



**Twenty-first Meeting of the CAR/SAM Regional Planning and Implementation Group
 (GREPECAS/21)**

Santo Domingo, Dominican Republic, 15 to 17 November 2023

Agenda Item 3: Global and Regional Developments
3.3 CAR/SAM Air Navigation Services (ANS) Implementation Level

ENHANCED SUPPORT FOR AIR NAVIGATION IMPLEMENTATION IN THE EASTERN CARIBBEAN

(Presented by the Eastern Caribbean Civil Aviation Authority (ECCAA) on behalf of Antigua and Barbuda, Dominica, Grenada, Saint Lucia, Saint Kitts and Nevis and Saint Vincent and the Grenadines)

| EXECUTIVE SUMMARY | |
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| This paper presents insights into the challenges encountered by the Eastern Caribbean region in the implementation of requirements for Air Navigation Services and request support from the GREPECAS to address them. | |
| Action: | Suggested actions are included in Section 6. |
| <i>Strategic Objectives:</i> | <ul style="list-style-type: none"> • Safety • Air Navigation Capacity and Efficiency |
| <i>References:</i> | <ul style="list-style-type: none"> • Convention on International Civil Aviation • GREPECAS Procedures Manual • Terms of Reference for the NACC/WG Eastern Caribbean Civil Aviation Technical Group |

1. Introduction

1.1 The Eastern Caribbean comprises a distinct subset of islands nestled within the broader Caribbean Region, each characterized by its own unique social and political landscape. Within this subregion, one can find a combination of sovereign nations and overseas territories affiliated with other ICAO Regions.

1.2 Aviation plays a pivotal role in the Eastern Caribbean, as it not only bolsters a key economic driver, tourism, but also holds strategic significance in terms of connectivity and long-term sustainability.

2. Context for the Provision of Air Navigation Services in the eastern Caribbean

2.1 The provision of air navigation services (ANS) in this subregion is both a necessity and a challenge. Almost all the islands have at least one airport that serves international air traffic, connecting with the main hubs in the eastern coast of the United States and key European cities.

2.2 Most of the Eastern Caribbean States are located within the Piarco Flight Information Region (FIR), which coincides with the Piarco Search and Rescue Region (SRR). Trinidad and Tobago is responsible for the provision of air navigation services in the Piarco Flight Information Region (FIR) (with the exception of the Terminal Control Areas (TMAs)) and for the Piarco Rescue Coordination Centre (RCC). Under this layer there is a complex integration of several States and Territories air navigation service providers that have responsibilities for the provision of ANS.

2.3 Furthermore, the size of their service providers and the limitations in the human resource capabilities of some authorities, present significant challenges to comply with the requirements of the convention and hinders their ability to perform as effectively as larger states.

2.4 This necessitates the international community, along with the ICAO, to investigate alternative methods of implementation to effectively meet the requirements of this sub-region, which may be perceived as trailing behind other states in the CAR/SAM regions.

3. NAM/CAR Working Group Eastern Caribbean Civil Aviation Technical Group Management (E/CAR/CATG)

3.1 Under the North American Central American and the Caribbean Working Group (NACC/WG) the Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG) was established. The purpose of the E/CAR/CATG is to foster the implementation of the CAR/SAM Air Navigation Plan (ANP) in the eastern Caribbean subregion.

3.2 The E/CAR/CATG has several committees, one for each area of the air navigation services and aerodromes. With the tailoring of this group, implementation activities can be adjusted to the context of the need from the ANS providers.

3.3 The E/CAR/CATG has regular Meetings and activities with the objective of providing follow-up and support to air navigation implementation for the eastern Caribbean States and Territories.

4. Main challenges

4.1 Despite the support received through E/CAR/CATG, there are still important challenges to address for this subregion.

4.2 More complex aspects for ANS such as the training of technical personnel, the certification of aerodromes, the implementation of management systems, both quality and safety, the provision of meteorological services, the development of aeronautical charts and the design of instrument flight procedures, present challenges that are very difficult to address individually.

5. Conclusions

5.1 So that no country is truly left behind, ICAO must adjust its support tools to the needs of each of the States, mainly the smallest ones, which are ultimately the ones that most need multilateral planning and implementation mechanisms.

5.2 In its role as regional planning and implementation group, GREPECAS must do the same, verifying that compliance with the air navigation plan of the CAR/SAM regions receives the same attention from all States, regardless of their size and complexity.

5.3 Though small, the countries of the Eastern Caribbean can offer valuable insights as a model for other regions looking to develop support plans tailored to diverse needs and circumstances.

6. Suggested actions

6.1 The Meeting is invited to:

1. Take note of the information provided in this paper and the current situation of ANS provision in the eastern Caribbean;
2. Request the Secretariat the development of specific projects to address the needs of the provision of air navigation services in the eastern Caribbean and report to GREPECAS/22; and
3. Suggest any additional actions deemed necessary to support this subregion.