

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**FIRST MEETING OF DIRECTORS OF CIVIL AVIATION OF THE**  
**CARIBBEAN REGION (CAR/DCA/1)**

(Grand Cayman, Cayman Islands, 8-11 October 2002)

**Agenda Item 1:** GREPECAS and Sub regional Working Group Conclusions

**PROPOSAL OF ACTIONS TO IMPROVE THE WORK OF PLANNING, IMPLEMENTATION AND  
FOLLOW-UP TO THE DEVELOPMENT OF AIR NAVIGATION SYSTEMS IN THE CAR REGION**

SUMMARY
This working paper suggests actions to improve the work of planning, follow-up and implementation on the development of the air navigation fields AGA, AIS/MAP, ATM, CNS, MET and SAR, and to implement the Recommendations / Conclusions / Decisions adopted by CAR/SAM Regional as well as CAR Subregional meetings.
REFERENCES:
<ul style="list-style-type: none"><li>– Report of the CAR/SAM/3 RAN.</li><li>– Volume I and II CAR/SAM ANP.</li><li>– Reports of the Eighth, Ninth and Tenth GREPECAS Meetings.</li><li>– Reports of the First and Second C/CAR WG Meetings.</li><li>– Reports of the Third, Fourth and Fifth C/CAR DCA Meetings.</li><li>– Reports of the Seventh and Eighth MEVA Meetings.</li><li>– Reports of the 23rd – 26th E/CAR IWG Meetings.</li><li>– Reports of the 16th – 17th E/CAR DCA Meetings.</li><li>– Reports of the 84th – 88th DGAC CAP Meetings.</li></ul>

(Presented by the Secretariat)

**1. Background**

1.1 The Third CAR/SAM Regional Air Navigation meeting, held in Buenos Aires, October 1999, reviewed and updated the Regional Air Navigation Plan (ANP) creating two volumes, Volume I –Basic ANP and Volume II – FASID (Doc. 8933). Volume I contains recommendations and conclusions aimed at improving air navigation systems and services in the AGA, AIS/MAP, ATM, CNS, MET and SAR fields, including the implementation of the new CNS/ATM systems. The FASID contains the characteristics of facilities and services to be provided in order to meet the basic requirements of the air navigation plan and that correspond to what was agreed between the Provider State and the User State in question.

1.2 GREPECAS, with the support of its contributory bodies, guides the planning and implementation of air navigation systems and services, including CNS/ATM systems.

1.3 GREPECAS/9 Meeting, held in Rio de Janeiro, Brazil, in 1999, among other aspects, restructured its contributory bodies in order to increase the efficiency of GREPECAS, meeting the need to improve planning and implementation of CNS/ATM systems.

1.4 GREPECAS/10 Meeting, held in Las Palmas, Spain, 23–27 October 2001, formulated 50 Conclusions and 17 Decisions, that were added to those approved in previous meetings and that are valid (29 conclusions and 4 decisions). Through the work of GREPECAS, the mechanism requires significant input by the States/International Organizations in terms of their contribution with planning experts required for the implementation and improvement of the air navigation plan and other important matters.

1.5 CAR/SAM/3 RAN and GREPECAS Meetings Recommendations/Conclusions/Decisions form the guidance basis of the work by the States/Territories/International Organizations of the CAR/SAM Regions to develop air navigation systems and services and to improve aeronautical safety.

1.6 In the CAR Region, for some years now, a working mechanism and implementation meetings have been established concerning air navigation systems and services, depending on the Subregion; States/Territories/International Organizations of adjacent regions/sub regions are invited to participate. The mechanism works as follows:

*a) Central Caribbean (C/CAR):*

- Working Group Meetings (WG).
- Directors of Civil Aviation Meetings (DCA); and
- MEVA digital network meetings.

*b) Eastern Caribbean (E/CAR):*

- Informal Working Group Meetings (IWG).
- Directors of Civil Aviation Meetings (DCA).

*c) Central America and Panama (CAP):*

- COCESNA ATS experts Meetings;
- COCESNA AIS/MAP Meetings;
- COCESNA COBUSA Meetings; and
- Directors General of Civil Aviation Meetings (DGAC).

**2. Discussion**

2.1 Bearing in mind this background and the facts expressed in the paragraphs above, and in order to implement and improve air navigation systems and services, the Meeting is suggested to carry out a relevant analysis in order to adopt appropriate actions, taking into account the following considerations:

***Implementation of the CAR/SAM Regional and CAR Subregional Meetings'  
Recommendations/Conclusions/Decisions***

2.2 In order to develop air navigation systems, meeting civil aviation needs with regard to the increase in air traffic, and to enhance aeronautical safety, it is necessary to comply with Recommendations/Conclusions of regional planning and implementation bodies. To this end, the attention, coordination and cooperation of States/Territories/International Organizations is necessary. The **Appendix** presents a table with an executive summary of the Recommendations/Conclusions/Decisions of the CAR/SAM Regional and CAR Subregional meetings organized to deal with the different air navigation areas, with common application in the CAR Region; columns 4 to 11 indicate the numbers of the referenced Conclusions for each regional and subregional body in order to facilitate the identification of the details of the guidelines and actions agreed upon. The items contained in the Appendix might be considered as the main working guidelines for the CAR Region. Moreover, other conclusions/recommendations of the aforementioned bodies that are not referred to in the Appendix need attention and implementation.

2.3 Based on the above considerations, the following Draft Conclusion is suggested:

**DRAFT**

**CONCLUSION I/XX SUPPORT FOR THE IMPLEMENTATION OF  
RECOMMENDATIONS / CONCLUSIONS / DECISIONS OF  
CAR/SAM REGIONAL AND CAR SUBREGIONAL  
MEETINGS**

That CAR States/Territories/International Organizations, with a view to developing air navigation systems, meeting civil aviation needs and increasing the efficiency and safety of air navigation:

- a) optimize the support and attention to the implementation of Recommendations/Conclusions/Decisions of the CAR/SAM Regional and CAR Subregional Meetings regarding AGA, AIS/MAP, ATM, CNS, MET and SAR fields;
- b) consider the issues included in the Appendix as the main working guidelines; and
- c) establish the appropriate coordination and bilateral or multilateral cooperation agreements for the purposes expressed in the items above.

**Optimization/rationalization of the follow-up and implementation  
mechanism of CAR/SAM Regional and CAR Subregional Meetings  
Recommendations /Conclusions/Decisions**

2.4 Likewise, according to the information contained in the Appendix to this paper, the following main facts are emphasized:

- Central America has not created a working group on the development of air navigation systems/services; but the follow-up of these issues is carried out by the Directors General of Civil Aviation as well as groups established by COCESNA; and
- Each subregional body deals with issues of common scope within the CAR region, in addition to other issues pertaining to each Subregion. This is unfavourable, in view that it duplicates most of the common actions, it does not help expand the coordination within the CAR Region, and may provoke waste of human and financial resources for the States/Territories/International Organizations and to the ICAO Regional Office.

2.5 Bearing this in mind, the Meeting is suggested to analyze and exchange points of view on what would be the best way to restructure and optimize the follow-up and implementation mechanism of the Recommendations/Conclusions/Decisions of the CAR/SAM Regional and CAR Subregional meetings.

**Improvement of the participation of States/Territories/International Organizations in the work of GREPECAS and in the Subregional Bodies implementation**

2.6 Another important aspect suggested for consideration by the Meeting is the need and the possibility of agreeing on actions to improve the participation and support of the staff of the States/Territories/International Organizations of the CAR Region in the work of GREPECAS and in its contributory bodies, as well as in Subregional implementation bodies of the CAR Region.

2.7 States/Territories/International Organizations and the ICAO NACC Office have human and financial resources limitations in fulfilling air navigation systems and services planning and implementation tasks of their respective administrations, the tasks assigned to each group of GREPECAS, as well as the Subregional bodies; in addition to the fact that occasionally, in order to develop specific tasks it is necessary to activate small task forces, which some times affects in a negative manner the aforementioned resources limitations.

2.8 Notwithstanding these problems, it is necessary to continue and to improve the efficiency of air navigation systems/services planning and implementation work. The following main factors and actions are suggested as solutions or mitigating actions to the problems in order to comply with the assigned tasks:

- a) optimize and rationalize the regional and subregional follow-up and implementation mechanism, as stated in paragraphs 2.4 and 2.5 to this working paper;
- b) based on this rationalized mechanism, to assign available resources in order to support the work of groups, not excluding task forces, in view that these small groups enable the development of specific tasks;
- c) use of suitable software as efficient working tools;
- d) use of E-mail and Internet to coordinate the development of the tasks;

- e) minimize the number of meetings of each body, but convening the essential meetings; and

- f) deal with general CAR Region matters during CAR Regional meetings; the specific subregional matters would be dealt with at Subregional meetings as required.

2.9 Based on the considerations expressed in the paragraph above, the Meeting is invited to consider the possibility of agreeing on appropriate actions to improve the aforementioned participation, based on the following Draft Conclusion:

**DRAFT**

**CONCLUSIÓN 1/YY ENHANCEMENT OF SUPPORT OF STATES / TERRITORIES /  
INTERNATIONAL ORGANIZATIONS TO THE WORK  
CARRIED OUT BY CAR/SAM REGIONAL AND CAR  
SUBREGIONAL BODIES**

That the States/Territories/International Organizations, in order to improve the work developed by the regional and subregional CAR bodies, bearing in mind the available resource limitations, consider:

- a) nominating experts to develop tasks assigned to the different groups, granting them enough support and resources to carry out the work; and
- b) optimizing the working methods and coordination using suitable software and electronic communication means.

**3. Suggested actions**

**3.1 The Meeting is invited to:**

- a) note the information contained in this working paper;
- b) examine the executive summary of the list of recommendations / conclusions / decisions contained in the Appendix and review the comments of the Secretariat, considering it as the main work guidelines, in order to develop actions to support the implementation of those and other relevant recommendations/conclusions of the CAR/SAM regional and CAR subregional bodies, taking into account the considerations expressed in paragraphs 2.2 and 2.3;
- c) consider the need for optimizing the follow-up mechanism for the implementation of the Recommendations/Conclusions/Decisions of CAR/SAM Regional and CAR Subregional meetings, taking into account the considerations expressed in paragraphs 2.4 and 2.5; and
- d) assess the possibility of agreeing on actions to improve the participation of the CAR Region States/Territories/International Organizations staff in the work of GREPECAS and in other Subregional implementation bodies of the CAR Region taking into account the considerations expressed in paragraphs 2.6 to 2.9

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