Ninth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/9) Meeting
Miami, United States, 28 to 31 July 2025

SUMMARY OF DISCUSSIONS

ii.1 Place and Date of the Meeting

The Ninth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/9) Meeting was held at the IATA Premises in Miami, United States, from 28 to 31 July 2025.

ii.2 Opening Ceremony

Ms. Shenneth Phillips (Antigua and Barbuda), E/CAR/CATG Chairperson, provided opening remarks, welcomed the participants, thanked the International Air Transport Association (IATA) for hosting the event, and officially opened the meeting.

ii.3 Officers of the Meeting

The E/CAR/CATG/9 Meeting was held with the participation of the Chairperson, Ms. Shenneth Phillips (Antigua and Barbuda). Ms. Phillips chaired the meeting plenary. Mr. Eddian Méndez, Regional Officer, Air Traffic Management and Search and Rescue served as Secretary of the Meeting, assisted by Mrs. Mayda Ávila, Regional Officer, Communications, Navigation and Surveillance, both from the ICAO NACC Regional Office.

ii.4 Working Languages

The working language of the Meeting was English and working papers, information papers and draft report of the meeting were available to participants in said language.

ii.5 Schedule and Working Arrangements

It was agreed that the working hours for the sessions of the meeting would be from 09:00 to 15:00 hours daily with adequate breaks. Ad hoc Groups were created during the meeting to do further work on specific items of the Agenda. The Meeting was conducted in hybrid mode (in person and virtually)

ii.6 Agenda

Agenda Item 1: Adoption of the Provisional Agenda and Schedule

Agenda Item 2: Review and follow-up to Conclusions/Decisions

- 2.1 Review and follow-up on Valid Conclusions and Decisions of the E/CAR/CATG
- 2.2 Follow-up on Valid Conclusion and Decision of the North American, Central American and Caribbean Working Group (NACC/WG)
- 2.3 Follow-up on Valid Conclusions and Decisions of the CAR/SAM Planning and Implementation Regional Group (GREPECAS)

Agenda Item 3: Follow-up of the activities of the E/CAR/CATG

- 3.1 Progress report of the Aerodromes and Ground Aids (AGA) Committee
- 3.2 Progress report of the Aeronautical Information Management (AIM) Committee
- 3.3 Progress report of the Air Traffic Management (ATM) Committee
- 3.4 Progress report of the Search and Rescue (SAR) Committee
- 3.5 Progress report of the Communications Navigation and Surveillance (CNS) Committee

Agenda Item 4: Update of the E/CAR/CATG Work Programme and Activities

- 4.1 Review and Analysis of the Evaluation of the Piarco Flight Information Region (FIR) Lower Airspace Design
- 4.2 Status of ECAR Air Navigation Services (ANS) Infrastructure
- 4.3 Regional Mechanism for Sharing of ANS Human Resources
- 4.4 Proposal of special implementation projects
- 4.5 Update of the E/CAR/CATG Work Programme and Activities for 2026

Agenda Item 5: ANS Planning and Innovation

- 5.1 Process for Development of National Air Navigation Plans (NANPs)
- 5.2 Remotely Piloted Aircraft Systems (RPAS)/Unmanned aircraft systems (UAS) Operation in the E/CAR States

Agenda Item 6: Other Business

ii.7 Attendance

The Meeting was attended by 11 States/Territories from the Eastern Caribbean, 1 International Organization, and 2 representatives from Industry totalling 54 delegates as indicated in the list of participants contained in the **Appendix**.

ii.8 Draft Conclusions and Decisions

The Meeting recorded its activities as Draft Conclusions and Decisions as follows:

DRAFT CONCLUSIONS: Activities requiring endorsement by the Directors of Civil Aviation of the Eastern Caribbean.

DECISIONS: Internal activities of the E/CAR Civil Aviation Technical Group (E/CAR/CATG)

List of Draft Conclusions and Decisions

Number	Title	Page
D/01	***IMPLEMENTATION OF E/CAR/CATG EMAIL DISTRIBUTION LIST***	6
D/02	**UPDATE OF THE E/CAR/CATG TERMS OF REFERENCE**	6
D/03	**SURVEILLANCE COVERAGE IN THE EASTERN CARIBBEAN**	10
C/04	**SUPPORT EASTERN CARIBBEAN LOWER AIRSPACE OPTIMIZATION**	12
C/05	**ANS SUPPORT PROGRAMME FOR THE EASTERN CARIBBEAN**	13
C/06	**ANALYSIS OF THE EASTERN CARIBBEAN ANS HUMAN RESOURCES CAPABILITIES**	14

ii.9 List of Working and Information Papers

Refer to the Meeting web page:
NACC - Meetings | International Civil Aviation Organization

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01	1	Adoption of the Provisional Agenda and Schedule	05/06/25	Secretariat
WP/02	2.1	Review and Follow-Up on Valid Conclusions and Decisions of the E/CAR/CATG	23/06/25	Secretariat
WP03	4.1	Analysis of the PIARCO FIR Lower Airspace	02/07/25	Secretariat
WP04	4.3	Support for Instrument Flight Procedures Design Inspection/Oversight in the Caribbean Region	08/07/25	Secretariat
WP05	4.5	Follow-up: Revised Strategy to Support the Provision of Air Navigation and Aerodrome Services	08/07/25	Secretariat

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/06	4.3	Proposal for Sharing ANS Human Resources	16/07/25	Secretariat
WP/07	3.2	Report on AIM Transition Readiness and Training Needs Across Eastern Caribbean States	15/07/25	AIM Committee Rapporteur
WP08	4.2	ECAR-FAA Aeronautical Fixed Service Network (AFS) Connection Upgrade / Performance	17/07/25	United States
WP/09	3.4	Progress report of the Search and Rescue (SAR) Committee	16/07/25	SAR Committee Rapporteur
WP/10	3.3	Progress report of the Air Traffic Management (ATM) Committee	16/07/25	ATM Committee Rapporteur
WP/11	4.2	Status of ECAR Air Navigation Services (ANS) Infrastructure	18/07/25	E/CAR/NTG E/CAR/RD Rapporteur
WP/12	3.5	Progress report of the Communications Navigation and Surveillance (CNS) Committee	18/07/25	CNS Committee Rapporteur
WP/13	2.1	Actions Taken Regarding Valid Conclusions from the Previous E/CAR/NTG and RD Meetings and Decisions Formulated by the E/CAR/CATG/13 and the E/CAR/RD/11 Meetings	18/07/25	E/CAR/NTG E/CAR/RD Rapporteur
WP/14	4.5	ECCAA Advisory Circular on the Transition from AIS to AIM	18/07/25	ECCAA

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01	--	List of Working Papers, Information Papers and Presentations	18/07/25	Secretariat
IP/02	4	San Juan Combined Control Facility (TJZS) Airspace Safety and Efficiency Initiatives	17/07/25	United States
IP/03	6	Capacity Building and Training Requirements for the Verification and Validation of Aeronautical Charts and Electronic Terrain and Obstacle Data	15/07/25	Trinidad and Tobago
IP/04	6	Trinidad and Tobago's Path to Fulfil ICAO'S Transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM)	15/07/25	Trinidad and Tobago

Agenda Item 1 Adoption of the Provisional Agenda and Schedule

1.1 The Secretariat presented WP/01 inviting the Meeting to approve the provisional agenda and schedule. The Meeting approved the agenda and schedule.

Agenda Item 2 Review and follow-up to Conclusions/Decisions

2.1 Under this Agenda Item the Secretariat presented WP/02 with the updated list of valid Conclusions and Decisions of the E/CAR/CATG. The valid Conclusions and Decisions were updated, designating them as valid, completed, or superseded, as follows:

a) Decisions E/CAR/CATG/6/04, E/CAR/CATG/6/05, E/CAR/CATG/7/02, and E/CAR/CATG/7/04 were considered completed.

b) and Conclusion E/CAR/CATG/8/01 remained valid. The Secretariat has not completed the required work for the planning of projects to address the identified priorities of the E/CAR/CATG. The required inputs will be completed before the E/CAR/CATG/10 Meeting.

2.2 The Meeting reiterated that the E/CAR/CATG Points of Contact (PoCs) are facing challenges to receive relevant information in a timely manner and requested the Secretariat to implement an email distribution list to disseminate updated information on ICAO and E/CAR/CATG-related activities. Therefore, the following Decision was made:

DECISION E/CAR/CATG/9/01	**IMPLEMENTATION OF E/CAR/CATG EMAIL DISTRIBUTION LIST**
What: That, to promote the timely dissemination of relevant information to E/CAR/CATG Points of Contact (PoCs), the Secretariat develop and maintain an email distribution list to share updated information regarding ICAO and E/CAR/CATG-related activities to the E/CAR/CATG PoCs by 30 December 2025.	**Expected impact:** ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: To enhance the engagement of E/CAR/CATG with ICAO activities	
When: By 30 December 2025	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☐ States ☒ ICAO ☐ Other:	

2.3 The Eastern Caribbean Network Technical Group (E/CAR/NTG and Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD) rapporteur presented WP/13, examining actions taken regarding valid conclusions from previous E/CAR/NTG meetings, as well as the conclusions and decisions formulated by the E/CAR/NTG/13 and E/CAR/RD/11 meetings. The three pending Conclusions were considered completed.

2.4 The Meeting discussed the Terms of Reference (ToRs) of the E/CAR/NTG and of the E/CAR/RD. These groups, as Communication, Navigation and Surveillance (CNS) working groups, have been integrated into the E/CAR/CATG CNS Commitee, and their activities and work programmes are maintained.

2.5 Taking as a reference the discussion of the integration of the E/CAR/NTG and of the E/CAR/RD into the E/CAR/CATG CANS Commitee, the following Decision was made

DECISION E/CAR/CATG/9/02	**UPDATE OF THE E/CAR/CATG TERMS OF REFERENCE**
What: - That, to reflect the integration of the Eastern Caribbean Network Technical Group (E/CAR/NTG) and the Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD) activities into the E/CAR/CATG CNS Committee,the Secretariat develop a proposal to update the E/CAR/CATG ToRs to integrate the activities of the Eastern Caribbean Network Technical Group (E/CAR/NTG) and the Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD) into the E/CAR/CATG CNS Committee by the E/CAR/CATG/10.	**Expected impact:** ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: To ensure the follow-up and continuation of the E/CAR/NTG and the E/CAR/RD activities	

When:	Present proposal for approval to the E/CAR/CATG/10	**Status:**	☒ Valid / ☐ Superseded / ☐ Completed
Who:	☐ States ☒ ICAO ☐ Other:		

2.6 The Meeting discussed strategies to enhance the effectiveness of E/CAR/CATG meetings. The following recommendations were made:

- reduce the final number of Conclusions and Decisions per meeting
- avoid duplication of NACC/WG Conclusions and Decisions, focusing on E/CAR priorities
- every Conclusion should be used to develop proposals for funding; therefore, a clear identification of priorities must be included.

Agenda Item 3 Follow-up of the Activities of the E/CAR/CATG

AIM Committee

3.1 Under this Agenda Item the E/CAR/CATG Aeronautical Information Management (AIM) Committee Rapporteur presented WP/07 to report their activities and priorities. The transition from Aeronautical Information Services (AIS) to AIM remains a critical objective for the E/CAR States, aligned with ICAO's global roadmap and strategic objectives. Despite awareness at the leadership level, multiple challenges have hindered progress, notably personnel shortages, limited training exposure, and a need for greater sensitization of both operational staff and executive stakeholders. The key AIM challenges identified by the E/CAR/CATG AIM Committee are the following:

- *AIM transition Readiness*
  Most States have not started AIM implementation due to staff shortages and lack of awareness of regulatory/procedural requirements.

- *Training Deficiencies*
  The E/CAR has a significant need for AIM training, particularly refresher training in Quality Management Systems (QMS), AIM fundamentals and data verification and validation. Several States expressed a strong interest in repeated ICAO training offers.

- *Quality Management System (QMS) implementation*
  QMS implementation remains a priority and is acknowledged as a pillar for AIM success.

- *AIM Organizational Review.*
  AIS Structures across the region require reassessment. Management must be briefed on safety implications and urged to adopt an AIM forward strategy.

- *Letter of Agreement (LoA) Harmonization*.
  Trinidad and Tobago Civil Aviation Authority (TTCAA) prepared a draft LoA format based on ICAO Annex 15, Doc 8126, and Procedures for Air Navigation Services (PANS)-Aeronautical Information Management (AIM). Draft to be circulated for regional review and endorsement.

SAR Committee

3.2 WP/09 summarised the activities of the Search and Rescue (SAR) Committee, as related to the improvement of the SAR services within the E/CAR area. This paper provided a summary of the SAR Committee's work since the E/CAR/CATG/8:

- the conduction of the French Search and Rescue Exercise (SAREX) Pelican 2025, with the active participation of Trinidad and Tobago, demonstrated the operational effectiveness of real-time SAR coordination for aircraft transmitting Autonomous Distress Tracking (ADT) messages. The event highlighted the absence of LoAs in support of formal procedures between Piarco Rescue Coordination Centre (RCC) and the French Aeronautical Rescue Sub-Centre (ARSC)/ Maritime Rescue Coordination Centre (MRCC). Timely resolution of these items will be essential in ensuring effective SAR readiness and compliance with ICAO Annex 12 protocols.

- Incidents involving overdue and missing aircraft further emphasize the importance of civil-military coordination and cooperation. The partnerships between SAR and regional Aviation Security (AVSEC) entities will be essential to address growing challenges within the E/CAR. ICAO Doc 9985 - *Air Traffic Management Security Manual* provides guidance to mitigate against these increasing trends involving cross-border activity.

- States declaration of Search and Rescue Region (SRR) boundaries within the Piarco SRR remains a priority. The inclusion of this information into the CAR/SAM Air Navigation Plan (ANP) will ensure defined SAR responsibilities to States in areas of responsibility that do not overlap.

- The Committee continues efforts towards regional SAR harmonization by conducting capacity-building exercises and developing formalized coordination mechanisms to ensure readiness and SAR resilience across the Eastern Caribbean.

ATM Committee

3.3 The ATM Committee continued working towards achieving its objectives through the application of a performance-based, risk management approach for the development, improvement and implementation of ATM matters for States/Territories within the E/CAR area. The E/CAR/CATG ATM Committee Rapporteur presented WP/10 Rev, and provided a progress report of the activities of the Committee from November 2024 to July 2025. An account was given as it related to the E/CAR/CATG/8/01 Conclusion in terms of the establishing of an order of priority of these activities pertinent to the E/CAR area. The report addressed several key topics on ATM, including the following:

- ICAO NACC project to support Instrument Flight Procedure Design (IFPD) Inspection/Oversight in the CAR Region.
  The Meeting was briefed on this project and the support provided.

- Airspace Reorganization.
  The Meeting was briefed on planned meetings with States/Territories to address matters such as the connection of the upper routes with lower routes.

- Safety and quality assurance for Air Traffic Services (ATS).
  Due to the persistence of the ATM Rapporteur, Trinidad and Tobago has shown interest in hosting an ICAO Safety Intelligence and Safety Management Performance (SI SMP) Workshop. The regional availability of quality assurance training for ATS was also discussed.

- ATS Surveillance.
  Antigua and Barbuda, Grenada, Saint Lucia and Saint Vincent and the Grenadines, are currently involved in the updating of their respective ATS procedures with regards to the implementation of ATS surveillance within the E/CAR area. Collaboration between Air Navigation Service Provider (ANSP) stakeholders regarding the continued sharing of surveillance data within the E/CAR area has the potential to improve upon the safe orderly and efficient movement of air traffic within this area.

- SAR Activities within the E/CAR area.
  The importance of ATM to support SAR operations was emphasized, mentioning as an example the case of coordination of recent events involving missing aircrafts and collaboration regarding illegal operations.

- Additional ATM related issues.
  Standardisation and Revision of LoAs and Memoranda of Understanding (MoUs) between adjacent States and Territories, and review and submission of E/CAR ATM Contingency Plans.

CNS Committee

3.4 The E/CAR/NTG and ECAR/RD Rapporteur presented WP/12, provided the progress report of the CNS Committee with the follow-up actions and status update on the projects being undertaken in the E/CAR and the Piarco Flight Information Region (FIR).

- The ToRs of the CNS Committee as well as the PoCs (Information on coordination of maintenance activities for the E/CAR Aeronautical Fixed Service (AFS) Network) and the State/Territory Members of the E/CAR Network Technical Group (E/CAR/NTG) were updated following the E/CAR/NTG/13 and E/CAR/RD/11 meetings.

- During the period 2024 to 2025, the CNS infrastructure within the E/CAR States commenced with the installation of the new Automatic Dependent Surveillance – Broadcast (ADS-B)/Multilateration (MLAT) Surveillance Network in Trinidad and Tobago.

- Updates included AFS (ground-to-ground communication), the Internet Protocol (IP) Network Upgrade and the changing over from the Analog to the Very high Frequency -30 to 300MHz- (VHF) (air-to-ground communication) IP upgrade.

- TTCAA procured the Space-Based ADS-B to compliment the surveillance coverage for the entire Piarco FIR.

3.5 As part of the work of the E/CAR/RD, the process was defined to develop the ToRs of a project that will encompass the services of the E/ CAR States where there is currently no radar coverage. To this end, the Meeting made the following Decision:

<table>
<tr><td colspan="3">DECISION
E/CAR/CATG/9/03 SURVEILLANCE COVERAGE IN THE EASTERN CARIBBEAN</td></tr>
<tr><td colspan="2">What:
That, following the completion of the final ADS-B implementation by Trinidad and Tobago, the CNS Committee, supported by NACC/WG/SURV/TF, will conduct an analysis of the overall surveillance coverage in the Eastern Caribbean; identifying deficiencies in surveillance coverage; and based on the identified deficiencies, developing the Terms of Reference (ToRs) of a regional project to address and resolve those deficiencies, and presenting the proposal for approval to the E/CAR/CATG/10 meeting.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
To improve safety and capacity in all Eastern Caribbean States</td></tr>
<tr><td>When:</td><td>Present proposal for approval to the E/CAR/CATG/10</td><td>Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who:</td><td>☐ States ☒ ICAO ☐ Other:</td><td>CNS, Committee supported by NACC/WG/SURV/TF</td></tr>
</table>

3.6 No activities of the E/CAR/CATG AGA Committee were discussed.

3.7 The Meeting did not address any issue related to Aeronautical Meteorology (MET).

Agenda Item 4 Update of the E/CAR/CATG Work Programme and Activities

4.1 The Secretariat presented WP/03 with a summary of the Piarco FIR Lower Airspace Evaluation conducted as part of the project “Support IFPD Inspection/Oversight in the CAR Region”.

4.2 As an immediate result of the evaluation, several opportunities for improvement were identified, which were presented as the following strategic recommendations, intended to serve as inputs for the formulation of the following E/CAR optimization projects:

a) Improvement of the aeronautical information system.
Support the transition from AIS to AIM, developing national competencies and improving internal processes to enhance the management of aeronautical information, to implement the Service Level of Agreement (SLA) and to enhance the consistency of information/data publication. This will allow users of the airspace to have timely, more accurate and easier access to information in order to support their operations.

b) Harmonization of airspace structure and classification.
Promote the standardization of criteria for the delimitation and classification of airspace and operational procedures according to the ATS provided. This will reduce airspace

fragmentation, enhance the protection of aircraft during arrivals and departures, improve flight profile predictability, standardize coordination procedures and reduce workload for crews and Air Traffic Control (ATC) personnel.

c) Improvement of air navigation and surveillance infrastructure.
Encourage the update of air navigation and surveillance infrastructure, by promoting the replacement of legacy navaids systems, the implementation of ATS surveillance systems or the sharing of ATS surveillance capabilities. This will increase navigation precision and harmonize with modern avionics standards, expand airspace capacity and improve ATC situational awareness. From the ATS perspective this can support more proactive air traffic flow management and improve safety margins, while enhancing airspace access during low-visibility conditions.

d) Enhancement of terminal instrument flight procedures.
Support the design and publication of Standard Instrument Departures (SID), Standard Terminal Arrival Routes (STARs) and Instrument Approach Procedures (IAP) with vertical guidance. This will facilitate standardised arrivals and departures, improve arrival flow sequencing in airports with high traffic demand, enhance access and improve safety for airports surrounded by mountainous terrain or during low visibility conditions. This will also improve continuous descent and climbing.

e) Regional integration and ATS route connectivity.
Enhance procedural connectivity between terminal areas and regional ATS routes allowing more consistent use of entry/exit points aligned with Terminal Control Areas (TMAs), standardizing vertical and lateral handoffs between adjacent TMAs. This will improve integration with regional ATS routes, reduce tactical vectoring, and facilitate seamless coordination with adjacent sectors.

f) Procedural design oversight.
Support the selection and hiring of IFPD service providers, implementing formal tools to evaluate third-party design quality or compliance. This will ensure that Instrument Flight Procedures (IFP) published on behalf of each State are compliant with the national and international requirements.

g) Capacity building and technical training.
To ensure the sustainability and long-term effectiveness of airspace optimization efforts, it is recommended to establish a regional capacity-building initiative focused on instrument procedure design and airspace management. This could include standardized training programmes, knowledge exchange workshops, recurrent courses and certification pathways aligned with ICAO guidance. Enhancing technical competencies across the area will empower States and Territories to oversee and maintain high-quality flight procedures, foster greater autonomy in airspace management, and support harmonized implementation of future Performance-Based Navigation (PBN) initiatives.

4.3 The Meeting took note of the update provided by the Secretariat and provided comments to ensure that the final report of the Piarco FIR Lower Airspace Evaluation would be adequately received by decision makers at the State level. Participants requested the Secretariat to consider expanding this assessment to the complete E/CAR.

4.4 Based on the recommendations of the Piarco FIR Lower Airspace Evaluation, the analysis of the E/CAR/CATG/ATM Committee and the discussions during the review of this Working Paper, the following Draft Conclusion was formulated:

<table>
<tr><td colspan="3">DRAFT CONCLUSION
E/CAR/CATG/9/04 SUPPORT EASTERN CARIBBEAN LOWER AIRSPACE OPTIMIZATION</td></tr>
<tr><td colspan="2">What:
That, following the findings of the Piarco FIR Lower Airspace Evaluation,
a) the E/CAR States within the PIARCO FIR to endorse the strategic recommendations of the Piarco FIR Lower Airspace Evaluation detailed in paragraph 4.2; and
b) the Secretariat develop a comprehensive programme for the optimization of the E/CAR lower airspace, using as a reference the results of the Piarco FIR Lower Airspace Evaluation.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
To enhance safe and efficient use of eastern Caribbean airspace</td></tr>
<tr><td>When:</td><td>a) 30 September 2025
b) ECARCATG/10</td><td>Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who:</td><td>☒ States ☒ ICAO ☐ Other:</td><td></td></tr>
</table>

4.3 The Secretariat presented WP/04 with an update of the project to Support for Instrument Flight Procedures Design (IFPD) Inspection/Oversight in the Caribbean Region, and requested assistance for developing a regional agreement to foster collaboration and pooling of resources for the IFPD and oversight for those States with limited capabilities or lack or qualified inspectors.

4.4 The Paper detailed the four phases of the project and outlined the tentative dateline for completion. To promote the sustainability of the capacities developed based on the activities of this Project, the beneficiary States and International Organizations must:

a) reaffirm their commitment to maintain qualified human resources to perform the duties related to IFPD.

b) cooperate, to the extent possible, with other States and Organizations of the CAR Region that face challenges in meeting their responsibilities regarding IFPDs.

c) promote the strengthening of regional mechanisms to support IFPDs and oversight.

4.5 One pending element of the Project is the development of a regional agreement to support collaboration and pooling of resources to support the IFPD and oversight for those States with limited capabilities or lack or qualified IFPD Inspectors. The Meeting recognized the challenges for

maintaining competent and experience instrument flight procedures designers and inspectors and suggested one of the CARICOM existing frameworks to allow the collaboration and pooling of resources to support the IFPD and oversight.

4.6 With WP/05 Rev the Secretariat provided a follow-up on Conclusion E/CAR/CATG/8 regarding the strategy for enhanced support for E/CAR States and proposes actions for E/CAR/CATG Committees to adopt a new approach to plan their activities.

4.7 The Meeting recognized the importance of the GREPECAS and the need to provide inputs to reflect the E/CAR situation to provide an accurate picture of the complete CAR Region. The Meeting agreed that each E/CAR/CATG Committee would work to identify their priorities and establish their link with the ICAO main support initiatives. Therefore, it formulated the following Draft Conclusion:

<table>
<tr><td colspan="3">DRAFT CONCLUSION
E/CAR/CATG/9/05 ANS SUPPORT PROGRAMME FOR THE EASTERN CARIBBEAN</td></tr>
<tr><td colspan="2">What:
That, considering the need to streamline current implementation support activities and identify additional resources to allow the sustainable development of air navigation services in the Eastern Caribbean,

a) The E/CAR/CATG Committees work with the Secretariat to develop proposals for implementation support projects to address the priorities identified for each ANS area by 1st of April 2026; and

b) the Secretariat and the ECARCATG Chairperson integrate the proposals into a comprehensive ANS support programme for the Eastern Caribbean and present results to E/CAR/CATG/10 meeting.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
To support the implementation of ICAO ANS related Standards and Recommended Practices (SARPs) and enhance provision of services</td></tr>
<tr><td>When:</td><td>Present results to E/CAR/CATG/10</td><td>Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who:</td><td>☐ States ☒ ICAO ☒ Other:</td><td>E/CAR/CATG Committees</td></tr>
</table>

4.8 Through WP/06 the challenges faced by E/CAR States to count with a full cadre of trained and sufficiently experienced staff for all disciplines of ANS provision and oversight and proposes actions to develop and implement a mechanism for sharing and/or pooling ANS human resources was analysed.

4.9 Participants shared common experiences regarding human resources pointing out the main difficulties for training and retaining competent staff, including the following:

- Lack awareness of decision makers of the importance of ANS to their national economic development.
- Limited offer of ANS training by the regional training centres.
- Restriction of government employee benefits.

4.9 Therefore, the Meeting formulated the following Draft Conclusion:

<table>
<tr><td colspan="3">DRAFT CONCLUSION
E/CAR/CATG/9/06 ANALYSIS OF THE EASTERN CARIBBEAN ANS HUMAN RESOURCES CAPABILITIES</td></tr>
<tr><td colspan="2">What:
That, considering the evidenced challenges faced by the E/CAR States and Territories to recruit, train and maintain a complete staff for the provision and oversight of ANS,
a) the Secretariat perform an analysis of the E/CAR ANS human resources capabilities, including a description of common practices of recruitment and retention, regional availability of training and mechanisms for career development. This analysis should identify the main challenges and limitations impeding ANSPs and oversight organizations to account with required ANS staff and the areas where more impacted; and

b) the Secretariat work with the Chairperson and the Rapporteurs to develop a proposal of a regional mechanism for sharing ANS resources to support key service provision and oversight activities and report it to the E/CAR/CATG/10 meeting.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
To support the availability of ANS personnel for the E/CAR</td></tr>
<tr><td>When:</td><td>Report to the E/CAR/CATG/10</td><td>Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who:</td><td>☐ States ☒ ICAO ☒ Other:</td><td>E/CAR/CATG Chairperson and Rapporteurs</td></tr>
</table>

4.10 United States presented WP/08 on efforts to streamline the E/CAR AFS Network upgrade at the Federal Aviation Administration (FAA) San Juan and improve trouble resolutions.

4.11 The Paper provided information about FAA's E/CAR communications equipment and upgrade initiatives. Efficient coordination between TTCAA/Telecommunications Services of Trinidad and Tobago (TSTT) and the FAA will help facilitate and streamline the installation and implementation of the upgrade. Although the current network has been reliable over the past year (July 2024 – June 2025), an upgrade of the network will extend its lifecycle with the additional goal of increasing its performance. While the network is mostly stable, there is concern over lack of definitive resolutions for some network outages/service interruptions.

4.12 The E/CAR/NTG and ECAR/RD Rapporteur presented WP/11 with an update on the status of the E/CAR ANS Infrastructure relating to the provision of ATS namely, CNS network and systems as it pertains to the Piarco FIR.

4.13 The importance of this information will consider the strengths and weaknesses of the subregion, assist States in identifying short and medium-term implementation projects of future CNS systems and be used as a tool to support decision-making in enhancing ATS capabilities.

4.14 The Eastern Caribbean Civil Aviation Authority (ECCAA) presented WP/14 to highlight Advisory Circular ANS/AC-009, which provides a phased and practical roadmap to guide ECCAA States in transitioning from traditional AIS to AIM.

4.15 The Circular aligns with ICAO's global AIS to AIM Roadmap and the NACC regional action plan, addressing gaps in staffing, procedures, documentation, and digital readiness. It outlines concrete deliverables across four phases: organizational structure and staffing, foundational procedures, documentation and manuals, and advanced digitalization. The transition strategy is especially tailored for small, resource-constrained States and includes editable templates, timelines, and guidance for coordination with key partners such as Trinidad and Tobago AIS.

4.16 A central message of the paper is the need for a fundamental shift in the mindset of national decision-makers to effectively advance the transition from AIS to AIM.

4.17 Follow up discussions highlighted the importance of providing current, competency-based training—especially for experienced AIS officers whose previous instruction may not reflect modern technological and procedural requirements. Such training is essential to ensure that personnel are adequately prepared to operate in a digital environment, maintain high standards of data quality, and contribute to System Wide Information Management (SWIM) integration efforts. The Meeting was invited to endorse the Advisory Circular, support its phased implementation across the region, and encouraged ICAO to assist with technical guidance and capacity-building initiatives.

4.18 With IP/02, United States discussed five topics regarding safety and efficiency initiatives in which the E/CAR ANSPs would be affected. San Juan Combined Control Facility is committed in taking a more proactive approach with its surrounding ANSPs to enhance safety and improve communication. The IP also discussed current initiatives such as the relocation of VHF frequencies, which will improve communications coverage in the E/CAR, and testing of Automated Data Exchange (ADE)/Air Traffic Services Inter-facility Data Communication (AIDC) with TTZP, which, if implemented, will result in increased cross-boundary efficiency between San Juan (ZSU) and Piarco Area Control Centre (ACC), and to TTZP's operation with their underlying facilities.

4.19 The expansion of Princess Juliana International Airport (TNCM) airspace as a possibility in the future was also presented; however, because of the challenges, both technological and procedural, of this initiative, the effort is being paused. Finally, the increase in Space Operations affecting traffic flows for ZSU, TTZP, and surrounding ANSPs was discussed, highlighting the need for increased communication and notification of these events.

Agenda Item 5 ANS Planning and Innovation

5.1 Under this Agenda Item the Secretariat presented WP/16 with the outcomes of the ICAO NAM/CAR/SAM Workshop on Unmanned Aircraft Systems (UAS)/Remotely Piloted Aircraft Systems (RPAS) Operations held in June 2025 in Mexico City, which brought together 260 participants from 29 States and 5 international organizations. The workshop was aimed at identifying challenges and opportunities for the safe and harmonized integration of UAS into the region's air navigation framework.

5.2 UAS, including RPAS, are revolutionizing sectors such as agriculture, emergency response, infrastructure monitoring, and logistics. However, their rapid expansion has outpaced regulatory frameworks, creating challenges in safety oversight, airspace management, and institutional capacity.

5.3 While 95% of NACC States already have some form of drone regulation, many of these frameworks are outdated, lack regional harmonization, and do not fully address new use cases such as cross-border humanitarian operations or Advanced Air Mobility (AAM).

5.4 ICAO has developed extensive guidance to support States, including applicable SARPs for RPAS and model UAS regulations (Parts 101, 102, and 149). Despite the availability of these tools, implementation remains inconsistent across the region, highlighting the need for coordinated efforts and technical support.

5.5 The key challenges include regulatory gaps, limited UAS Traffic Management (UTM) systems, insufficient technical capacity, complex integration in controlled airspace, and lack of funding for UAS oversight and infrastructure. The paper recommends establishing a Regional Multidisciplinary Group under E/CAR/CATG, supported by ICAO, to develop a harmonized regulatory framework, analyse applicability of ICAO SARPs, coordinate training, and oversee UTM implementation and certification processes.

5.6 For the E/CAR States, a regionalized approach led by the ECCAA was proposed. ECCAA could issue a unified UAS regulation applicable to OECS Member States, covering licensing, registration, operator certification, and data protection. Recommended actions include launching pilot projects (e.g., medical drone delivery, post-disaster aerial assessments), conducting public awareness campaigns, updating national laws to include UAS operations, and enabling cross-border procedures for emergency or logistics missions. Funding and support mechanisms could involve ICAO programmes (such as Implementation Packages (iPacks) and the Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme (MCAAP), partnerships with industry, and international donors like the World Bank and the European Union to support training and infrastructure investments.

5.7 In conclusion, the E/ CAR area has a strategic opportunity to lead UAS/RPAS integration through coordinated regulatory alignment, institutional strengthening, and regional collaboration. Leveraging ECCAA's oversight role and ICAO's global framework can ensure a safe, efficient, and sustainable deployment of unmanned aviation in the area. Pending to make decisions on how the E/CAR/CATG will integrate this work into its agenda.

5.8 Under P/02 the Secretariat introduced the ICAO *Global Air Navigation Plan* (GANP), which serves as a comprehensive roadmap for modernizing the global air navigation system. It is based on ICAO Doc 9750 (Seventh Edition) and is designed to support both regional and national planning while promoting harmonization and interoperability. The E/CAR area is composed of Small Island Developing

States (SIDS), which face unique operational challenges, including high reliance on air transport, limited infrastructure, and resource constraints. These States require a resilient and sustainable ANS that supports connectivity and economic development.

5.9 The GANP is organized around four strategic objectives: safety, air navigation capacity and efficiency, security and facilitation, and environmental protection. These are supported by pillars such as operational improvements through Aviation System Blocks Upgrade (ASBUs), infrastructure and technology enhancements, performance-based decision-making, and regional cooperation.

5.10 The implementation of GANP in the E/CAR focuses on regional collaboration, particularly through Organization of Eastern Caribbean States (OECS) mechanisms. Priority initiatives include upgrading CNS systems, deploying ADS-B, implementing PBN, and improving institutional capacity through technical assistance and international cooperation. Key regional projects under consideration involve enhancing ADS-B coverage for better situational awareness, transitioning to Digital AIM systems like the Aeronautical Information Exchange Model (AIXM) and the Electronic Aeronautical Information Publication (eAIP), improving Meteorological services (MET), and developing frameworks for Air Traffic Flow Management (ATFM) and Collaborative Decision Making (CDM), along with strengthening cybersecurity and contingency planning.

5.11 The region faces challenges such as limited financial and human resources, fragmented infrastructure, and vulnerability to climate change. However, it also has significant opportunities through resource pooling among OECS members, access to international support from ICAO and donors, and innovation via new technologies like RPAS, artificial intelligence, and cloud-based services. The strategy outlines ten major benefits of developing a regional aviation project. These include optimization of limited resources, enhanced interoperability, increased safety and resilience, improved regulatory frameworks, access to funding and technical support, and stronger regional coordination and identity. Additional benefits include environmental improvements, accelerated modernization through innovation, support for tourism and economic development, and capacity building through shared knowledge and training across States.

5.12 The GANP Ed. 7 provides a forward-looking framework for the E/CAR. To fully benefit, States must align their national plans with the regional strategy and invest in joint implementation efforts to modernize and harmonize their air navigation systems. Finally, the presentation encouraged collaboration through regional implementation bodies and projects and highlights the availability of ICAO guidance and technical support as a means to facilitate success in the modernization and integration of ANS in the E/CAR.

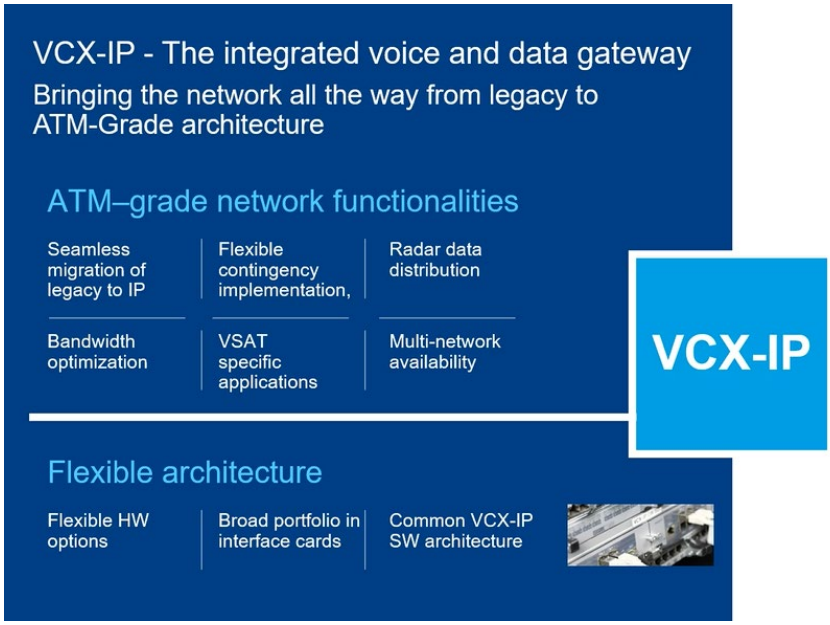
Agenda Item 6 Other Business

6.1 FREQUENTIS presented P/01 to share information regarding the technical and operational advancements of the Caribbean Air Navigation Services Network (CANSNET), which replaces the former Improvements to the Air Traffic Services (ATS) Voice Link (MEVA)-3 system. Key highlights include:

- legacy compatibility: non-IP (legacy) equipment can still operate via converter boxes that ensure full ED-137 standard compliance, especially for operational voice services

- network flexibility: unlike MEVA-3, CANSNET offers multiple transport options Very Small Aperture Terminal (VSAT), Multi-protocol label Switching (MPLS), or hybrid setups enhancing redundancy and diversity
- full mesh architecture: enables direct single-hop communication between sites, reducing delays and improving performance
- service availability: CANSNET targets up to 99.9% service availability, with innovations like brownout detection, a system that pre-emptively switches to better-performing links before failures occur
- disaster response: includes emergency deployable VSAT systems, with two units on standby, ready to be deployed within 48–72 hours to affected areas
- interoperability: seamless integration with South American and E/CAR networks; supports future applications like automation and meteorological data exchange
- technical backbone: supported by partners like ND Satcom, Intelsat, British Telecom, and Frequentis; core systems include VCXIP gateways and the NetBroker software for intelligent routing and performance monitoring
- customer support: 24/7 English/Spanish hotline, ticket system, training, maintenance, and optional services like firewalls, UPS, and tailored configurations.

6.2 CANSNET is designed to be resilient, flexible, and future-ready, supporting diverse operational needs and emergency response scenarios across the region.



6.3 FREQUENTIS presented CANSNET's enhanced functionalities, emphasizing its tailored design for ANSPs. Key features include:

- legacy and IP compatibility through converter boxes that preserve full ED137 compliance for voice
- redundant communication paths: customers can choose between VSAT, MPLS, or hybrid links, enhancing resilience and availability
- advanced monitoring via the Net Broker, which proactively switches links before service degradation occurs

- surveillance data sharing and future service expansion are fully supported
- interconnection points are in place to seamlessly interface with South American Digital Network (REDDIG) and E/CAR networks
- CANSNET is designed for scalability, security, and high availability (99.9%), including emergency VSAT systems deployable within 48–72 hours.

6.4 Trinidad and Tobago expressed interest in using CANSNET to improve redundancy and resilience, especially during hurricanes, and asked about integration with terrestrial infrastructure. Discussion included VHF communication integration, confirming that ED137 delay compensation is supported, even over satellite. E/CAR States' integration was emphasized by ICAO, particularly for the PIARCO FIR, to ensure continuous communication coverage. A technical evaluation of the E/CAR needs will be coordinated between CANSNET Members and designated representatives from Frequentis, Trinidad and Tobago, in coordination with ICAO as CANSNET coordinator.

6.5 Through P/03 the International Air Transport Association (IATA) presented an overview of air travel trends in the Caribbean for 2025, organizational structure, and regional engagement priorities:

1. Regional Market Overview
   - mixed recovery among top 15 markets
   - Saint Martin saw 7% growth in demand and 10% in capacity
   - Cuba experienced a 20% drop in demand and 17% drop in capacity
   - influencing factors include economic and political conditions, aircraft delivery delays, and operating costs.

2. Profitability Challenges
   - global average airline profit per passenger is $7.20, and just $3.40 in Latin America and the Caribbean, less than the cost of a coffee highlighting tight margins and financial vulnerability.

3. About IATA
   - represents 350 airlines (80% of global traffic), with 50 offices and presence in 120 countries
   - the Caribbean local office (based in Miami) supports 27 islands and acts as a liaison between airlines, States, and internal IATA divisions.
4. Key Areas of Support
   - Taxes, Fees, and Charges (TFCs)
   - advocates for ICAO-compliant consultation processes
   - warns against uncoordinated fee increases across different entities (e.g., airports, tourism ministries, civil aviation)
   - airport Infrastructure
   - supports the right-sized development, guided by airline feedback and traffic forecasts
   - offers free reviews of master plans and paid consulting via IATA’s commercial arm
   - stakeholder coordination:

- encourages non-siloed decision-making and early airline involvement in infrastructure and policy changes.

5. Looking ahead
   - IATA emphasized the need for early engagement with its local office to support project planning, ensure alignment with airline expectations, and maintain sustainable air transport growth in the Caribbean
   - the cost of air travel remains a critical issue, often driven by excessive taxes and infrastructure expansion.

6.6 IATA reaffirmed its commitment to support the E/CAR States through transparent consultation processes, active participation in regional task forces, and ongoing communication. Key messages included Transparent Traffic (TFC) Consultations: IATA stressed the importance of pre-consultation meetings with ANSPs and airports where costs, capital investment, and forecasts are openly discussed. They emphasized that charges must be cost-related and ideally reinvested in aviation—not diverted to unrelated projects like highways or hospitals.

6.7 The Meeting praised IATA's active role in supporting regional coordination and encouraged IATA to maintain regular involvement despite budgetary constraints.

6.8 Participants extended heartfelt thanks to IATA for their continued technical and logistical support, including hosting meetings and providing policy input. IATA reaffirmed their willingness to engage, whether in person or virtually, and welcomed open communication.

6.9 Overall, the session highlighted mutual appreciation and a shared goal to improve coordination, cost transparency, and aviation sustainability in the CAR Region.

6.10 Under IP/03, "Capacity Building and Training Requirements for the Verification and Validation of Aeronautical Charts and Electronic Terrain and Obstacle Data (eTOD)," presented by Trinidad and Tobago, highlighted the need for capacity building and specialised training in support of ICAO Annexes 4 and 15. The IP identified critical technical gaps across E/CAR States in areas such as Geographical information system (GIS), Global navigation satellite system (GNSS) surveying, Light detection and ranging (LIDAR) interpretation, and the application of aeronautical data standards.

6.11 The absence of trained personnel has led to persistent charting deficiencies and a limited ability to manage and update obstacle and terrain datasets. Furthermore, the integration of advanced technologies such as Unmanned Aerial Vehicles (UAVs) and satellite imagery into AIM operations underscores the need for modern geospatial competencies.

6.12 To address these challenges, the TTCAA's Geomatics Unit propose a structured capacity building framework focused on functional training, specialised technical training, and the implementation of quality management practices. This includes establishing formal data verification protocols, aligning processes with AIM QMS, and applying metadata and data lineage standards.

6.13 The paper called for the development of a regional eTOD and charting training roadmap and encourages strategic partnerships with academic and international institutions. By investing in training and fostering regional cooperation, the E/CAR Region can enhance compliance with ICAO standards, improve data accuracy, and support safer, more efficient ANS.

6.14 Trinidad and Tobago presented IP/04 with ICAO's roadmap for the transition from AIS to AIM which provides the strategic and operational processes required for this transition. The management of aeronautical data/information as one of the key enablers in ICAO Global Air Navigation Plan (GANP) for the continued evolution of ATM.

6.15 To achieve the twenty-one steps in the roadmap, a revisit of AIS Organisational Structure is necessary to effectively manage and provide the products and services for AIM. The requirements for Notice to Airmen (NOTAM), flight plan, data quality, terrain and obstacle management, aeronautical publication, training, aeronautical charts, digital exchange of information, etc. is a drastic shift in the management and supply of aeronautical data/information.

6.16 The TTCAA restructured its AIS department in 2012 to three Units - Operations, Publication and Quality Assurance to enable the transition. In 2017, the Geomatics Unit was added for the management of eTOD and Aeronautical Charting and in 2022, the post of AIM Officer Technical Development and Training was added to manage the implementation of AIM technical development and training requirements in ICAO Annex 15 - AIS, Doc 8126 - AIS Manual, Doc 10066 - PANS AIM and Doc 9868 -PANS Training.

6.17 In 2017 ISO 9001 certification for AIM services and products was acquired, however the two staff members of the Quality Assurance Unit opted for early retirement in 2021 and resignation in 2022 respectively. Consequently, recruitment efforts were directed externally to the TTCAA to secure staff with industry experience in QMS. The appointment of a professional with Quality Management industry expertise has further reinforced best practices consistent with ISO 9001 and relevant ICAO standards.

6.18 Proactive human capacity planning to ensure the development and retention of critical skill sets within the Department is necessary in facilitating the effective transfer of AIM-related knowledge, as coordinating cross-functional familiarisation sessions across AIM related areas becomes increasingly difficult. Greater emphasis must be placed on formal succession planning and structured staff training, with a focus on capturing and transferring tacit knowledge. These measures are essential to ensure a seamless transition between personnel, preserve institutional memory, and maintain the sustained operational effectiveness of the Department.

6.19 ICAO's evolving requirements for quality assured aeronautical data emphasise the importance for high-level decision makers to recognise that the adequate provision and management of such data by ICAO Contracting States is essential. Leveraging technological advances in civil aviation depends critically on the availability of reliable, quality-assured aeronautical data to ensure the safe, effective, and efficient management of Air Traffic.

— — — — — —— —— ——

Ninth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/9) Meeting
Miami, United States, 28 to 31 July 2025

APPENDIX
LIST OF PARTICIPANTS

ANGUILLA

1. Sheila Hodge
2. Shekimea Romney

ANTIGUA AND BARBUDA

3. Euguene Silcott
4. Natasha Mussington
5. Shenneth Phillips
6. Audrey Lorraine Davis (V)
7. Alando Michael
8. Randolph Best

BARBADOS

9. Donna Archer (V)
10. Jackie Romona Crichlow (V)
11. Richard Odle (V)
12. Richard Prempeh (V)

DOMINICA

13. Kershton Pascal

ECCAA

14. Luana C. Isaac
15. Eloise Denise Silston

FRANCE

16. Julie Ibalot

SAINT LUCIA

17. Ricardo Charles

SAINT KITTS AND NEVIS

18. Don Grant

ST. VINCENT AND THE GRENADINES

19. Andrea Best
20. Kaz Hackshaw (V)

TRINIDAD AND TOBAGO

21. Adam Khan (V)
22. Anton Ramdass (V)
23. Ashley Lalman (V)
24. Clint Balfour (V)
25. Curtis Peters (V)
26. David Timothy (V)
27. Faadia Mohammed (V)
28. Ian Raphael Gomez
29. Ihsan Hosein (V)
30. Jayson Dalkan (V)
31. Kendall Galindo (V)
32. Kevin Brown (V)
33. Naresh Seeparsad (V)
34. Neil Ali
35. Ricky Bissessar (V)
36. Robert Rooplal (V)
37. Rohan Garib
38. Rudesh Balliram (V)
39. Salima Mohamdally (V)
40. Shiraz Gopaul (V)
41. Shorrey Blake (V)
42. Steve Ramgoolam (V)
43. Steve Saroop
44. Vijanti Balroop (V)

UNITED STATES

45. Alfredo Costa (V)
46. Carlos E. Rodríguez
47. John William Fullerton
48. Jorge Chades
49. Rudolph Lawrence
50. Vincent McMenamy (V)
51. Will Turner

ALBC CONSULTING

52. Alejandra Bertrand

FREQUENTIS

53. Mathias Gerlich (V)

IATA

54. Jaime Abigantus

ICAO

55. Mayda Ávila
56. Eddian Méndez

V: Virtual participation

LIST OF PARTICIPANTS

Name / Position	Administration / Organization	Telephone Teléfono
Anguilla		
Sheila Hodge Quality Assurance Manager	Anguilla Air and Sea Ports Authority (AASPA)	Tel. + 2645844085, + 2645849640 E-mail sheila.hodge@aaspa.ai
Shekimea Romney AIS Supervisor	AASPA	Tel. + 2644766244 E-mail shekimea.romney@aaspa.ai
Antigua and Barbuda		
Euguene Silcott Air Traffic Services Operations Officer	Antigua and Barbuda Air Traffic Services	Tel. + 2685625235 E-mail eugene.silcott@ab.gov.ag
Natasha Mussington Coordinator of AIS	Antigua and Barbuda Air Traffic Services	Tel. + 2685625231 E-mail natasha.mussington@ab.gov.ag
Shenneth Phillips Chief of Air Traffic services	Antigua and Barbuda Air Traffic Services	Tel. + 2685620301/2 E-mail shenneth.phillips@ab.gov.ag
Audrey Lorraine Davis (V) Deputy Chief, Air Traffic Services	V. C. Bird Air Traffic Services - Antigua and Barbuda	Tel. + 268 562 5232 E-mail lorraine.davis@ab.gov.ag
Alando Michael Commanding Officer ABDF Airwing	ABDF Coast Guard	Tel. + 12687641495 E-mail Alando.michael@abdf.gov.ag
Randolph Best Executive Officer	ABDF Coast Guard	Tel. + 12687146399 E-mail randolph.w.best@abdf.gov.ag
Barbados		
Donna Archer (V) Chief AIS Officer	Barbados	Tel. + 2465363603 E-mail donna.archer@barbados.gov.bb
Jackie Romona Crichlow (V) Senior Electronics Technician	Barbados	Tel. + (246)536-1361 E-mail jcrichlow@gaiainc.bb
Richard Odle (V) Electronics Manager	Barbados	Tel. + 246 536 1332 E-mail Rodle@gaiainc.bb
Richard-Lawrence Prempeh (V) Air Traffic Control Supervisor	Barbados Air Navigation Services	Tel. + 1-246-535-3607 E-mail richard.prempeh@ans.gov.bb
Dominica		
Kershton Pascal Airport Manager	Dominica Air and Sea Ports Authority (DASPA)	Tel. + 767-255-9111, 767 225 9884 E-mail kpascal@daspa.dm

Name / Position	Administration / Organization	Telephone Teléfono
ECCAA		
Luana C. Isaac AIM Inspector	Eastern Caribbean Civil Aviation Authority (ECCAA)	Tel. + 1(268)7252897 E-mail Lisaac@eccaa.aero
Eloise Denise Silston ATM Inspector	ECCAA	Tel. + 268 462 0000 E-mail dsilston@eccaa.aero
France		
Julie Ibalot Director of Guadeloupe ATC center	FRANCE ANTILLES GUYANE	Tel. + 590690692104 E-mail julie.ibalot@aviation-civile.gouv.fr
Saint Lucia		
Ricardo Charles Senior Air Traffic Control Officer - Quality Assurance	Saint Lucia Air and Sea Ports Authorty (SLASPA)	Tel. + 1 758 724 6436 E-mail ricardo.charles@slaspa.com
Saint Kitts and Nevis		
Don Grant Airport Manager (Ag.)	St.Kitts/Nevis	Tel. +1 8694658121 ext 200, 18696628490 E-mail don.grant@scaspa.com
Saint Vincent and the Granadines		
Andrea Best Director Civil Aviation	Civil Aviation Department	Tel. +1 7844936800 E-mail dca@gov.vc; dcasvg@gmail.com
Kaz Hackshaw Senior AIS Assistant	Civil Aviation Department	Tel. +1 784458 1482 E-mail hackshaw-kaz@hotmail.com
Trinidad and Tobago		
Adam Khan (V) CNS Supervisor	Trinidad and Tobago Civil Aviation Authority (TTCAA)	Tel. +1-868-682-8386 E-mail adamkhan@caa.gov.tt
Anton Ramdass (V) Unit Chief Piarco ACC/APP (Ag)	TTCAA	Tel. +1(868)669-4852 E-mail aramdass@caa.gov.tt
Ashley Lalman (V) Unit Chief Piarco ACC/APP	TTCAA	Tel. +1 (868)669-4852 E-mail alalman@caa.gov.tt
Clint Balfour (V) ATS Supervisor	TTCAA	Tel. + 1(868)669-4852 E-mail cbalfour@caa.gov.tt
Curtis Peters (V) Civil Aviation Safety Inspector	TTCAA	Tel. +1 868 668 8222 EXT 2189 E-mail cpeters@caa.gov.tt
David Timothy (V) ATS Supervisor (Ag)	TTCAA	Tel. +1 (868)669-4852 E-mail dtimothy@caa.gov.tt

Name / Position	Administration / Organization	Telephone Teléfono
Trinidad and Tobago		
Faadia Mohammed (V) Unit Chief - AIM Quality Assurance	TTCAA	Tel. +1-868-462-0577 E-mail famohammed@caa.gov.tt
Ian Raphael Gomez Manager ATS and ANS Safety	TTCAA	Tel. +1 (868)669-4806 E-mail igomez@caa.gov.tt
Ihsan Hosein (V) ATS Supervisor	TTCAA	Tel. +1 (868)669-4852 E-mail ihosein@caa.gov.tt
Jayson Dalkan (V) ATS Supervisor	TTCAA	Tel. +1 (868)669-4852 E-mail jdalkan@caa.gov.tt
Kendall Galindo (V) ATS Supervisor (Ag)	TTCAA	Tel. +1 (868)669-4852 E-mail kgalindo@caa.gov.tt
Kevin Brown (V) ATS Supervisor (Ag)	TTCAA	Tel. +1 (868)669-4852 E-mail kbrown@caa.gov.tt
Naresh Seeparsad (V) CNS Engineer (Ag.)	TTCAA	Tel. +1-868-689-4267 E-mail nseeparsad@caa.gov.tt
Neil Ali Manager - Aeronautical Information Management	TTCAA	Tel. +1 8686688222 ext 2559 E-mail nali@caa.gov.tt
Ricky Bissessar (V) Unit Chief - AIM Operations	TTCAA	Tel. +1-868-678 2124 E-mail rbissessar@caa.gov.tt
Robert R. Rooplal (V) Civil Aviation Safety Inspector - ANS	TTCAA	Tel. +1 868 668 8222 Ext 2527 E-mail rrooplal@caa.gov.tt
Rohan Garib Executive Manager Air Navigation Services	TTCAA	Tel. +1 868 669 4806 E-mail rgarib@caa.gov.tt
Rudesh Balliram (V) ATS Supervisor	TTCAA	Tel. +1 (868)669-4852 E-mail rballiram@caa.gov.tt
Salima Mohamdally (V) Unit Chief - AIM Publication	TTCAA	Tel. +1-868-250-4258 E-mail smohamdally@caa.gov.tt
Shiraz Gopaul (V) CASI - CNS	TTCAA	Tel. +1 868-669-4302 Ext 2123 E-mail sgopaul@caa.gov.tt
Shorrey Blake (V) ATS Supervisor	TTCAA	Tel. +1 (868)669-4852 E-mail sbalke@caa.gov.tt

Name / Position	Administration / Organization	Telephone Teléfono
Trinidad and Tobago		
Steve Ramgoolam (V) AIM Officer Technical Development and Training	TTCAA	Tel. +1 1 868 6694128 E-mail sramgoolm@caa.gov.tt
Steve Saroop Manager CNS	TTCAA	Tel. +1-868-668-8822 Ext. 2502 E-mail ssaroop.caa.gov.tt
Vijanti Balroop (V) ATS Supervisor	TTCAA	Tel. +1(868)669-4852 E-mail vbalroop@caa.gov.tt
United States		
Alfredo Costa (V) Computer Specialist	Federal Aviation Administration (FAA)	Tel. +1 609-485-5023 E-mail alfredo.costa@faa.gov
Carlos E. Rodriguez San Juanc Combined Control Facility (ZSU) Airspace Manager	FAA	Tel. +1 787-398-7664 E-mail carlos.em.rodriguez@faa.gov
John William Fullerton International Telecom Engineer	FAA	Tel. +1 856-912-1601 E-mail john.w-ctr.fullerton@faa.gov
Jorge Chades Air Traffic Organization International Specialist	FAA	Tel. +1 202-267-1007 E-mail jorge.a-ctr.chades@faa.gov
Rudolph (Rudy) Lawrence Air Traffic Control Specialist/International Program Officer	FAA	Tel. +1 (202) 267-0116/(202) 285-3099 E-mail rudolph.lawrence@faa.gov
Vincent McMenamy (V) ATCS	FAA	Tel. +1 202 2670627 E-mail vincent.mcmenamy@faa.gov
Will Turner Telecommunications Specialist	FAA	Tel. +1 404-434-8187 E-mail will.ctr.turner@faa.gov
ALBC Consulting		
Alejandra Bertrand CEO	ALBC Consulting	Tel. +1 786-468-9457 E-mail alebertrand@aviationconsultingoutloon.com
Frequentis		
Mathias Gerlich (V) Frequentis	Frequentis	E-mail matthias.gerlich@frequentis.com
IATA		
Jaime Abigantus Assistant Director ATM IATA-OPS, Safety, Security	IATA	Tel. +1 305 339 3930 E-mail abigantusj@iata.org

Name / Position	Administration / Organization	Telephone Teléfono
ICAO		
Mayda Ávila Regional Officer, Communications, Navigaion and Surveillance	ICAO NACC Regional Office	Tel. +52 55 5250 3211 E-mail mavila@icao.int
Eddian Méndez Regional Officer, Air Traffic Management and Search and Rescue	ICAO NACC Regional Office	Tel. +52 55 5250 3211 E-mail emendez@icao.int