



*International Civil Aviation Organization*

North American, Central American and Caribbean Office

**Third Central Caribbean Working Group Meeting (C/CAR WG/3)**

Curacao, Netherlands Antilles, 24-28 March 2003

C/CAR WG/3-WP/07

26/02/03

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## **Agenda Item 4: ATM Developments**

### **RESULTS OF THE GREPECAS/11 AND NACC/DCA/1 MEETINGS RELATED TO ATM DEVELOPMENTS IN THE CENTRAL CARIBBEAN**

(Presented by the Secretariat)

#### **SUMMARY**

This Working Paper presents action proposals for continuing with the ATM Developments in the Central Caribbean keeping in mind the follow up to the work that the Group has done in previous meetings, as well as the results related to the GREPECAS/11 and NACC/DCA/1 Meetings, as well as other regional meetings.

#### **References:**

- Report of the Second Central Caribbean Working Group Meeting (Pétion Ville, Haiti, 18 – 22 February 2002)
- Report of the Eleventh Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/11) (Manaus, Brazil, 3 – 7 December 2002)
- Report of the First North American, Central American and Caribbean Directors of Civil Aviation Meeting (Grand Cayman , Cayman Islands, 8 – 11 October 2002)
- Report of the Fourth Meeting/Workshop of Air Traffic Management Authorities and Planners for the transition to the CNS/ATM Systems in the CAR/SAM Regions (AP/ATM/4) (Santa Cruz, Bolivia, 27 – 31 January 2003)

## **1. Introduction**

1.1 The Eleventh Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/11) held in Manaus, Brazil, from 3 to 7 December 2002 agreed, among other things, the following conclusions related with the development in Air Traffic Management (ATM):

- Conclusion 11/21 – National RNAV Route Implementation Programme
- Conclusion 11/23 – RVSM Implementation in the CAR/SAM Regions
- Conclusion 11/25 – ATC Simulations (*on the impact of RVSM implementation*)
- Conclusion 11/28 – Air Traffic Control Automated Systems
- Conclusion 11/29 – Flight level occupancy analysis (*to implement RVSM*)
- Conclusion 11/30 – Height-Keeping performance monitoring
- Other conclusions related to ATM developments

1.2 The First North American, Central American and Caribbean Directors of Civil Aviation Meeting held in Grand Cayman, Cayman Islands from 8 to 11 October 2002 also agreed conclusions related to the ATM Development in the CAR Region. Therefore, as part of Conclusion 1/1, the following guidelines were established for the ATM area:

- RNAV Routes Implementation
- Required Navigation Performance (RNP) Implementation
- 300m (1000 feet) Reduced Vertical Separation Minima (RVSM) Implementation
- ATS Contingency Plans
- ATS Quality Assurance Programmes
- Civil/Military Coordination and civil aircraft interception

1.3 Furthermore, the Fourth Meeting/Workshop of Air Traffic Management Authorities and Planners for the transition to the CNS/ATM Systems in the CAR/SAM Regions (AP/ATM/4) held in Santa Cruz, Bolivia from 27 to 31 January 2003, as part of the GREPECAS UNDP/ICAO RLA/98/003 Regional Project, prepared an RNAV Routes implementation programme for the CAR/SAM Regions. The portion applicable to the Central Caribbean is shown in the **Appendix** to this Working Paper.

## **2. Discussion**

2.1 This paper proposes to the Meeting to continue the ATM Developments by considering the background mentioned in paragraphs 1.1 to 1.3 of this working paper, and by elaborating and recommending an appropriate action plan as well as contributing to its implementation.

2.2 To achieve this, the meeting should take into account the RNAV Routes implementation programme for the CAR/SAM Regions applicable to the Central Caribbean. It is also expected that the ATS Routes Task Force informs the meeting the status of their work in order to recommend to the Meeting the actions required to continue with the programme.

**3. Action Required**

3.1 The Meeting is invited to:

- a) take note of the information contained in this working paper;
- b) consider the convenience of elaborating a detailed action plan to contribute to the implementation of ATM developments, by considering paragraphs 2.1 and 2.2 of this working paper;
- c) continue the analysis to propose the required actions to continue with the implementation of RNAV routes in the Central Caribbean Region; and
- d) take any other actions that the group considers important to continue with the ATM development in the Central Caribbean.

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## APPENDIX

### RNAV ROUTES

