

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE**

**TWENTY-SIXTH EASTERN CARIBBEAN INFORMAL WORKING GROUP MEETING
(26TH E/CAR IWG)**

(Barbados, 3 to 7 June 2002)

Agenda Item 2: **ATM Developments**

2.2 Air Traffic Services (ATS):

2.2.1 Review of the work of the E/CAR IWG ATS Committee

2.2.2 ATS Contingency Plan for the Eastern Caribbean

ATS CONTINGENCY PLAN FOR THE EASTERN CARIBBEAN

(Working Paper presented by the Secretariat)

SUMMARY

This working paper deals with the ATS contingency matters agreed by the GREPECAS/10 Meeting in order to take advantage of the ATS Contingency Planning that was made for the Y2K and to transfer it into an ATS Contingency Plan for the CAR Region.

REFERENCES:

- CAR Region Y2K Contingency Plan
- State Y2K Contingency Plans
- Report of the GREPECAS/10 Meeting (Canary Islands, Spain, October 2001)

1. Introduction

1.1 The CAR Region carried out a 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, both shown respectively in **Appendixes A and B**. These plans may be useful as a reference in order to update the contingency planning for the CAR Region and to take advantage of the efforts already made by States, users and ICAO.

1.2 During 2000 and 2001 and in several Meetings of Directors of the Central and Eastern Caribbean, Central America and GREPECAS, ICAO suggested the possibility 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. This idea was well received by all Directors of Civil Aviation within the different Subregions of the CAR Region and by GREPECAS.

1.3 The GREPECAS/10 Meeting held in Canary Islands, Spain (October 2001), drafted, among others, *Conclusion 10/8*, in which States/Territories and International Organizations of the CAR/SAM Regions are requested to develop ATS contingency plans based on their own Y2K Contingency Plans and that the ICAO NACC and SAM regional Offices help them to accomplish this purpose:

CONCLUSION 10/8 ATS CONTINGENCY PLANS

That the:

- a) States/Territories and International Organizations in the CAR/SAM Regions review, with adjacent States/Territories, the 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 related services; and*
- b) on the basis of a) above, the ICAO NACC and SAM Regional Offices take the appropriate measures to adapt the regional Y2K contingency plans and coordinate them with the other regions that might be affected by such plans.*

2. Discussion

2.1 By drafting Conclusion 10/8, the GREPECAS/10 Meeting considered that it was necessary that States update the ATS Contingency Plans that were prepared for the Y2K problem in order to face any situation that might affect partially or completely the provision of ATS Services and other related services.

2.2 Considering that the Y2K Planning in the CAR Region was prepared as a single CAR Region Y2K Contingency Plan, this document is an excellent start to update any work required within the ATS Contingency in the Caribbean.

2.3 However, the Secretariat is of the opinion that due to several contingencies that might occur, such as natural disasters, failures in the communications equipment, failure in surveillance equipment, or any industrial situation, etc, it would be very difficult to try to cover every possibility of ATS contingencies that may occur simultaneously in the Region.

2.4 Considering the aforementioned, a possible course of action in order to develop an ATS Contingency Plan in the CAR Region, may be that every State/Territory/International Organization, who is responsible of a Flight Information Region (FIR), prepares a Bilateral or a Multilateral ATS Contingency Plan that might be agreed by neighboring States/Territories/International Organizations. The result of this linking will be an ATS Contingency Plan for the CAR Region.

2.5 These ATS Contingency Plans for the FIRs, that were developed for the Y2K may be converted and added into the CAR Region contingency planning. By doing this, the possible implementation of contingency measures will be covered in an orderly and realistic manner. A model of ATS Contingency Plan among neighboring States, which was prepared as part of the Y2K works is attached (see **Appendix C**).

2.6 The ICAO NACC Regional Office is planning to have an Informal NAM/CAR Meeting on ATS Contingency Planning in September 2002, in Mexico City. This Meeting could serve to prepare a Draft Agreement on ATS Contingency for the CAR Region, based on the ATS Contingency Plans for FIRs (bilateral or multilateral) that are mentioned above. Afterwards, this Draft could be presented to the First Meeting of Civil Aviation Directors of the CAR Region, which is to be held in October 2002.

2.7 Based on the above, the Meeting is requested to discuss this issue in order to adopt a work methodology that allows the preparation of the ATS Contingency Planning and, if agreed, to adopt a conclusion that encourages States/Territories/International Organizations of the Eastern Caribbean to review, update and check the status of their ATS Contingency Plans with those who are responsible of neighboring airspaces. These plans could be presented during the ATS NAM/CAR Meeting, which is to be held in September 2002 in Mexico City. This would help to have the basis for the ATS Contingency Plan for the CAR Region.

2.8 The Meeting could draft a conclusion with the following text:

CONCLUSION 2/X ATS CONTINGENCY PLANS FOR THE EASTERN CARIBBEAN

That States/Territories/International Organizations of the Eastern Caribbean:

- a) update as soon as possible the ATS Contingency Plans for the Flight Information Regions (FIRs) of the Eastern Caribbean bilaterally and/or multilaterally with those States/Territories/International Organizations who are responsible of neighboring airspaces by using the model shown in Appendix to this Report;
- b) present these FIR ATS Contingency Plans to the Informal ATS Contingency NAM/CAR Meeting, which is to be held in the ICAO NACC Regional Office in September 2002; and
- c) that the bilateral and/or multilateral ATS contingency plans be converted into the basic elements of a Draft Agreement on ATS Contingency for the CAR Region which would be prepared by the Informal Meeting mentioned in b) to be submitted to the First Meeting of the Caribbean Region Directors of Civil Aviation (October 2002).

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 Planning for the CAR Region and to propose a course of action to be followed by the Eastern Caribbean in this matter; adopting, if possible, the Conclusion shown in 2.8 above.

APPENDIX A

CAR REGION Y2K CONTINGENCY PLAN

APPENDIX B

NATIONAL Y2K PLAN

APPENDIX C

MODEL OF ATS CONTINGENCY PLAN
