

LAW ENFORCEMENT

Narcotic Drugs

**Agreement Between the
UNITED STATES OF AMERICA
and SAINT LUCIA**

Aerial Interception Assistance

Effectuated by Exchange of Notes at Bridgetown

October 7, 2011 and June 28, 2012

Entered into force June 28, 2012

*Publication reflects a change of TIAS number only.



NOTE BY THE DEPARTMENT OF STATE

Pursuant to Public Law 89—497, approved July 8, 1966
(80 Stat. 271; 1 U.S.C. 113)—

“ . . .the Treaties and Other International Acts Series issued under the authority of the Secretary of State shall be competent evidence . . . of the treaties, international agreements other than treaties, and proclamations by the President of such treaties and international agreements other than treaties, as the case may be, therein contained, in all the courts of law and equity and of maritime jurisdiction, and in all the tribunals and public offices of the United States, and of the several States, without any further proof or authentication thereof.”

No. 0331

The Embassy of the United States of America presents its compliments to the Ministry of Finance, Economic Growth, Job Creation, External Affairs and the Public Service of the Government of St. Lucia, and acknowledges receipt of Saint Lucia's Note No. PE 096/2012, dated June 28, 2012 and has the honor to confirm that the Aerial Intercept Assistance Agreement entered into force between our two countries on June 28, 2012, with terms as set forth in the attachment to the Note of the United States number 1276, dated October 7, 2011, and restated in Saint Lucia's Note PE 096/2012.

The Embassy of the United States of America avails itself of this opportunity to renew to the Ministry of Finance, Economic Growth, Job Creation, External Affairs and the Public Service of the Government of St. Lucia, the assurances of its highest consideration.

Embassy of the United States of America,

Bridgetown, April 23, 2020.



No. 1276

The Embassy of the United States of America presents its compliments to the Ministry of Foreign Affairs of St. Lucia, and has the honor to raise with the Government of St. Lucia a memorandum of understanding concerning the Cooperative Sensor and Information Integration (CSII) program. Before beginning St. Lucia's participation in the CSII program, United States law requires that St. Lucia must also conclude an Aerial Intercept Assistance Agreement (AIAA).

Further to the Charge d'Affaires conversation with the Minister of National Security of St. Lucia during the week of October 3, the United States Embassy Bridgetown presents the Government of St. Lucia a draft of the Cooperative Sensor and Information Integration Program as well as the terms of mutual understanding for the AIAA. The Embassy of the United States of America provides the Government of St. Lucia with the two proposed attached agreements.

The Embassy of the United States of America avails itself of this opportunity to renew to the Ministry of Foreign Affairs of St. Lucia the assurances of its highest consideration.

Embassy of the United States of America,

Bridgetown, 7 October 2011.



**COORDINATING ARRANGEMENT BETWEEN THE U.S.
GOVERNMENT AND ST. LUCIA CONCERNING THE COOPERATIVE
SENSOR AND INFORMATION INTEGRATION PROGRAM**

The U.S. Government and the Government of St. Lucia, collectively referred to herein as the "Participants" or "Participant" singularly, desiring to increase regional cooperation and domain awareness have reached the following understandings:

Section 1: Purpose

This Coordinating Arrangement is intended to enable the Participants to share information through the Cooperative Sensor and Information Integration System.

The Cooperative Sensor and Information Integration System is an internet-based, information-sharing network that allows the Participants to fuse data on airborne, maritime, and ground tracks in order to develop a common operating picture. The fused data is shared as part of a network designed to support multiple mission areas and objectives, such as counter-illicit trafficking, humanitarian assistance, disaster relief, maritime and flight safety, and search and rescue This Coordinating

Arrangement does not create any rights or benefits, substantive or procedural, against the Participants, their agencies, personnel, or any other person. Moreover, this Coordinating Arrangement does not impose any legally binding requirements on the Participants.

This Coordinating Arrangement does not alter the Participants' responsibilities

under the Aerial Interception Assistance Agreement (AIAA), effected by an exchange of notes at a date and location to be determined, or any other applicable international agreements. In accordance with their obligations under the AIAA, participating nations are not to use information exchanged pursuant to this Coordinating Arrangement to damage, destroy, disable or threaten civil aircraft in service.

Section 2: Radar and Sensor Data Access and Use

The Participants are to use the Cooperative Sensor Information and Integration system to access and share radar and sensor data with each other and other regional partners. The Participants, through the selective sharing application, are to have the ability to select the data the Participants desire to share; however, the Participants' intent is to maximize regional sharing.

Each Participant is not to share radar and sensor data originating from the other Participant with other countries other than data the other Participant selected expressly for sharing with other countries. All data sharing is to be done in accordance with the provisions of the AIAA. This Coordinating Arrangement does not limit a Participant's ability to share its own radar and sensor data with other countries through other means.

To manage the Cooperative Sensor Information and Integration system effectively,

the U.S. Government is to have unrestricted access to all data developed through the Cooperative Sensor Information and Integration system.

The Participants are not to charge each other or regional partners for use of the data.

Section 3: Radar and Sensor Integration

To increase domain awareness, the Participants may, as mutually approved, integrate St. Lucia radars and other sensors into the Cooperative Sensor Information and Integration system.

Section 4: Radar and Sensor Integration Equipment

If radar and other sensors are integrated into the Cooperative Sensor Information and Integration system, the U.S. Government may install and use in St. Lucia integration equipment, networking equipment, or both for the purpose of sharing data. The U.S. Government understands that the installed integration or network equipment is not to affect St. Lucia radar and sensor systems. St. Lucia is to provide the U.S. Government with adequate facilities to install the integration or networking equipment; access to commercial electrical power; and access to the integration or networking equipment for maintenance purposes. In addition, St. Lucia is to continue to be responsible for the operation and maintenance of its

radars and sensors.

Section 5: Radar and Sensor Integration Equipment Ownership

The U.S. Government is to retain ownership of all U.S. Government property. St. Lucia is not to alter or use software provided by the U.S. Government for any purpose not described in this Coordinating Arrangement.

Section 6: Funding

Each Participant is responsible for funding its own expenses under this Coordinating Arrangement, including expenses related to the installation, operation, and maintenance of property owned by that Participant and expenses related to the integration and transmission (internet service) of radar and sensor data for its own use.

The Participants' financial contributions under this Coordinating Arrangement are subject to the availability of authorized and appropriated funds for these purposes in accordance with the respective national laws of the Participants. Nothing in this Coordinating Arrangement should be construed as the actual obligation, commitment, or the creation of a requirement for the obligation or commitment, of appropriated funds by the U.S. Government or any of its agents.

Section 7: Modification

This Coordinating Arrangement may be modified by the mutual consent of the Participants. The details of any such modification should be memorialized in writing and signed by both Participants.

Section 8: Commencement

This Coordinating Arrangement is to be effective on the date of the last signature.

Section 9: Duration

This Coordinating Arrangement is intended to remain in effect for a period of ten (10) years. Either Participant may end the Coordinating Arrangement, but should endeavor to provide the other Participant with a ninety-day written notice of its intent to do so. This Coordinating Arrangement may be extended by mutual consent of the Participants.

TEXT OF MUTUAL UNDERSTANDING REGARDING AERIAL INTERCEPTION ASSISTANCE

The Embassy of the United States of America presents its compliments to the Ministry of Foreign Affairs of St. Lucia, and refers to the ongoing counter-drug cooperation between the Government of the United States of America and St. Lucia. To ensure that any aerial interception-related assistance that may be provided by the U.S. Government is employed consistent with relevant U.S. criminal law, the Embassy proposes to formalize a mutual understanding of the nature and import of this assistance and the conditions for its use.

The text of this mutual understanding follows:

"The Government of the United States of America is willing to provide assistance in locating, identifying, tracking, and intercepting civil aircraft in St. Lucia's airspace to facilitate the interruption of illicit drug trafficking routes and the arrest of illicit drug traffickers. In consideration of the ongoing, mutually beneficial relationship between our two Governments in the field of law enforcement efforts to combat illicit drug trafficking, the Embassy of the United States of America proposes on behalf of the Government of the United States of America as follows:

I. Definitions

The term "U.S. Government assistance" as used in this Note shall include, but not be limited to: funding; intelligence; information; radar data (including data derived from the Cooperating Nation Information Exchange System ("CNIES") and the Cooperative

Sensor and Information Integration Program ("CSII")); logistical support; command, control, and communications support; equipment; maintenance; and training provided by the Government of the United States of America.

The term "CNIES or CSII data" means data displaying the position of air and surface tracks of interest ("TOIs") based on geographic filters. The CNIES/CSII data includes both automatically-displayed Relocatable Over the Horizon Radar track information that has not been reviewed to ascertain the legal or illegal nature of the flight and TOIs that have been located and identified by other air surveillance systems or tracking aircraft as suspected narco-trafficking aircraft.

Consistent with Article 2 of the Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation, done at Montreal, September 23, 1971, to which both the Government of the United States of America and the Government of St. Lucia are parties, the terms "in flight" and "in service" are used in this Note as follows:

(1) An aircraft is considered to be "in flight" at any time from the moment when all its external doors are closed following embarkation until the moment when any such door is opened for disembarkation; in the case of a forced landing, the flight shall be deemed to continue until the competent authorities take over responsibility for the aircraft and for persons and property on board.

(2) An aircraft is considered to be "in service" from the beginning of preflight preparation of the aircraft by ground personnel or by the crew for a specific flight until

twenty-four hours after any landing; the period of service shall, in any event, extend for the entire period during which the aircraft is in flight as defined in paragraph (1) above. The term "interception" means the act by a St. Lucia aircraft of approaching and remaining near an aircraft, with the goal of identifying that aircraft, and, if necessary, directing it back to its planned route, directing it beyond the borders of St. Lucia airspace, escorting it out of restricted, prohibited, or dangerous airspace, or instructing it to land.

II. Interception of Aircraft

The Government of St. Lucia shall, when intercepting civil aircraft in flight, consistently and strictly adhere to the safety procedures in Annex 2 to the Convention on International Civil Aviation, done at Chicago on December 7, 1944 (the "Chicago Convention") and amendments thereto. Further, the Government of St. Lucia shall ensure that all St. Lucia personnel (whether in the air, in a command and control center, or elsewhere) involved in the interception of civil aircraft are familiar with such procedures. The Government of St. Lucia, when intercepting civil aircraft in flight, shall adhere to any relevant International Civil Aviation Organization ("ICAO") provisions on interception, including those contained in the Manual Concerning Interception of Civil Aircraft.

The Government of St. Lucia shall promulgate, throughout its civil aviation community via Notices to Airmen ("NOTAMs"), notice of the Government of St. Lucia's policies on interception. These NOTAMs will inform pilots that the Government of St. Lucia will not

damage, destroy, or disable any civil aircraft other than in self-defense, and they shall include adequate notice of the procedures that the Air Force of the Government of St. Lucia will use to order intercepted aircraft to land so that aviators are aware of the procedures and can conduct themselves accordingly.

To the extent that a civil aircraft being intercepted by the Government of St. Lucia is intercepted because the Government of St. Lucia believes that the aircraft is primarily engaged in illicit drug trafficking, the Government of St. Lucia shall use the sorting criteria set forth below to determine the nature of the suspect aircraft. The following factors should be considered in determining whether an aircraft is reasonably suspected of being primarily engaged in illicit drug trafficking:

- Did the aircraft fail to file a required flight plan?
- Is it inexplicably flying outside the route designated in its approved flight plan?
- Is it not using the appropriate transponder code?
- Is it flying at an inexplicably low altitude?
- Is it flying at night with its lights out?
- Does the aircraft have false (or no) tail numbers?
- Are the windows blacked out?
- Does the physical description of the aircraft match the description of an aircraft previously used in illicit drug trafficking?
- Is there intelligence information indicating that the aircraft is primarily engaged in illicit drug trafficking?

- Is the aircraft flying without permission in an Air Defense Identification Zone (if any)?
- Is the aircraft parked at night at a non-monitored air field without permission?
- Have all attempts to identify the aircraft failed?
- Has the aircraft inexplicably failed to respond to all attempts to communicate?
- Has the aircraft ignored the Government of St. Lucia Air Force's orders?
- Have any objects been jettisoned from the aircraft?
- Is there any other information suggesting that the aircraft is reasonably suspected to be primarily engaged in illicit drug trafficking?
- Is there any information suggesting that the aircraft is not reasonably suspected to be primarily engaged in illicit drug trafficking?

III. Non-Use of Weapons against Civil Aircraft

The Government of St. Lucia shall: (a) not damage, destroy, or disable any civil aircraft in service, and (b) not threaten to damage, destroy, or disable any civil aircraft in service.

(i) This does not preclude the firing of warning shots as a signaling measure, using ammunition containing tracer rounds, in order to be sure that the pilot is aware that he or she has been intercepted.

(ii) Warning shots may be fired only from a position slightly ahead of abeam and parallel to the course of the intercepted aircraft to ensure that the intercepted aircraft is not in the line of fire. The aircraft firing the warning shots shall take all reasonable cautionary measures to avoid shooting the intercepted aircraft, any other aircraft in the vicinity, or

persons or property on the ground.

None of the commitments undertaken by the Government of St. Lucia in agreeing to these conditions are intended to preclude or limit the Government of St. Lucia ability to use weapons in the context of an act of self-defense.

IV. Sharing of Information

The Government of St. Lucia shall not permit third parties access, without the specific written consent of the Embassy of the United States of America, to any information, data, or analysis that could be used for aerial interceptions that has been developed using U.S. Government assistance.

V. Non-Compliance with Conditions

In the event that the Government of St. Lucia fails to comply with any of the conditions contained herein, the Government of the United States of America will, in its discretion, suspend or terminate any and all U.S. Government assistance to the Government of St. Lucia related to the interception of civil aircraft.

If the foregoing is acceptable to the Government of St. Lucia, the Embassy of the United States of America has the honor to propose that this Note and your Note in reply shall

constitute an agreement between our two Governments, which shall enter into force on the date of your reply.



Note No. PE 096/2012

The Ministry of External Affairs, International Trade and Civil Aviation of Saint Lucia presents its compliments to the Embassy of the United States of America in Bridgetown and has the honour to acknowledge receipt of the latter's Note Number 1276.

The Ministry confirms that the attached text as contained in the Terms of Mutual Understanding for the Aerial Intercept Assistance Agreement is acceptable to the Government of Saint Lucia, and agrees that the Embassy's Note and this reply shall constitute an agreement between our two Governments that shall enter into force on the date of this reply.

The Ministry of External Affairs, International Trade and Civil Aviation of Saint Lucia avails itself of this opportunity to renew to the Embassy of the United States of America in Bridgetown the assurances of its highest consideration.



**Ministry of External Affairs, International Trade and Civil Aviation
Castries
Saint Lucia**

28 June 2012

Terms of Mutual Understanding for the Aerial Intercept Assistance Agreement:

The Government of the United States of America is willing to provide assistance in locating, identifying, tracking, and intercepting civil aircraft in Saint Lucia airspace to facilitate the interruption of illicit drug trafficking routes and the arrest of illicit drug traffickers. In consideration of the ongoing, mutually beneficial relationship between our two Governments in the field of law enforcement efforts to combat illicit drug trafficking, the Embassy of the United States of America proposes on behalf of the Government of the United States of America as follows:

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(1) An aircraft is considered to be "in flight" at any time from the moment when all its external doors are closed following embarkation until the moment when any such door is opened for disembarkation; in the case of a forced landing, the flight

shall be deemed to continue until the competent authorities take over responsibility for the aircraft and for persons and property on board.

(2) An aircraft is considered to be "in service" from the beginning of preflight preparation of the aircraft by ground personnel or by the crew for a specific flight until twenty-four hours after any landing; the period of service shall, in any event, extend for the entire period during which the aircraft is in flight as defined in paragraph (1) above.

The term "interception" means the act by a (host government) aircraft of approaching and remaining near an aircraft, with the goal of identifying that aircraft, and, if necessary, directing it back to its planned route, directing it beyond the borders of Saint Lucia airspace, escorting it out of restricted, prohibited, or dangerous airspace, or instructing it to land.

II. Interception of Aircraft

The Government of Saint Lucia shall, when intercepting civil aircraft in flight, consistently and strictly adhere to the safety procedures in Annex 2 to the Convention on International Civil Aviation, done at Chicago on December 7, 1944 (the "Chicago Convention") and amendments thereto. Further, the Government of Saint Lucia shall ensure that all Government of Saint Lucia personnel (whether in the air, in a command and control center, or elsewhere), involved in the interception of civil aircraft are familiar with such procedures. The Government of Saint Lucia, when intercepting civil aircraft in flight, shall adhere to any relevant International Civil Aviation Organization ("ICAO") provisions on interception, including those contained in the Manual Concerning Interception of Civil Aircraft.

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country's policies on interception. These NOTAMs will inform pilots that the Government of Saint Lucia will not damage, destroy, or disable any civil aircraft other than in self-defense, and they shall include adequate notice of the procedures that the Air Force of the Government of Saint Lucia will use to order intercepted aircraft to land so that aviators are aware of the procedures and can conduct themselves accordingly. To the extent that a civil aircraft being intercepted by the

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- Is there intelligence information indicating that the aircraft is primarily engaged in illicit drug trafficking?
- Is the aircraft flying without permission in an Air Defense Identification Zone (if any)?

- *Is the aircraft parked at night at a non-monitored air field without permission?*
- *Have all attempts to identify the aircraft failed?*
- *Has the aircraft inexplicably failed to respond to all attempts to communicate?*
- *Has the aircraft ignored the Government of Saint Lucia orders?*
- *Have any objects been jettisoned from the aircraft?*
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