/CAR Aviation Contingency Plan.

2.2 Trinidad and Tobago has dedicated human resources to develop a Search and Rescue Unit (SRU), within the Air Navigation Services Division of the Civil Aviation Authority, with a mandate to establish an Aeronautical Rescue Coordination Centre (ARCC). The SRU has responsibility for Search and Rescue (SAR), ANS safety, and regional disaster response.

2.3 The SRU is developing an action plan to meet national (Trinidad and Tobago) and regional (Piarco Flight Information Region) SAR objectives and disaster response. The Action Plan involves completion of a national SAR Plan and the acquisition of the other national SAR Plans from other concerned States to be used in the regional plan.

2.4 The SRU has established a working relationship with the Office of Disaster Preparedness and Management (ODPM). The ODPM is the organization that has oversight responsibility through the Caribbean Disaster Emergency Management Agency (CDEMA) for disaster management for Grenada, Guyana, Suriname, and Trinidad and Tobago.

2.5 Trinidad and Tobago has nominated four persons to be assigned to Emergency Support Function (ESF) at the National Emergency Operating Centre (NEOC) of Trinidad and Tobago.

2.6 The ODPM has delivered disaster risk management training to five persons in the Air Navigation Services Division of the Trinidad and Tobago Civil Aviation Authority.

2.7 The SRU will next establish working relationships with the National Office of Disaster Services (NODS) in Antigua and Barbuda, which has responsibility for Anguilla, British Virgin Islands, Montserrat, and Saint Kitts and Nevis; and the Department of Emergency Management in Barbados, which has responsibility for Dominica, Saint Lucia, and Saint Vincent and the Grenadines.

2.8 Trinidad and Tobago has also established ties with the International Federation of Red Cross and Red Crescent Societies (IFRC), United Nations Office of the Coordination of Humanitarian Affairs (OCHA), and Inter-Parliamentary Union (IPU) for national capacity development for the disaster Risk Management Project.

2.9 Trinidad and Tobago is supporting a Model Act for the Facilitation and Regulation of International Disaster Relief and Initial Recovery Assistance to facilitate any international humanitarian flights responding to a disaster in airspaces that fall under the responsibility of Trinidad and Tobago.

2.10 Trinidad and Tobago is reviewing possible contingencies to facilitate Communications, Navigation and Surveillance in the event of a disaster. These include acquisition of a mobile tower; establishing a dedicated communication line through the Multiprotocol Label Switching (MPLS) system; and acquiring satellite communications equipment to be strategically placed throughout the Eastern Caribbean.

2.11 Through work on CAPSCA, Trinidad and Tobago has established ties with the Pan American Health Organization (PAHO). As all Eastern Caribbean States are participating members of PAHO, the SAR Committee will seek to gather the necessary data with regard to the medical capacity to respond to disasters through this relationship.

2.12 The E/CAR SAR Committee's review of information available on aviation preparedness, response to and recovery from emergencies has not advanced to the stage where a comprehensive proposal and action plan can be prepared to develop the E/CAR Aviation Contingency Plan. However, significant ground work has been completed allowing for the preparation of a draft framework, which is provided in the **Appendix**.

3. Conclusion

3.1 The E/CAR SAR Committee, through coordination by Trinidad and Tobago, has completed a significant amount of the work required for development of the E/CAR Aviation Contingency Plan. It is expected that a draft plan will be ready for presentation at the E/CAR/DCA/26 Meeting.
