



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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**Fourth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/4) Meeting**  
Saint George's, Grenada, 6 - 7 September 2018

**Agenda Item 3: Air Navigation Matters**

**3.2 Follow-up on the implementation of the NAM/CAR Regional Performance Based air Navigation Implementation Plan (RPBANIP) Air Navigation Targets and Block-0 status in the Eastern Caribbean**

**HARMONIZATION OF CONTINGENCY PLANS AMONG THE CARIBBEAN STATES**

(Presented by France SNA-AG)

EXECUTIVE SUMMARY	
This paper present the implementation of harmonized contingency plans in the Caribbean region	
<b>Action:</b>	The suggested actions are presented in section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• ICAO Annex 11 - <i>Air Traffic Services</i></li></ul>

**1. Introduction**

1.1 The SNA-AG has responsibility for the supply of the ATS in the FIR of French Guiana and in both TMAs of Martinique and Guadeloupe in the FIR/CTA/UTA of Piarco.

1.2 In recent years, the SNA-AG has encountered situations which caused disturbances in the delivery of the ATS until the cessation of these Services.

1.3 The SNA-AG can quote in a not exhaustive way:

- Two fires in our technical blocks
- Closures of ATS because of staff shortage
- Hurricanes in September 2017
- Earthquakes
- Volcanic activities

1.4 The SNA-AG tried to bring solutions to these situations to allow a return to normal operations as fast as possible. The SNA-AG collaborated with other neighbouring ANSPs individually to arrive at feasible solutions.

1.5 One of the biggest difficulties that the SNA-AG faced was the coordination of activities with adjacent ANSPs, including Piarco ACC.

1.6 Other ANSPs in the E/CAR Region also experienced operational difficulties such as, technical failures, natural disasters and staff shortages. Here again, the SNA-AG was confronted with challenges of organization in the coordination of air traffic.

1.7 At the end of 2017, the SNA-AG had to envisage the implementation of the E/CAR Contingency Plan proposed by Piarco ACC. Based on changes that have occurred within SNA-AG and the E/CAR Region, there is an apparent need for the review and production of a more relevant Contingency Plan for the concerned Region.

## **2. Discussion**

2.1 The Annex 11 to the Convention on International Civil Aviation, paragraph 2.30 and the supplement C associated describes the responsibility of States regarding contingency plans and measures of associated exceptions.

2.2 It is said that ATS authorities shall develop and promulgate contingency plans for the implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services.

2.3 It is also mentioned that the effects of disruption of services in particular portions of airspace are likely to affect significantly the services in adjacent airspace, thereby creating a requirement for international coordination, with the assistance of ICAO as appropriate.

2.4 Hence, the role of ICAO in the field of contingency planning and coordination of such plans is described in the guidelines.

2.5 They also reflect that the ICAO's role in contingency planning must be global and coordinated in the Caribbean and not limited to each TMA or in the superior sectors of the ACC because the availability of major regional routes within the air transportation system is to be preserved.

2.6 It should be necessary to implement a network of routes permitting the safe and manageable movement of aircraft in the E/CAR Region. For example northbound movements restricted to the eastside of the Islands, while southbound movements could be restricted to the Westside for reasons of contingency planning.

2.7 Regarding the coordination and the exchange of air traffic between ANSPs, it appears necessary that operational aspects of the contingency plan are incorporated in the Letters of Agreement.

2.8 For an effective action of these contingency plans, their contents must be brought to the attention of other aviation stakeholders, such as, airlines and airports authorities. This can be done in the form of an (aeronautical information circular) AIC.

**3. Suggested actions:**

3.1 The meeting is invited to:

- a. Ask the ATM Committee to collect, harmonize and disseminate the Contingency Plans of the States/Territories;
- b. To encourage the States/Territories to publish their Contingency Plans to the users via an AIC, and
- c. To suggest that States/Territories incorporate the operational aspects of their Contingency Plans in their Letters Of Agreement (LOAs).