

**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):

2.2.5 New letters of agreement including contingency

(Working Paper presented by France)

SUMMARY	
Following the job done at the last ECWG meeting, these 4 draft letters of agreement are presented with the aim to include the change of limit between upper and lower airspace but also above all the introduction of the contingency measures already adopted.	
REFERENCES	
• Caribbean Contingency Procedure approved at the 16th ECWG in 1992 • Annexes : • 1 Draft Letter of agreement TAPA TFFR (LOA in force dated 13 December 1990) • 2 Draft Letter of agreement TBPB TFFF (LOA in force dated 02 April 1992) • 3 Draft Letter of agreement TFFF TTPP (LOA in force dated 07 February 1991) • 4 Draft Letter of agreement TFFR TTPP (LOA in force dated 07 February 1991)	

1 Introduction

1.2 At the 25th E/CAR IWG meeting, a table top exercise permitted to assess the option described in the East Caribbean Contingency Plan.

1.2 At this same meeting, the change of the level of the ceiling of the E/CAR TMAs (simultaneously with the raise of the upper/lower airspace boundary) was decided and then endorsed by the 17th E/CAR DCAs meeting.

2. Discussion

2.1 When the table top exercise took place, it was agreed that the working procedures linked with Contingency should be reflected in the different letters of agreement linking the E/CAR ATC units.

2.2 The draft letters of agreement annexed to this WP (Appendix to this Working Paper) try to concretize this necessity.

3. Suggested Action

3.1 The meeting is invited to discuss these draft LOAs, including their possible amendments in order

- a) to reach their signature as rapidly as possible, and
- b) to possibly help the other ATS units to write and sign the other updated LOAS needed in the region
