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**Tenth North American, Central American and Caribbean Working Group Meeting (NACC/WG/10)**  
Tulum, Mexico, from 8 to 12 September 2025

**Agenda Item 4: Presentation of NACC/WG Task Forces**

**ENHANCED SUPPORT FOR THE EASTERN CARIBBEAN ANS:  
PROGRESS REPORT OF THE E/CAR/CATG**

(Presented by the Chairperson of the E/CAR/CATG)

<b>EXECUTIVE SUMMARY</b>	
This Working Paper provides an update of the activities of the Eastern Caribbean Civil Aviation Technical Group and request the NACC/WG to enhance support for eastern Caribbean Air Navigation Service (ANS) provision and oversight.	
<b>Action:</b>	Suggested actions are included in Section 6
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Final Report of the Eighth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/8) Miami, United States, 22 to 24 October 2024</li><li>• Preliminary Report of the E/CAR/CATG/9 Meeting, Miami, United States, 28 to 31 July 2025</li></ul>

**1. Introduction**

1.1 The eastern Caribbean is a particularly complex subregion, comprised of eight Small Island Developing States (SIDs). As defined by the United Nations, SIDs are a distinct group of 39 States Members of United Nations that face unique social, economic and environmental vulnerabilities. The eastern Caribbean accounts with 8 of the 39 SIDs. The ICAO CAR Region accounts in total with 14 SIDs, for a 35% of the global number.

1.2 Due to the importance of civil aviation for the sustainable development of this subregion, and the limited resources available to support the implementation of ICAO Standards and Recommended Practices (SARPs), the approach for planning of activities needs to be carefully tailored to this context.

1.3 The Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG) was established in October 2012 by the Directors of Civil Aviation of the Eastern Caribbean (E/CAR) to continue the performance-based work programme for the implementation and improvement in all air navigation fields in the E/CAR. The E/CAR/CATG, and its Committees, are highly regarded as the most adequate framework to identify the main needs of this subregion and guide its support implementation activities.

## 2. Background

2.1 In 2024 ICAO NACC proposed a revised strategy to support the eastern Caribbean, with a renewed emphasis on supporting air navigation and aerodromes service provision. In view of the scope and membership of the E/CAR/CATG, it was considered as the most suitable framework to introduce a project-management mechanism leading to sustainable support for the E/ CAR air navigation and aerodromes.

2.2 The Eighth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/8) meeting, Miami, United States, 22 to 24 October 2024, was the starting point for the implementation of the revised strategy for the E/CAR. After reviewing the report from the Committees and analysing all the information provided, the Meeting worked to establish the priorities for the E/CAR/CATG, to respond to the expectations for a revised strategy to support the E/CAR ANS and AGA. The following is a list of the areas where changes are required, including recommendations for specific actions:

- High Level Support: Although tourism is one of the main economic activities in the region, decision-makers at ministerial level need to be periodically reminded of the importance of the provision of air navigation services in ensuring safety and efficiency in the operations that make it possible for visitors to arrive.
- Communication mechanisms: Several States in the region have made changes to their structure, separating or specifying the functions for ANS safety oversight and service provision. However, these changes are not reflected in ICAO's communication procedures, which does not ensure that information reaches the relevant organizations.
- ANS Planning: The lack of updated air navigation plans by E/CAR States causes disconnection of implementation initiatives and hinders the strategic analysis of the improvement projects they are currently taking place.
- ATS surveillance system implementation: Several States in the E/CAR subregion are in the process of implementing ATS surveillance systems, however, these initiatives require support to ensure proper implementation, and the update of ATS operational procedures. Additionally, since these initiatives are carried out separately, there is no coordination that allows for the analysis of combined coverage and sharing possibilities.
- Instrument Flight Procedures Design: Instrument flight procedures design (IFPD) oversight has the lowest USOAP ANS effective implementation for the E/CAR. E/CAR States are facing challenges to comply with ICAO requirements for IFPD due to limited human resources.
- SAR Services: SAR coordination is one of the main deficiencies identified in the region, with limited support and very little progress. The CAR/SAM Air Navigation Plan assigns responsibilities for the establishment of Rescue Sub Centres (RSC) to Antigua and Barbuda, Barbados, France, Grenada and Saint Vincent and the Grenadines. The RSCs of Barbados, Grenada and Saint Vincent and the Grenadines are not operational. High-level support from is required to promote the signing of SAR agreements.

### **3. Evaluation of the Piarco FIR Lower Airspace**

3.1 The ICAO NACC Regional Office is in the process of implementing a project to Support Instrument Flight Procedures Design Inspection/Oversight in the Caribbean Region. The project has 4 phases:

- Phase 1: Piarco FIR Lower Airspace Evaluation.
- Phase 2: On-site initial PANS-OPS Basic Training – English.
- Phase 3: Remote PANS-OPS On-the-Job Training – Initial.
- Phase 4: On-site PANS-OPS Inspector Workshop.

3.2 Phase 1(Piarco FIR Lower Airspace Evaluation) was completed, providing a comprehensive evaluation of the lower airspace of the Piarco FIR, with the aim of identifying opportunities to optimize airspace structure, harmonize procedures, and improve safety and efficiency across the region. The study was conducted in alignment with ICAO standards and recommended practices (SARPs), Procedures for Air Navigation Services (PANS) and related guidance material, particularly those relevant to airspace classification, Air Traffic Services (ATS) provision, and Performance Based Navigation (PBN).

3.3 As an immediate result of the evaluation, several opportunities for improvement were identified, which were presented as strategic recommendations. These recommendations are intended to serve as inputs for the formulation of the following optimization projects:

- 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 to access information to support their operations.
- 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 ATC personnel.
- Improvement of air navigation and surveillance infrastructure.  
Encourage the update of air navigation and surveillance infrastructure, by promoting the replacement of legacy nav aids 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.

- Enhancement of terminal instrument flight procedures.  
Support the design and publication of Standard Instrument Departures (SIDs), Standard Terminal Arrival Routes (STARs) and instrument approach procedures 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.
- 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 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.
- Procedural design oversight.  
Support the selection and hiring of instrument flight procedures design service providers, implementing formal tools to evaluate third-party design quality or compliance. This will ensure that instrument flight procedures published on behalf of each State are compliant with the national and international requirements.
- 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 programs, knowledge exchange workshops, recurrent courses and certification pathways aligned with ICAO guidance. Enhancing technical competencies across the region 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 initiatives.

#### **4. Results of the E/CAR/CATG/9 Meeting**

4.1 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. The Meeting was attended by 11 States/Territories from the Eastern Caribbean, 1 International Organization, and 2 representatives from Industry totalling 53 delegates.

4.2 The Meeting focused on the identification of key enablers and main challenges as an input for the development of implementation support projects, following the approach from the previous Meeting.

4.3 Each E/CAR/CATG Committee worked individually and as a group to plan for special implementation projects that combined would integrate into a comprehensive ANS support implementation programme.

## **5. Conclusions**

5.1 Due to the specific size and resource capabilities, regional strategies to support the Eastern Caribbean states must respond more realistically to their reality. The sustainability of the provision of air navigation and aerodromes services in this subregion must take into special consideration their context. In some cases, support mechanisms must be preserved.

5.2 Language continues being a challenge for eastern Caribbean States, because of the limited availability of training and subject matter expertise in English.

5.3 The CAR/SAM Planning and Implementation Regional Group (GREPECAS) has little information regarding the actual situation of the eastern Caribbean States and the challenges to comply with ICAO Standards and Recommending Practices, providing an incomplete picture of the Caribbean Region. The NACC/WG should enhance their awareness regarding the diversity of the CAR Region and the need to implement additional actions to support SIDS.

## **6. Suggested actions**

6.1 The Meeting is invited to:

- a) Request the NACC/WG to continue supporting the E/CAR/CATG by raising awareness of the challenges of Small Island Developing States (SIDS) particularly the eastern Caribbean subregion.
- b) Encourage the NACC/WG Task Forces to help in developing special implementation projects for their respective areas.
- c) Encourage NACC/WG States, Territories and International Organizations to allow the participation of their personnel, particularly those fluent in English, as subject matter experts for eastern Caribbean implementation support projects.
- d) Suggest any additional action deemed necessary.