International Civil Aviation Organization
North American, Central American and Caribbean Office

SUMMARY OF DISCUSSIONS

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

Tenth Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/10)
Fort-de-France, Martinique, 15 to 17 July 2026

SUMMARY OF DISCUSSIONS

ii.1 Place and Date of the Meeting

The Tenth Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/10) was held at Fort-de-France, Martinique, 15 to 17 July 2026.

ii.2 Opening Ceremony

Mr. Luis Sánchez, Regional Officer, Aeronautical Meteorology/Environment of the North American, Central American and Caribbean (NACC) Regional Office of the International Civil Aviation Organization (ICAO) provided opening remarks and thanked the DSAC-AG (Direction de la Sécurité de l'Aviation Civile Antilles-Guyane for hosting the meeting. Mr. Sylvain Lefoyer, Directeur de la DSAC-AG, welcomed the participants to Martinique and officially opened the meeting.

ii.3 Officers of the Meeting

The E/CAR/CATG/10 Meeting was held with the participation of the Chairperson, Mrs. Shenneth Phillips (Antigua and Barbuda), who chaired the meeting plenary. Mr. Eddian Méndez, Regional Officer Air Traffic Management/Search and Rescue served as Secretary of the Meeting, assisted by Mr. Luis Sánchez, Regional Officer Aeronautical Meteorology/Environment, Mrs. Mayda Ávila, Regional Officer Communications, Navigation and Surveillance, Mr. Josué González, Regional Officer Air Traffic Management/Search and Rescue, Ms. Maidy Plana, Regional Officer Aeronautical Information Management, all from the ICAO NACC Regional Office, and Ms. Sabrina Migliorino, Programme Strategy Officer, from the Implementation Support Planning and Coordination Section, ICAO Headquarters.

ii.4 Working Languages

The working language of the Meeting was English and working papers, information papers and summary of discussions 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 15:30 hours daily with adequate breaks.

ii.6 Agenda

Agenda Item 1: Adoption of the Agenda and Schedule

Agenda Item 2: Election of the Chairperson

Agenda Item 3: Review and follow-up to Conclusions/Decisions

Agenda Item 4: Follow-up of the activities of the E/CAR/CATG

4.1 Progress report of the Aerodromes and Ground Aids (AGA) Committee
4.2 Progress report of the Aeronautical Information Management (AIM) Committee
4.3 Progress report of the Air Traffic Management (ATM) Committee
4.4 Progress report of the Search and Rescue (SAR) Committee
4.5 Progress report of the Communications Navigation and Surveillance (CNS) Committee

Agenda Item 5: E/CAR/CATG Implementation Support Programme

5.1 Validation of Eastern Caribbean Implementation Priorities
5.2 Proposal of special implementation projects

Agenda Item 6: Update of the E/CAR/CATG Terms of Reference and Work Programme

6.1 Update the E/CAR/CATG Terms of Reference
6.2 Update of the E/CAR/CATG Work Programme for 2027 - 2030

Agenda Item 7: Other Business

ii.7 Attendance

The Meeting was attended by 15 States/Territories from the Eastern Caribbean, and 3 International Organizations, totalling 70 delegates as indicated in the list of participants contained in the **Appendix A**.

ii.8 Draft Conclusions and Decisions

The Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG) recorded its activities as Draft Conclusions and Decisions as follows:

Conclusions Activities requiring endorsement by the North American, Central American and the Caribbean Working Group (NACC/WG).

Decisions: Internal activities of the Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG).

ii.9 List of Conclusions and Decisions

Number	Title	Page
D/1	SUPPORT TO THE DOMINICA NEW INTERNATIONAL AIRPORT – AIRSPACE AND PROCEDURES DESIGN	14
D/2	ENHANCING REGIONAL COORDINATION FOR ATFM AND CDM IMPLEMENTATION IN THE EASTERN CARIBBEAN	16
D/3	VALIDATION OF ECAR ANS INFRASTRUCTURE AND ASSESSMENT INFORMATION	19
D/4	UPDATE STATUS OF IRMA SURVEILLANCE DISPLAY	20
D/5	SUPPORT THE EASTERN CARIBBEAN ANS CAPABILITY ASSESSMENT PILOT	27
D/6	APPROVAL OF THE TERMS OF REFERENCE	29

ii.9 List of Working and Information Papers and Presentations

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

Working Papers

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01Rev	1	Draft Agenda and Schedule	06/17/2026	Secretariat
WP/02	3	Review and Follow-Up on Valid Conclusions and Decisions of the E/CAR/CATG	06/17/2026	Secretariat
WP/03	3	Update of the E/CAR/CATG Terms of Reference	06/17/2026	Secretariat
WP/04	4.2	Progress Report of the Aeronautical Information Management Committee	06/29/2026	AIM Committee Rapporteur
WP/05	4.5	Network Performances and General Aspects - General feedback of the French West Indies	07/09/2026	France

Working Papers

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/06	4.5	Modernization of the FWI ATM system (Developments / Updates)	07/08/2026	France
WP/07Rev	4.3	Dominica New International Airport – Airspace and Procedures Design	07/07/2026	TM Committee
WP/08	4.5	Eastern Caribbean Air Navigation Services, CNS Infrastructure, and ASBU Implementation Maturity Assessment	07/07/2026	Secretariat
WP/09	4.3	ATFM between TMAs in E/CAR region	07/08/2026	France
WP/10	4.5	Surveillance Data Sharing - ATM Modernisation	07/13/2026	France
WP/11	4.4	Progress Report of the Search and Rescue Committee	07/13/2026	SAR Committee
WP/12	4.3	Progress Report of the Air Traffic Management (ATM) Committee	07/13/2026	ATM Committee Rapporteur
WP/13	4.5	Progress Report of the Communications Navigation Surveillance (CNS) Committee	07/13/2026	CNS Committee Rapporteur
WP/14	4.3	Safe Integration of Space Transport Operations Into the Eastern Caribbean Region - Impact on Piarco FIRr and Regional Considerations	07/13/2026	Trinidad and Tobago
WP/15	4.3	Enhancing Air Traffic Flow Management (ATFM) and Collaborative Decision Making (CDM) in the Piarco FIRr and Eastern Caribbean Region	07/13/2026	Trinidad and Tobago
WP/16	4.3	A New Air Traffic Control System in the United States	07/14/2026	United States

Information Papers

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01	-	List of Working and Information Papers	06/11/2026	Secretariat
IP/02	4.1	Regional Activities Supporting the Safe Integration of Space Transport Operations in the NAM/CAR Region	06/11/2026	Secretariat
IP/03	4.1	Outcomes of the Second Airspace Management and Capacity Balancing Task Force (AMCB/TF/2) and Eleventh CANSO-IATA-ICAO Free Route Airspace Team (CIIFRA/11) Meeting	06/11/2026	Secretariat
IP/04	4.3	Basic Operational Requirements and Minimum Service Levels for ATS Provision in the Eastern Caribbean	07/07/2026	Secretariat

Information Papers

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/05	4.4	Basic Requirements for Sar Provision in the Eastern Caribbean	07/07/2026	Secretariat
IP/06	4.5	Status of ANS Provision in the French West Indies (Guadeloupe and Martinique) and French Guiana	07/08/2026	France
IP/07	4	Status of ANS Provision in Grenada	07/13/2026	Grenada
IP/08	4	Regional Coordination of Aeronautical Meteorology in the Caribbean	07/13/2026	Secretariat
IP/09	5.1	Identification of Aeronautical Meteorology Implementation Priorities for Eastern Caribbean States and Territories	07/13/2026	Secretariat
IP/10	4.3	San Juan Combined Control Facility Airspace Safety and Efficiency Initiatives	07/14/2026	United States
IP/11	4.2	Minimum AIM Service Levels and Implementation Priorities for the Eastern Caribbean in Support of Digital AIM and Future Swim Readiness	07/14/2026	Secretariat
IP/12	4	Status of ANS Provision in Saint Lucia	07/15/2026	Saint Lucia

Presentations

Number	Agenda Item	Title	Presented by
1	3	Automatic Dependent Surveillance — Broadcast	Secretariat
2Rev	4.5	Eastern Caribbean Air Navigation Services Operational Capability Assessment of the ECAR States	Secretariat
3	5	Eastern Caribbean ANS Capability Assessment Pilot	Secretariat

Agenda Item 1 Adoption of the Agenda and Schedule

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

Agenda Item 2 Election of the Chairperson

2.1 Under this agenda item, the Meeting considered the election of a new Chairperson, as the position will become vacant upon the retirement of the current Chairperson, Ms. Shenneth Phillips (Antigua and Barbuda). The Meeting reached consensus and unanimously elected Mr. Ian Gomez (Trinidad and Tobago) as the new E/CAR/CATG Chairperson.

2.2 As Mr. Gomez served as Rapporteur of the Air Traffic Management (ATM) Committee, a new Rapporteur was required. Mr. Don Grant (Saint Kitts and Nevis) was elected as the ATM Rapporteur.

2.3 The Search and Rescue (SAR) Committee Rapporteur, Mr. Rohan Garib, expressed his intention to step down so that a new Member may assume the role. The Meeting considered the nomination of Ms. Julie Ibalot (France) for the position of SAR Rapporteur., Ms. Ibalot was elected as SAR Committee Rapporteur.

Agenda Item 3 Review and follow-up to Conclusions/Decisions

3.1 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:

DECISION/CONCLUSION	NAME	STATUS	ACTIONS
E/CAR/CATG/7/05	IMPROVE COMMUNICATION MECHANISM ON ICAO EVENT INFORMATION AND DOCUMENTATION TO THE PoC OF THE E/CAR STATES	COMPLETED	No further actions
E/CAR/CATG/7/06	SUPPORT TRAINING IN QMS OF THE AIM AND MET PERSONNEL OF THE EASTERN CARIBBEAN STATES	VALID	Planned by the AIM Committee
E/CAR/CATG/9/01	IMPLEMENTATION OF E/CAR/CATG EMAIL DISTRIBUTION LIST	COMPLETED	No further actions

DECISION/CONCLUSION	NAME	STATUS	ACTIONS
E/CAR/CATG/9/02	UPDATE OF THE E/CAR/CATG TERMS OF REFERENCE	COMPLETED	No further actions
E/CAR/CATG/9/03	SURVEILLANCE COVERAGE IN THE EASTERN CARIBBEAN	VALID	In progress by CNS Committee
E/CAR/CATG/9/04	SUPPORT EASTERN CARIBBEAN LOWER AIRSPACE OPTIMIZATION	VALID	In progress Partially completed by implementation support projects and ATM Committee
E/CAR/CATG/9/05	ANS SUPPORT PROGRAMME FOR THE EASTERN CARIBBEAN	VALID	In progress supported by the ANS Assessment Pilot Project
E/CAR/CATG/9/06	ANALYSIS OF THE EASTERN CARIBBEAN ANS HUMAN RESOURCES CAPABILITIES	VALID	In progress supported by the ANS Assessment Pilot Project

3.2

Agenda Item 4 Follow-up of the activities of the E/CAR/CATG

Status of Air Navigation Services (ANS) provision in the Eastern Caribbean (E(CAR)

4.1 Under this Agenda Item France presented IP/06 to outline the provision of Air Navigation Services (ANS) in the French West Indies (Guadeloupe and Martinique) and French Guiana, including the operational context, services provided, key challenges and opportunities, and current, ongoing or planned implementation projects.

4.2 ANS are provided by the French ANSP (DSNA) through the Service de la Navigation Aérienne Antilles-Guyane (SNA-AG), headquartered in Martinique. Guadeloupe and Martinique operate within the Piarco Flight Information Region (FIR), where Trinidad and Tobago provides en-route control while France provides Air Traffic Services (ATS) within the Terminal Control Area (TMAs) and Controlled Zones (CTRs) up to Flight Level FL245 under a delegation agreement. Services include:

- Aerodrome and ATS surveillance approach control
- Aeronautical Information Management (AIM)
- Communication, Navigation, and Surveillance (CNS)
- Meteorological coordination
- Search and Rescue (SAR) coordination

4.3 France contributes Martinique and Guadeloupe radar data to the regional E/CAR Radar Data Sharing Project, strengthening regional surveillance. This is the same Radar Data Sharing Project already established under the E/CAR/CATG.

4.4 The French West Indies continue to advance key air navigation initiatives, including E/CAR radar data sharing, regional space-based Automatic Dependent Surveillance — Broadcast (ADS-B) deployment, strengthened SAR coordination between Piarco RCC and French Aeronautical Rescue Sub-Centre (ARSC)/ Maritime Rescue Coordination Centre **(**MRCC), and regional SAR exercises. These activities are led by SNA-AG within the DSNA framework, in coordination with E/CAR/CATG and the ICAO NACC Regional Office. In Guadeloupe, Air Traffic Control (ATC) services were restored 24/7 on 1 January 2026 after nearly three years of night-time closures due to staffing shortages, supported by successful controller recruitment and ongoing training. Guadeloupe is also implementing a three-year technical modernization plan covering a new ATC system under Seaflight, a new Very High Frequency (VHF) radio chain, Internet Protocol (IP) telephony migration, Mode S radar retrofit, and enhanced safety nets.

4.5 Grenada presented IP/07 to outline the provision of ANS in Grenada, including the operational context, services provided, key challenges and opportunities, and current, ongoing or planned implementation projects.

4.6 Grenada is located within the Piarco FIR and is responsible for the Maurice Bishop TMA. Grenada's controlled airspace extends from 3,000 ft to FL135 and is classified as Class E airspace. In addition, a Control Zone (CTR) exists within the TMA, extending from the Surface (SFC) to FL055. Grenada provides procedural approach control and aerodrome control services within its area of responsibility during the hours of 1130 UTC to 0100 UTC.

4.7 Grenada provides the following air navigation services:

- Grenada provides 24-hour Meteorological (MET) services.
- A SAR Sub-Centre is maintained.
- AIM services are provided.
- CNS services are provided in conjunction with Trinidad and Tobago.
- Grenada does not have an Instrument Flight Procedure Design Office; however, SATNAV RESOURCES was engaged in that capacity.
- Trinidad and Tobago has been engaged to evaluate the local procedures and proposed Deemers on the behalf of the State.
- An ATM system was procured and installed in 2022, with the capability to support ADS-B and radar surveillance; however, these services have not yet been implemented.

4.8 The key challenges facing Grenada’s ANS system are insufficient staffing, limited communications coverage in some areas due to terrain, difficulties recruiting qualified personnel, and concerns over staff retention. Safety monitoring and oversight are particularly affected, as these functions are currently handled by the ATS Manager alongside other duties.

4.9 The Grenada Airports Authority (GAA) is advancing key initiatives to modernize ANS, enhance safety, and strengthen regulatory compliance, including the implementation of night operations at Herbert A. Blaize Airport and the update of aerodrome data and instrument flight procedures at Maurice Bishop International Airport. These activities are supported by ICAO Annex 14 survey work, aeronautical studies, safety assessments, obstacle mitigation, procedure validation, and Aeronautical

Information Publication (AIP) updates to ensure alignment with applicable ICAO **Standards and Recommended Practices** (SARPs). GAA is also reviewing local separation procedures and implementing controller retention measures to support the continuity, resilience, and efficiency of ATS. The E/CAR/CATG remains available to support Grenada if requested by the State; no request for support has been received at this point.

4.10 P/01, presented by the Secretariat, provided an overview of ADS-B, a cooperative surveillance technology through which aircraft transmit their Global Navigation Satellite System (GNSS)-derived position once per second for use by air traffic control and suitably equipped nearby aircraft. The presentation compared ADS-B with secondary surveillance radar, explained its operation and industry adoption, outlined relevant standards, capabilities, and implementation enablers, and referenced ICAO NACC Regional Office activities supporting ADS-B implementation.

Aeronautical Information Management

4.10 The Secretariat presented IP/11 to provide a proposed set of basic AIM requirements and minimum service levels for the E/CAR, based on the implementation status reported by participating States and Territories, the outcomes of the recent Aeronautical Information Management Task Force (AIM/TF) and the CAR/SAM Planning and Implementation Regional Group (GREPECAS) meetings, and the strategic objective of supporting a harmonized transition towards Digital AIM. The paper also identifies common implementation challenges and proposes priority actions at both national and subregional levels, with particular focus on AIM Quality Management System (QMS) implementation and Aeronautical Information Publication (AIP) modernization.

4.11 Key Regional Findings

4.11.1 The implementation status reports suggest the following regional observations:

- Phase I activities (Aeronautical Information Regulation and Control (AIRAC), World Geodetic System 1984 (WGS-84) and basic compliance requirements) have generally achieved a satisfactory level of implementation
- significant gaps remain throughout Phase II activities associated with data quality management, Aeronautical Information Exchange Model (AIXM) implementation, Electronic Aeronautical Information Publication (eAIP) development and terrain/obstacle data management
- Phase III activities remain the least mature implementation area, particularly:

- digital Notice to Airmen (NOTAM);
- electronic charting;
- data exchange capabilities;
- aeronautical information briefing modernization; and
- AIM-MET interoperability

– training continues to be the most frequently reported enabling requirement for successful AIM implementation.

4.12 Based on the current implementation status, the following priorities are proposed for the E/CAR:

Priority 1 – AIM QMS Implementation: Effective implementation in all E/CAR States by 2028

- Conduct regional gap analyses.
- Establish QMS focal points in each administration.
- Standardize documentation templates.
- Promote internal auditor training.
- Develop a regional support framework.

Priority 2 – AIP and eAIP Development: Ensure full AIRAC discipline and sustainable WGS-84 compliance and improve AIP quality and progressively migrate toward eAIP capability

- Standardize publication processes.
- Improve AIP maintenance practices.
- Promote electronic publication platforms.
- Facilitate regional sharing of tools and expertise.

Priority 3 – Data Quality and Data Origination: Establish formal agreements with aeronautical data originators and develop regional AIM contingency arrangements and NOTAM backup mechanisms using successful Caribbean models already in operation

- Strengthen agreements with data originators.
- Improve data traceability.
- Establish data validation procedures.
- Standardize quality monitoring methodologies.

Priority 4 – AIM Personnel Competency: Implement competency-based AIM training frameworks and strengthen AIM personnel development programmes

- Expand participation in ICAO AIM courses.
- Implement refresher training programmes.
- Promote competency-based training methodologies.
- Increase regional instructor capacity.

Priority 5 – Digital AIM Capabilities: Prepare the subregion for Digital AIM, structured datasets, AIXM implementation and future System Wide Information Management (SWIM) participation

- Support progressive implementation of:
  - eAIP;
  - AIXM-based processes;
  - Digital NOTAM;
  - Electronic charts; and
  - Aeronautical data exchange mechanisms.

4.13 The AIM Committee Rapporteur presented WP/04 to outline the provisions that would assist States with the preparation of the transition from AIS to AIM. The biggest challenge for States appears to be training initiatives. The AIM Committee has made proposals that seek to strengthen AIM capabilities, enhance data quality and support compliance with ICAO Annex 15 and Procedures for Air Navigation Services - Aeronautical Information Management (PANS-AIM) requirements.

4.14 Key Recommendations:

- States are asked to review draft Letters of Agreement (LOAs) and provide feedback as soon as possible to ensure that the updated agreements capture the responsibilities more accurately.
- Sensitize managements with the requirements for state's transition from Aeronautical Information Service (AIS) to AIM and have an appointed transition champion at a senior level. States to provide a representative champion to commence this process.
- Following a GAP Analysis on QMS implementation and sensitization to managements with the requirements for a state's establishment and implementation of a QMS, states are asked to appoint a champion to spearhead this process.

4.15 The AIM Committee emphasized the need for E/CAR States to receive assistance for the establishment of a QMS and the transition from AIS to AIM.

Air Traffic Management

|Air Traffic Services

4.16 The Secretariat presented IP/04 to provide information about the basic operational requirements for the provision of ATS in the context of the eastern Caribbean for States to comply with their responsibilities as signatories to the Convention on International Civil Aviation. The paper described the essential services required for airspace management, air traffic control service, flight information service and alerting service.

4.17 The main challenge for Eastern Caribbean States is clearly assigning responsibility for service provision. Given the complexity of the region's airspace, where several States, Territories, and Air Navigation Services Providers (ANSPs) provide services, determining accountability for each portion of airspace remains difficult.

4.18 Maintaining service continuity is another key challenge, particularly to ensure that flights receive the services required for the airspace in which they operate. Although Annex 11 sets clear requirements for establishing and designating air traffic services, a disconnect is often observed between the designation of air traffic units and the services they actually provide.

4.19 The region's limited pool of qualified personnel and reliance on outsourced critical services have constrained the development of the core competencies needed to support essential functions and meet basic responsibilities. Although ATC supported by ATS surveillance systems is not mandatory, the region should strive to ensure that all controlled airspace is covered by surveillance systems.

4.20 United States presented IP/10 to provide information regarding the initiatives to enhance safety and improve efficiency with foreign ANSPs implemented by the San Juan Combined Control Facility.

4.21 The San Juan Combined Control Facility has been exploring all safety and efficiency enhancements regarding the quadrilateral Memorandum of Understanding (MOU) amongst TAPA (V.C. Bird International Airport), TTZP (Piarco Area Control Center (ACC)), TJZS, and TNCM (Princess Juliana International Airport), discussing with all concerned ANSPs the benefits of converting the MOU into a Letter of Agreement. These States/Territories are already collaborating to update their MOUs and related procedures.

ATM Contingency

4.22 TJZS and the Systems Operations Directorate Officer for Contingency Planning have been collaborating with the Piarco ACC to develop contingency routes to ensure airspace continuity if TJZS loses its ability to provide ATC services. Recent changes to FAA policy also provide an opportunity to share additional operational information with foreign FIRs, enhancing coordination and supporting more effective contingency planning. Integrating automatic handoffs via Automated Data Exchange (ADE) is an ongoing project at both TJZS and TTZP. TJZS and TTZP have tested and simulated data exchanges between our systems, and we have proven that these exchanges are feasible and would be beneficial.

ATM System enhancements

4.23 TJZS and TNCM continue to explore automated capabilities. TNCM was upgraded to the Thales TopSky system and now has the same capabilities as those in Dominican Republic and Jamaica, which could facilitate the successful development of Automated Interfacility Data Communications (AIDC) and other automated coordination solutions. TJZS, in collaboration with Sint Maarten, is pursuing the construction and installation of a Remote Communications Air/Ground (RCAG) facility on Sint Maarten. The proposed RCAG will significantly enhance radio coverage and communication reliability in the easternmost portion of TJZS airspace, improving both routine operations and contingency capabilities.

4.24 The ATM Committee Rapporteur presented WP/12 with a Summary of Discussions that emanated from the ATM Committee Meeting's activities from 2025 to 2026, taking in consideration, the E/CAR/CATG/9 Final Report, along with the ICAO NACC Strategic Objectives.

4.25 The E/CAR/CATG ATM Committee held two ad-hoc Committee Meetings and one Committee Meeting in July 2025, March and June 2026, respectively. The E/CAR/CATG ATM Committee's Points of Contact (PoCs) have been updated for the period 2025 – 2026. This is one of the largest E/CAR/CATG Committees, with there being a total of thirty-eight (38) members from twelve (12) States/Territories.

4.26 During the 18th E/CAR/CATG ATM Committee Meeting, mention was made of the need to develop a proposal for an E/CAR regional mechanism for the sharing of ANS resources to assist with increasing the efficiency and effectiveness of support service provision and oversight activities based on the size and complexity, and availability of resources (e.g. human and financial) between States/Territories within the region. Emphasis was also placed on the importance of ensuring that any skills developed within the E/CAR can be sustained through continuous application of such skills. A more

practical approach was suggested in identifying specific States/Territories to develop specialized competencies that could then benefit the wider E/CAR subregion, with consideration being given to engaging the services of a consultant to facilitate the process should the subregion encounter challenges in determining these areas of specialization. The importance of developing structured implementation projects, aligned with available regional funding was acknowledged by the ATM Rapporteur who was also aware of continued challenges faced by Regional ANSPs in attaining approvals for their departmental representatives to attend/participate in ICAO NACC meetings/workshops in-person.

4.27 The following activities are being proposed by the ATM Committee:

- for the E/CAR in collaboration with ICAO to identify and promote suitable training programmes and training centres, supported by English-speaking Subject Matter Experts (SMEs), capable of delivering training courses and workshops tailored to the needs of the E/CAR;
- for the E/CAR to enhance the utilization of both internal and external resources to address identified challenges and support the advancement of priority projects and programmes within the subregion;
- the E/CAR/CATG to strengthen collaboration between the E/CAR/CATG and SMEs participating in the NACC/WG ATM/SAR/TF to develop practical solutions for addressing existing coordination and collaboration challenges; and
- E/CAR States/Territories continue to maintain focus on the implementation of priority projects identified by the E/CAR/CATG ATM Committee, in coordination with the ICAO NACC ATM/SAR RO, to support the achievement of regional air navigation objectives.

4.28 The above activities reflect the recommendations of the ATM Committee as presented and will be addressed as part of the ANS Support Programme for the Eastern Caribbean.

Operational matters for new Airport in Dominica

4.29 WP/07 rev presented by the E/CAR/CATG ATM Committee invited collective and supportive attention to the development of the airspace structures and IFR procedures associated with the new international airport in Dominica.

4.30 Dominica is developing a new international airport, with a planned operational start date of October 2027. This project represents an important step in strengthening regional connectivity in the E/CAR. The project will require the design and implementation of new instrument flight procedures (Small Island Developing States (SIDs)/ Standard Terminal Arrival Routes (STARs)/Approaches) and, potentially, associated airspace restructuring. As a State, Dominica is undertaking these activities for the first time at this scale and will benefit from the experience and assistance of its regional partners.

4.31 The paper proposes a cooperative, mentoring approach in which Dominica (DASPA), the Eastern Caribbean Civil Aviation Authority (ECCAA), France (DSNA/SNA-AG and DSAC-AG), and Trinidad and Tobago (TTCAA) work together, with the facilitation of ICAO, toward a realistic and safety-driven implementation. The paper acknowledges that the procedures concerned will be designed within, and will interact with, airspace where France provides delegated ATS, and it therefore underscores the value of early and sustained coordination. It also recognizes that the required lead times inherent in safety

assessments, procedure validation and aeronautical information publication must be reflected in a shared, realistic timeline rather than imposed as a unilateral constraint.

4.32 Based on the discussions regarding this Paper, the following Decision was approved:

<table>
<tr><td colspan="3">DECISION
E/CAR/CATG/10/1</td><td colspan="2">SUPPORT TO THE DOMINICA NEW INTERNATIONAL AIRPORT – AIRSPACE AND PROCEDURES DESIGN</td></tr>
<tr><td colspan="3">What:

That, recognizing the need for coordinated support in designing and implementing new instrument flight procedures, as well as related airspace restructuring for the new Dominica International Airport:

a) E/CAR/CATG promote early, continuous, and collaborative coordination among all concerned stakeholders, including DASPA, ECCAA, France, and TTCAA;
b) France, Trinidad and Tobago, and other regional partners provide technical assistance and mentoring to Dominica;
c) E/CAR/CATG endorse the compliance and milestone matrix (Appendix B refers) as a flexible roadmap and project-management tool tailored to Dominica’s available resources;
d) ICAO facilitate coordination, support the mobilization of assistance and capacity development, and monitor implementation progress by the E/CAR/CATG/11; and
e)
Dominica acknowledges the need for an early indicative target for procedure submissions to help safeguard the October 2027 commissioning date, while allowing for constructive schedule adjustments where warranted by the parties’ good-faith efforts.</td><td colspan="2">Expected impact:

☐ Political / Global
☐ Inter-regional
☒ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="5">Why:

To support the successful integration of the new Dominica International Airport to the Eastern Caribbean airspace</td></tr>
<tr><td>When:</td><td colspan="2">Report on progress to the E/CAR/CATG/11</td><td>Status:</td><td>☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who:</td><td colspan="2">☒ States ☒ ICAO ☐ Other:</td><td colspan="2"></td></tr>
</table>

Air Traffic Flow Management (ATFM)

4.33 France presented WP/09 to share views, difficulties and needs on ATFM matters at TMA level within the E/CAR. Appropriate flow management measures are required when traffic demand is superior to the capacity declared or when capacity offered does not meet the traffic demand. These situations could be anticipated/planned or sudden/unexpected. In the E/CAR, flow management measures have a structural impact across the entire network, creating a domino effect and significantly increasing the workload of neighbouring TMAs. At present, effective ATFM implementation is constrained by the absence of key structural elements, including defined sector/TMA capacity, reliable and robust traffic forecasting, and suitable collaborative mechanisms for communication among the stakeholders involved, such as TMAs, ACCs and airport operators.

4.34 The Meeting recognized the difficulties commonly encountered and the need to integrate ATFM in the E/CAR/CATG work programme and priorities. The Meeting proposed to start working on the assessment of the capacity of each TMA of the region. In parallel it is proposed to E/CAR States to participate in the NACC/WG Airspace Management and Capacity Balancing Task Force (AMCB/TF) to share views on the subject and progress together.

4.35 Trinidad and Tobago presented WP/15 to describe their ongoing initiatives to strengthen ATFM and Collaborative Decision Making (CDM) within the Piarco FIR and the E/CAR. Trinidad and Tobago is committed to the implementation and advancement of ATFM and CDM within the Caribbean. This requires a collaborative, regional approach due to the interconnected nature of the Piarco FIR and TMAs of the States within the E/CAR. The following measures collectively lead the strategic direction and capacity building initiatives that are central to enhancing ATFM/CDM in the E/CAR.

4.36 It is hopeful that there can be the establishment and implementation of an E/CAR ATFM/CDM Operational planning group that can start addressing the identified gaps. This will help to promote harmonized cross-border operations between TMA-TMA and TMA–FIR. Trinidad and Tobago is also willing to collaboratively work on developing regional ATFM/CDM procedures and the associated documentation, as well as expanding training and information-sharing mechanisms using virtual tools and already established frameworks such as the Civil Air Navigation Services Organization (CANSO) ATFM Data Exchange Network for the Americas (CADENA). Addressing traditional and emerging operational challenges, including the complexity of the increasing frequency and magnitude of Space Transport Operations, GNSS cyber-attacks and severe weather phenomena, necessitates advanced planning, real-time coordination and robust contingency management. The CADENA platform is becoming essential, being utilized to coordinate responses to these large-scale disruptions, and by effect ensuring safety and efficiency.

4.37 Trinidad and Tobago has also modernized and restructured its ATFM training programme, updated manuals, upgraded its ATFM software and embarked upon delivery of training to its operational staff. Trinidad and Tobago believes that there should be a standardized regional training framework and collaborative workshops to strengthen operational understanding across the E/CAR. This should also be easily accessible and cost effective.

4.38 Based on the discussion of this Paper, the Meeting approved the following Decision:

DECISION E/CAR/CATG/10/2	**ENHANCING REGIONAL COORDINATION FOR ATFM AND CDM IMPLEMENTATION IN THE EASTERN CARIBBEAN**	
What:		**Expected impact:**
That, in order to support the continued advancement of Air Traffic Flow Management (ATFM) and Collaborative Decision Making (CDM) within the Eastern Caribbean, a) E/CAR States and Territories, international organizations and relevant stakeholders continue collaborating through existing ICAO regional mechanisms and working groups to promote the harmonization of ATFM/CDM procedures, operational information exchange, and contingency coordination; and b) the CATG ATM Committee, in coordination with the NACC/WG and relevant regional bodies, further evaluate and discuss opportunities to enhance regional ATFM/CDM coordination, including the use of existing collaboration platforms (e.g. CANSO Air Traffic Flow Management Data Exchange Network for the Americas (CADENA)), development of common procedures, and mechanisms for information sharing and operational planning and report progress to the E/CAR/CATG/11 Meeting.		☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why:		
To enhance regional cooperation, improve information exchange, and coordinated approach to the progressive implementation of ATFM/CDM initiatives in support of safe, orderly, and efficient air traffic operations within the Eastern Caribbean Region.		
When:	Report progress to the E/CAR/CATG/11 Meeting	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who:	☒ States ☐ ICAO ☒ Other:	E/CAR/CATG ATM Committee

Seach and Rescue

4.39 The Secretariat presented IP/05 to provide information about the basic requirements for the provision of SAR services in the context of the E/CAR for States to comply with their responsibilities as signatories to the Convention on International Civil Aviation.

4.40 The CAR/SAM Regional Air Navigation Plan (RANP) divide the SAR services in the E/CAR into two distinct Search and Rescue Regions (SRR): San Juan SRR and Piarco SRR. Responsibilities for the establishment of Rescue Coordination Centre (RCC) are assigned to Puerto Rico (United States) for the San Juan SRR and Trinidad and Tobago for the Piarco SRR. The San Juan Joint Rescue Subcentre (JRSC) assumes the SAR coordination responsibilities for the San Juan SRR. The Piarco RCC assumes the SAR coordination responsibilities for the Piarco SRR.

4.41 To fulfil its SAR coordination activities, the CAR/SAM ANP also requires that, under Piarco RCC, six Rescue Subcentres (RSC) needs to be in operation: Antigua RSC (Antigua and Barbuda), Bridgetown RSC (Barbados), Fort-de-France and Point-a-Pitre RSC (France), Point Salinas RSC (Grenada), Saint Vincent and The Grenadines RSC (Saint Vincent and The Grenadines). SAR response capabilities for each State/Territory shall be reflected in the corresponding RCC SAR Plan, regularly reviewed, and published in the corresponding AIP.

4.42 The basic requirements for SAR services include the arrangements for the provision of services, plans of operation, SAR coordination, SAR Training and exercises, and specific requirements for RCC, RSC and SAR units.

4.43 Clearly defining SAR responsibilities remains the main challenge to implementing and conducting SAR operations in the E/CAR, particularly within the Piarco SRR. Although several regional conclusions and decisions have been approved; no progress has been achieved in this area.

4.44 Similarly, and as a direct consequence of the previous issue, the region lacks formal SAR agreements. Within the Piarco SRR, no agreements have been signed between the RCC and its associated RSCs, or with neighbouring RCCs. ICAO Universal Safety Oversight Audit Programme (USOAP) audit results show that several States have not fulfilled their SAR responsibilities, with some findings remaining unresolved for more than ten years.

4.45 The SAR Committee presented WP/11 he activities of the SAR Committee in improving the provision of SAR services within the Piarco SRR. It highlights the challenges within the E/CAR in harmonizing regional coordination systems and the critical importance of Annex -12 – Search and Rescue and Doc 9731 – The International Aeronautical and Maritime Search and Rescue (IAMSAR) SAR training and procedures.

4.46 The establishment of a global SAR system within a developing region presents significant challenges. Unlike larger States, with extensive resources, the region must provide internationally compliant SAR services while challenged by limited financial, technical and human resources. Key challenges include:

a) limited availability of dedicated SAR assets, including aircraft, vessels, communication systems and specialized equipment;
b) geographic constraints associated with island environments and extensive maritime areas;
c) variations in national SAR legislation, governance structures and institutional responsibilities;
d) differences in the maturity of aviation and maritime emergency management frameworks;
e) limited opportunities for specialized SAR training, exercises and competency development;
f) dependence on regional and international assistance during major SAR events; and
g) these challenges are not unique to individual States but are common throughout the E/CAR. Consequently, SAR capability within the Piarco SRR, cannot be developed effectively through isolated national initiatives alone. A coordinated regional approach is

required to ensure harmonization with ICAO Annex 12 and International Aeronautical and Maritime Search and Rescue (IAMSAR) principles.

4.47 Recommendations for the E/CAR CATG SAR Committee to include in its work programme and report by next ECARCATG. These recommendations of the SAR Committee, as presented, will be addressed as part of the ANS Support Programme for the Eastern Caribbean, with progress reported to the E/CAR/CATG/11 meeting:

- Develop a Regional SAR Cooperation Framework - ICAO, E/CAR States and relevant stakeholders should consider the establishment of a regional SAR cooperation framework to support harmonized procedures, common guidance material, information exchange and coordinated implementation of Annex 12 requirements across the Caribbean (CAR) Region.
- Strengthening Coordination Between RCCs and RSCs - The Piarco RCC and RSCs within the E/CAR should establish routine coordination mechanisms, including regular meetings, communication exercises and information-sharing processes to improve regional SAR readiness.
- Improve SAR Training and Competency Programmes - A regional SAR training strategy should be developed to address deficiencies in SAR qualifications and certification. ICAO and States along with other regional organizations should explore collaborative training programmes to reduce costs and increase availability of specialized SAR training within the CAR Region.

Communications Navigation and Surveillance (CNS)

4.48 Under WP/08 and P/02 the Secretariat presented a comprehensive assessment of the E/CAR ANS, CNS infrastructure, and Aviation System Block Upgrade (ASBU) implementation maturity. The assessment concludes that the region has established a good ICAO-compliant operational foundation through harmonized AIM, mature communications and navigation capabilities, and standardized regional procedures under a common E/CAR AIP. However, modernization remains uneven across the region, with surveillance capability, ATM automation, digital interoperability, and implementation of higher ASBU modules identified as the principal areas requiring further investment. Regional initiatives such as strong communication network, ADS-B integration, SWIM, and enhanced ATS data exchange are recognized as key enablers for improving operational efficiency, interoperability, resilience, and safety.

4.49 The E/CAR should prioritize the modernization of its ANS by strengthening surveillance capabilities through the operational implementation and regional integration of ADS-B and ATM systems, reducing dependence on procedural ATS, and accelerating the deployment of modern and capable communication network, Aeronautical Message Handling System (AMHS) enhancements for AIM and MET data sharing, and future SWIM capabilities to improve digital interoperability. At the same time, the Region should focus on completing ATM automation projects, advancing the implementation of ICAO ASBU Block 0 and Block 1 modules, enhancing cybersecurity and spectrum management, and reinforcing regional cooperation, technical capacity building, and performance monitoring to support coordinated, resilient, and sustainable CNS/ATM modernization.

4.50 MET and AIM services require further validation to confirm their current operational status and level of implementation across the E/CAR States. While the assessment indicates that these

services are generally available throughout the region, the information collected should be reviewed and validated by each State to ensure that all operational capabilities, infrastructure, digital services, and ICAO provisions are accurately reflected. This validation process will ensure that the regional assessment provides an up-to-date and reliable baseline for future planning, performance monitoring, and implementation of the ICAO Basic Building Blocks (BBB) and ASBU framework.

4.51 According to the discussion the meeting was agreed to:

<table>
<tr><td colspan="3">DECISION
E/CAR/CATG/10/3 VALIDATION OF E/CAR ANS INFRASTRUCTURE AND ASSESSMENT INFORMATION</td></tr>
<tr><td colspan="2">What:
That, as it is important to validate the current level of implementation and services of the region, the E/CAR States:

a) review and validate the information presented under WP/08 and P/02 of the ECARCATG/10 meeting, including the status of Air Navigation Services (ANS), Communications, Navigation and Surveillance (CNS) infrastructure, operational capabilities, ICAO Basic Building Blocks (BBB), Aviation System Block Upgrade (ASBU) implementation maturity, and associated regional assessments; and
b) provide to the E/CAR/CATG Secretariat any corrections, updates, or additional information, including the current status of ATM systems, surveillance infrastructure, AIM, MET, communications, navigation, and ongoing modernization initiatives, to ensure that the assessment accurately reflects the operational capabilities of the region and supports future ICAO regional planning activities by 15 December 2026.</td><td>Expected impact:
☐ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
To ensure that the regional assessment is accurate, complete, and validated by all E/CAR States before being used as a reference for ICAO planning activities, regional prioritization, BBB and ASBU monitoring, CNS modernization initiatives, and future implementation strategies.</td></tr>
<tr><td>When: 15 December 2026</td><td colspan="2">Status: ☐ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☒ ICAO ☐ Other:</td><td colspan="2">All ECAR/States</td></tr>
</table>

4.52 Under WP/10, France and Trinidad and Tobago presented the current status and future direction of surveillance data sharing and ATM modernization in the E/ CAR. The paper reviewed the evolution of the regional surveillance network, from the French DACOTA/IRMA initiative to the current distributed architecture supported by Trinidad and Tobago's Multi-Radar Tracking (MRT) capability and the implementation of space-based ADS-B within the Piarco FIR. It identified the need to replace legacy surveillance display systems, improve interoperability through modern standards such as ASTERIX, AIDC, and User Datagram Protocol (UDP)/IP, and strengthen regional governance to ensure sustainable surveillance services. The paper concluded that a coordinated regional modernization programme,

supported by a competitive Request for Proposal (RFP) under the E/CAR/CATG framework and coordinated by ICAO, is essential to enhance safety, operational efficiency, environmental performance, and the capacity of E/CAR States to accommodate future air traffic growth.

4.53 In addition, France requests all E/CAR States currently operating or benefiting from the IRMA surveillance display system to provide an updated status of its operational use, technical condition, and continued operational requirement. This information is necessary to assess the current regional baseline, support the transition from the legacy MAC LLC format to UDP/IP-based data exchange, and determine the future sustainability of the system. States wishing to continue operating IRMA are invited to coordinate with France to review and update the existing Service Level Agreement (SLA) and associated technical arrangements, ensuring continued support, maintenance, and interoperability within the evolving regional ATM surveillance architecture.

<table>
<tr><td colspan="3">DECISION
E/CAR/CATG/10/4 UPDATE STATUS OF IRMA SURVEILLANCE DISPLAY</td></tr>
<tr><td colspan="2">What:

That, to assess the current regional baseline and support the transition from the legacy MAC LLC format to UDP/IP-based data exchange:

b) E/CAR States and Territories currently operating or benefiting from the IRMA surveillance display system provide an updated status of its operational use, technical condition, and continued operational requirement; and
b) States wishing to continue operating IRMA coordinate with France to review and update the existing Service Level Agreement (SLA) and associated technical arrangements, ensuring continued support, maintenance, and interoperability within the evolving regional ATM surveillance architecture by the E/CAR/CATG/11.</td><td>Expected impact:

☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:

To support the surveillance data sharing in the E/CAR</td></tr>
<tr><td>When:</td><td>Report status to the E/CAR/CATG/11</td><td>Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who:</td><td>☒ States ☐ ICAO ☐ Other:</td><td></td></tr>
</table>

4.54 Under WP/13 the Rapporteur of the CNS Committee provided information on progress of the E/CAR/CATG CNS Committee during 2025–2026, including follow-up to the decisions of the E/CAR/CATG/9 Meeting and the integration of the former E/CAR Network Technical Group and Radar Data Sharing activities into the CNS Committee. The paper highlights improvements in regional network maintenance, fault reporting, stakeholder coordination and IP-based communications infrastructure. The report also summarizes Trinidad and Tobago’s ongoing modernization projects, including VHF system

upgrades, the phased implementation of ground-based ADS-B/ Multilateration (MLAT) in Antigua and Barbuda, Barbados, Saint Lucia, and Trinidad and Tobago, and the integration and validation of space-based ADS-B within the Piarco FIR. These initiatives are intended to strengthen surveillance coverage, operational reliability and regional air navigation service capacity.

4.55 France presented WP/05 to identify opportunities to improve the E/CAR Aeronautical Fixed Service (E/CAR/AFS). The resilience of the French West Indies (FWI) connection to the E/CAR/AFS network is ensured through dual access architecture: Via Guadeloupe (connected to Antigua and Martinique), and Via Martinique (connected to Trinidad and Tobago and Guadeloupe). In addition to the E/CAR network, a dedicated link between Martinique and Trinidad and Tobago supports radar data exchange, and two operational voice communication lines.

4.56 Overall, the E/CAR network operates satisfactorily in Martinique and Guadeloupe. However, the following issues have been observed:

- Intermittent unavailability of telephone lines:
  - One or more of the four voice circuits on the E/CAR router may become unavailable. Resolving this issue requires a remote router reset, which is not immediate. As a result, controllers are sometimes required to place multiple calls before successfully establishing communication.
- Call handling issues in Guadeloupe:
  - Controllers previously experienced difficulties answering incoming calls. The issue has been resolved through router configuration updates.
  - However, the backup router still requires reconfiguration to ensure full consistency.

4.57 In order to improve the E/CAR /AFS the following recommendations were made:

- suggest TTCAA to reinstate periodic on-site maintenance of E/CAR equipment and regain access to the E/CAR node monitoring software.
- recommend TTCAA to initiate actions to improve router reset response times to enable faster resolution of voice communication issues and reconfigure the backup switch.
- request TSTT, through TTCAA, to communicate to all States detailed planning and technical constraints related to future network upgrades.
- leverage the deployment of the new E/CAR architecture to establish (LoAs) between participating States.
- Collaborate to establish performance indicators for both AMHS and telephony services in the E/CAR.

4.58 With WP/06 France presented the modernization of the French West Indies (FWI) ATM system and its consequences.

4.59 France has initiated a comprehensive modernization program for its overseas ATM systems. The existing heterogeneous systems (IRMA and SIGMA) are being replaced by a single, integrated solution under the SEAFLIGHT (6F) project. At the core of this new architecture lies the Aurora ATM system, developed by ADACEL, which incorporates both approach and tower control functionalities. Each controller working position is equipped with three displays:

- airspace situation display,
- electronic flight strip system, and
- general information display (meteorological data, ATIS, etc.).

4.60 The 6F system, developed by the Canadian company ADACEL, became operational in Martinique on 24 May 2025. This implementation represents the first deployment in France of an integrated approach and tower system featuring electronic flight strips.

4.61 The Meeting took note of the planned phase-out of IRMA systems and MAC LLC format by 2026 and recognized the opportunity to adopt UDP/IP-based data exchange with French MSSR and MRT systems from 2026. This effort is aligned with the regional AIDC implementation initiatives and encouraged the update of the corresponding letters of agreement.

Aeronautical Meteorology

4.62 The Secretariat presented IP/08 to describe the regional coordination framework for aeronautical meteorology in the Caribbean through the NACC/WG Aeronautical Meteorology Task Force (MET/TF). It provided an overview of the role of the MET/TF, its membership, current areas of work and the opportunities it offers to support implementation activities within the Eastern Caribbean. The paper also describes the complementary relationship between the E/CAR/CATG and the NACC/WG MET/TF, highlighting how both mechanisms can contribute to identifying implementation priorities, promoting regional cooperation and supporting States and Territories in the implementation of MET capabilities. States remain responsible for implementing national MET requirements, while regional mechanisms facilitate coordination, exchange of experiences and cooperation activities in support of implementation.

4.63 E/CAR States and Territories share a number of common operational technical and resource challenges associated with the provision of aeronautical meteorological services supporting international air navigation. Regional cooperation provides opportunities to identify common priorities, exchange technical expertise, leverage experiences from neighbouring States and facilitate the implementation of practical solutions adapted to the operational realities of the sub-region.

4.64 The existing regional coordination mechanism provided through the NACC/WG MET/TF offers an avenue to address common implementation priorities while preserving national responsibilities for planning, funding and implementation. Such priorities may range from the establishment of essential aeronautical meteorology capabilities to modernization initiatives supporting digital information exchange, operational resilience and future ANS developments. Continued interaction between the E/CAR/CATG and the NACC/WG MET/TF may assist E/CAR States and Territories in identifying common implementation needs, promoting harmonized approaches and enhancing cooperation in support of aeronautical meteorology implementation.

Space transport operations and Airspace Management

4.65 With IP/02 the Secretariat provided an update on regional and global activities supporting the safe integration of space transport operations into the airspace system. Commercial space activity is increasing, leading to more frequent airspace constraints, reroutes, and cross-FIR coordination throughout the NAM/CAR Region. In response, the Airspace Management and Capacity Balancing Task Force (AMCB/TF) established a Space Operations Subgroup to unite States, ANSPs, operators, and industry. The subgroup aims to identify operational barriers, share lessons learned, enhance cross-boundary coordination, promote CDM through CADENA, and strengthen regional awareness and education.

4.66 Although launches may occur outside the E/CAR, their operational effects can impact Caribbean FIRs through route restrictions, rerouting, increased ANSP coordination, and the need to share time-critical information. This paper encourages E/CAR States and Territories to remain engaged in regional efforts. At the global level, ICAO has established the STO/TF to develop guidance covering ATM integration, CDM, contingency management, stakeholder coordination, ATFM, safety, and data sharing. This global effort complements the regional AMCB work.

4.67 IP/03 presents a summary of the key outcomes of the Second Meeting of the North American, Central American and the Caribbean (NACC/WG) Airspace Management and Capacity Balancing Task Force (AMCB/TF/2) and the Eleventh Meeting of the CANSO-IATA-ICAO Free Route Airspace Team (CIIFRA/11), held in Mexico City, Mexico, from 20 to 24 April 2026.

4.68 The joint meetings convened 44 participants from 12 States and Territories, along with two international organizations, reinforcing the NACC/WG AMCB/TF as the primary regional forum for airspace coordination, capacity balancing, and related operational matters.
Several important priorities emerged:

- CADENA/CDM: Enhanced real-time information sharing and cross-boundary coordination are required, especially as traffic grows and the region prepares for major events.
- AMCB: Future efforts should be increasingly data-driven and performance-based, with clear Key Performance Indicators (KPIs), regional gap analysis, and measurable implementation objectives.
- Free Route Airspace (FRA) remains a long-term regional goal. Implementation should be phased based on each State's or ANSP's capabilities. Work is ongoing on the FRA readiness survey and implementation guidance.
- GNSS interference: Jamming and spoofing are increasing concerns that require greater awareness, improved reporting, enhanced information sharing, and effective mitigation.
- Space operations: Rising launch and re-entry activity calls for timely information exchange, coordinated operational planning, and effective CDM.
- Airspace optimization: Dominican Republic restructuring project was highlighted as a valuable regional example, delivering improvements in capacity, traffic flow, Performance-Based Navigation (PBN), and controller workload.
- Surveillance: Ongoing ADS-B and surveillance enhancements are essential for future ATFM, Airspace Management (ASM), and FRA implementation.

4.69 For the E/CAR, these activities are important as they impact cross-boundary operations, surveillance, traffic growth, capacity, and operational efficiency. Ongoing participation in NACC/WG AMCB allows E/CAR States to shape regional initiatives and benefit from shared experiences.

4.70 Trinidad and Tobago presented WP/14 to highlight the growing impact of Space Transport Operations (STO), on ATS within the Piarco FIR. The central argument is that space transport operations are already creating operational, capacity, economic, and human-resource impacts in the E/CAR.

4.71 The paper cites SpaceX Starship Flight 12 on 22 May 2026 as an example. Multiple launch delays required repeated planning, activation and cancellation of airspace reservations, contingency procedures, safety assessments, and Airspace Management Plan updates. These issues led to frequent airspace reconfiguration, repeated NOTAMs, increased ATC and flow-management workload, and significant strain on limited personnel. Airlines are affected by reroutes, longer flight times, reduced predictability, schedule disruptions, increased fuel consumption and emissions, holding or diversions, and decreased capacity. The paper also references the January 2025 SpaceX Flight 7 failure to illustrate how unexpected events can cause sudden closures and immediate disruption to regional traffic flows.

4.72 The paper identifies four systemic weaknesses:

1. Lack of harmonization, inconsistent terminology, and NOTAM practices.
2. Cross-boundary coordination gaps, non-synchronized activation/deactivation and different TMMs among FIRs.
3. Information limitations, insufficient advance notice, and real-time information from space operators.
4. Resource restrictions, repeated planning, meetings, and reliance on tactical rather than strategic solutions.

4.73 The paper proposes a coordinated regional framework focused on risk-based airspace coordination, harmonized terminology and NOTAMs, CDM/CADENA, Airspace Management Plans, contingency procedures, specialized training, simulations, and performance monitoring.

4.74 United States presented WP/16 to detail the U.S. Federal Aviation Administration (FAA) 3-year modernization framework to reinvest in the U.S. National Airspace System (NAS). The FAA is modernizing the NAS to manage increased traffic, aging infrastructure, and new operations including drones, Advanced Air Mobility, and commercial space activities. Supplemental Congressional funding serves as an initial investment in a broader ATC system upgrade.

4.75 The modernization includes several major components:

- expanded Terminal Flight Data Manager/electronic flight strips;
- replacement/enhancement of the ongoing Traffic Flow Management system;
- transition from legacy voice switches to VoIP-based communications;
- modernization and consolidation of surveillance infrastructure;
- upgrades to ASDE-X/ASSC and deployment of surface-awareness technology;
- additional ADS-B coverage in the Caribbean;
- modernized, scalable ATFM platforms;
- Enterprise Information Display Systems (E-IDS);

- development of a single common automation platform for terminal and en-route operations; and
- modernization/replacement of towers, TRACONs, centres and other facilities.

4.76 The plan is extensive, covering 5,170 high-speed network connections, 1,581 radio sites, 462 digital voice switches, 612 radar systems, surface surveillance upgrades at hundreds of airports, TFDM at 89 airports, E-IDS at 435 towers, and new consolidated en-route and terminal facilities.

Agenda Item 5 E/CAR/CATG Implementation Support Programme

5.1 The Secretariat presented IP/09 to describe a practical framework to assist E/CAR States and Territories in identifying aeronautical meteorology implementation priorities supporting international air navigation. The framework is based on the ICAO BBB concept and the ASBU MET information thread (AMET). It proposes a progressive implementation approach beginning with the establishment of essential meteorological capabilities, followed by infrastructure and digital modernization initiatives and the progressive integration of meteorological information into air navigation planning and operational decision-making processes. The objective is to facilitate the identification of common regional priorities that may support future implementation activities, modernization initiatives and national air navigation planning efforts.

Validation of E/CAR Implementation Priorities.

5.2 In this section the detail the priorities for each of the ANS areas for the E/CAR. These priorities will be used as input for the E/CAR ANS improvement programme.

AIM

5.2.1 Based on the E/CAR/CATG AIM Committee progress report and the Secretariat's analysis, AIM implementation in the E/CAR shows uneven progress among States and Territories. Most have begun the transition to AIM but still require additional support to complete key foundational elements. The following priorities have been identified for AIM implementation:

1. Support for AIP and eAIP development
2. Support for QMS implementation
    a. Training
    b. Implementation guidance
3. Comprehensive support for the transition from AIS to AIM

ATM

5.2.2 For ATM, the E/CAR/CATG ATM Committee progress report and the Secretariat's analysis were reviewed, with particular attention to basic operational requirements, minimum service levels, and emerging regional issues. The following priorities have been identified for ATM implementation:

1. Support the implementation of safety assurance processes for ATS.
2. Support the development of ATS operations manuals.
3. Provide continued support for airspace management
    a. Continue the airspace improvement project.
    b. Dedicated support to the development of airspace structures and IFR procedures associated with the new Dominica International Airport.

SAR

5.2.3 Identifying SAR priorities remains challenging due to unclear responsibilities, limited implementation of basic SAR requirements, and the absence of SAR agreements. The region is also facing significant challenges because basic SAR training in English is not sufficiently available. The following priorities have been identified for SAR implementation:

1. Strengthening SAR training and competency programmes
2. Support compliance with SAR responsibilities under the CAR/SAM Regional Air Navigation Plan

CNS

5.2.4 Communications, Navigation and Surveillance (CNS) priorities have been clearly defined through the Secretariat's comprehensive analysis, progress reports from the CNS Committee, and the improvement project requirements submitted by France, Trinidad and Tobago, and United States. Automatic Dependent Surveillance-Broadcast (ADS-B) implementation must be a priority, as several States are already implementing this technology, and the CNS Committee is working on a project to support ADS-B implementation in the region.

5.2.5 This highlights the need to ensure adequate service provision in line with planned capabilities of their ATM systems. In addition, the integration of Trinidad and Tobago and Martinique into the Caribbean Air Navigation Services Network (CANSNET) must be a priority, given the need for a resilient network and a backup communication path. The following priorities have been identified concerning CNS implementation:

1. Strengthen regional ATS surveillance capabilities
    a. Support ADS-B implementation as a priority, through the project led by the CNS Committee
    b. Integrate ADS-B systems and share surveillance data within the Piarco FIR
2. Improve Air Traffic Services Message Handling System (AMHS) interoperability and support future System Wide Information Management (SWIM) capabilities
3. Continue supporting CANSNET implementation as the region's resilient communications platform, giving priority to the integration of Trinidad and Tobago and Martinique to provide resilience and a backup communication network

MET

5.2.5 Since the E/CAR/CATG has not established a MET Committee, implementation priorities are identified primarily through the Secretariat’s analysis. The future evolution of aeronautical

meteorology extends beyond the provision of traditional meteorological products and increasingly focuses on the integration of MET information into operational decision-making processes. The ASBU framework describes this evolution through progressively enhanced use of meteorological information in support of air navigation operations and system performance. For the E/CAR future implementation priorities may therefore include:

1. digital meteorological information exchange;
2. implementation of the ICAO MET Information Exchange Model (IWXXM);
3. modernization of operational meteorological information exchange systems;
4. enhanced interoperability among aviation information systems;
5. improved support to operational decision-making processes; and
6. integration of meteorological information into collaborative and performance-based air navigation environments.

Proposal of special implementation projects.

5.3 The Secretariat presented P/03 to introduce the proposed E/CAR ANS Capability Assessment Pilot, building on the strategic gap analysis concept presented at the GREPECAS/23 meeting and using the Global Air Navigation Plan (GANP) Basic Building Blocks (BBBs) as the reference framework. The initiative aims to move beyond a traditional compliance-based assessment by establishing a structured baseline of ANS operational capabilities, including service availability, effectiveness, continuity, resilience and performance.

5.4 A questionnaire covering the principal ANS domains was presented as an assessment tool, with the objective of identifying common national and subregional gaps and translating them into practical implementation support and capacity-building priorities.

5.5 The preliminary review and consultations confirmed that the questionnaire provides a solid basis for identifying operational and implementation gaps. The Secretariat recognized that additional refinements to the questionnaire are also needed, to reduce subjectivity, including more observable evidence, eliminate selected redundancies and ensure that the questions remain applicable across different ANS environments. Based on the experience of attempting to apply the questionnaire directly with States representatives, it was also recognized that its completion should preferably be supported through structured working sessions with the relevant State and service-provider experts, rather than relying only on its general distribution. The next step is therefore to consolidate the comments received, finalize the methodology and questionnaire, and validate their application through pilot activities with E/CAR States before considering wider regional use.

5.6 Based on the discussions of the assessment tool and the need to develop additional activities to implement it, the meeting agreed on the following Decision:

DECISION E/CAR/CATG/10/5	**SUPPORT THE EASTERN CARIBBEAN ANS CAPABILITY ASSESSMENT PILOT**
What:	**Expected impact:**

That, to support the implementation of an assessment tool aimed at gathering objective and validated information on the status of ANS in the Eastern Caribbean, a) the Secretariat refine the ANS assessment questionnaire to allow its effective application and to allocate the necessary resources to conduct pilot activities for applying the ANS assessment to Eastern Caribbean States/Territories before 31st January 2027; and b) Eastern Caribbean States/Territories support the sessions required to complete the ANS assessment and provide the evidence needed to analyze their air navigation services capabilities.	☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: To identify common national and subregional gaps and translate them into practical implementation support and capacity-building priorities	
When: Before 31st January 2027	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☒ ICAO ☐ Other:	

Agenda Item 6 Update of the E/CAR/CATG Terms of Reference (ToRs) and Work Programme

6.1 The Secretariat presented WP/03 with a proposal for the approval of revised To Rs for the E/CAR/CATG, complying with pending Decision E/CAR/CATG/9/02.

6.3 The ToRs of the E/CAR/CATG, approved during E/CAR/CATG/1 held in Martinique from 19 to 21 June 2013, establish the group's framework by defining its objectives, work programme requirements, working methods, Chairperson responsibilities, and membership.

6.4 Since the date of the approval of the ToRs several components of the CAR Region ICAO implementation framework have changed. The Regional Performance-based Air Navigation Implementation Plan (RPBANIP) was discontinued, the E/CAR Directors of Civil Aviation (E/CAR/DCA) meetings were integrated to the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA) Meetings, the NAM/CAR Air Navigation Implementation Group (ANI/WG) was discontinued and the Group was integrated to the North American, Central American and the Caribbean Working Group (NACC/WG) and Dominica ratified the Chicago Convention formally joining ICAO.

6.5 Another matter for review is the permanent status assumed by the E/CAR/CATG Committees. In principle, the Committees were intended to be temporary and remain in place only until completion of their assigned task or group of tasks. Their activities should therefore be clearly defined in terms of deliverables and timelines; however, in practice, the Committees have become permanent bodies without clearly established tasks, deliverables, or timeframes.

6.6 The Meeting noted the proposed changes to the TORs and provided comments on aligning the term of Committee Rapporteurs with that of the Chairperson, assessing the viability of a MET

Committee, and reporting to the NACC/WG. The Secretariat took note of these comments and incorporated the corresponding adjustments into the final version of the TORs. Based on the discussion and comments the following Decision was approved:

<table>
<tr><td colspan="4">DECISION
E/CAR/CATG/10/6 APPROVAL OF THE TERMS OF REFERENCE</td></tr>
<tr><td colspan="3">What:
That, to update the E/CAR/CATG Terms of Reference to reflect changes occurred in the CAR Region and the ICAO Regional support framework, the Meeting approve the revised Terms of Reference presented in Appendix B to this Summary of Discussions.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="4">Why: To ensure the E/CAR/CATG Terms of Reference respond effectively to its mission and activities to support Eastern Caribbean Air Navigation</td></tr>
<tr><td>When:</td><td>Immediately</td><td>Status:</td><td>☐ Valid / ☐ Superseded / ☒ Completed</td></tr>
<tr><td>Who:</td><td>☐ States ☐ ICAO ☐ Other:</td><td colspan="2">E/CAR/CATG</td></tr>
</table>

Update of the E/CAR/CATG Work Programme for 2027 – 2030.

6.7 The Meeting focused on the need to update the work programme for the 2027–2030 triennium and exchanged views for an adequate way to streamline E/CAR/CATG activities. Given the ongoing priority-setting initiatives and the pilot project to assess ANS capabilities, the Meeting considered that it would be appropriate to await their outcomes before proceeding with the revised work programme.

Agenda Item 7 Other Business

7.1 No issues were discussed under this Agenda Item.

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Tenth Eastern Caribbean Civil Aviation Technical Group Meeting
(E/CAR/CATG/10)
Fort-de-France, Martinique, 15 to 17 July 2026

APPENDIX A
LIST OF PARTICIPANTS

ANGUILLA

1. Sheila Phyllicia Joseann Hodge
2. Kennelva Brooks

ANTIGUA AND BARBUDA

3. Eugene Silcott
4. Shenneth Phillips
5. Natasha Mussington
6. Alando Michael (v)

BARBADOS

7. Donna Archer (v)
8. Neil Andre Sarjeant (v)
9. John Parris (v)
10. Richard-Lawrence Prempeh (v)

DOMINICA

11. Kershton Pascal
12. Winston Nixon
13. Elisha Charles
14. Samuel Johnson

ECCAA

15. Luana C. Isaac
16. Eloise Denise SIlston

FRANCE

17. Sylvain Lefoyer
18. Jean-Yves Pieri
19. Leonard Buchaillot
20. Frédéric Danloux
21. Christophe Boillon
22. Michael Joseph Rose
23. Christophe Martin
24. Arnaud Darras
25. Julie Ibalot
26. Khaled Soueidan

GRENADA

27. Marlon Carter
28. Sherry-Ann Ramjohn-Johnson
29. Cecil Mitchell

SAINT KITTS AND NEVIS

30. Don Grant
31. Leon Phillip

SAINT LUCIA

32. Ricardo Charles
33. Remy Avril Jr

SAINT VINCENT AND THE GRENADINES

34. Andrea Best (v)
35. Stanton Gomes (v)
36. Kazx Hackshaw (v)

SINT MAARTEN

37. Sabrina Charville
38. Gregory Hassell
39. Diwani Walker

TRINIDAD AND TOBAGO

40. Curtis Peters (v)
41. Ricky Bissessar (v)
42. Ian Gomez (v)
43. Faadia Mohammed (v)
44. Steve Ramgoolam (v)
45. Genista Ramtahal (v)
46. Shiraz Gopaul (v)
47. Steve Saroop (v)
48. Rohan Garib (v)
49. Robert Rooplal (v)
50. Naresh Seeparsad (v)
51. Salima Mohamdally (v)
52. Kent Ramnarace-Singh (v)
53. Curtis Fraser (v)

UNITED STATES

54. Akua Pipim
55. Marluan Diaz (v)
56. Mr. Rudolph (Rudy) Lawrence
57. Vincent McMenamy (v)
58. Raquel Ramos (v)
59. Jorge Chades (v)
60. Marie B Manalo (v)
61. John Fullerton (v)
62. Will Turner (v)
63. Al O'Neill (v)

IATA

64. Jaime Abigantus (v)

ICAO

65. Luis Sánchez
66. Mayda Ávila
67. Eddian Méndez
68. Maidy Plana
69. Josué González
70. Sabrina Edith Migliorino

TERMS OF REFERENCE (ToRs) OF THE EASTERN CARIBBEAN CIVIL AVIATION TECHNICAL GROUP (E/CAR/CATG)

1 Background

The Eastern Caribbean Civil Aviation Technical Group was established in October 2012 by the Directors of Civil Aviation of the Eastern Caribbean at their 24th Meeting (E/CAR/DCA/24) through Conclusion 24/7 - *New NAM/CAR Air Navigation Implementation Working Group*, item b) to continue the performance-based work programme for the implementation and improvement in all air navigation fields in the Eastern Caribbean area. This work programme was originally carried out by the Eastern Caribbean Working Group (E/CAR/WG), which was created from Agreement No. 2/1 of the Informal ATS CAR/SAM 1/75 Meeting held in Bridgetown, Barbados, from 14 to 17 October 1975, for the purpose of examining problems affecting airspace organization and utilization in the Eastern Caribbean area for States and Territories in the PIARCO and San Juan Flight Information Regions (FIRs).

2. Terms of Reference

a) foster implementation of the CAR/SAM Regional Air Navigation Plan, and other relevant regional documentation in compliance with ICAO Standards and Recommended Practices (SARPs), as required;

b) address the air navigation services implementation requirements specific to the Eastern Caribbean that cannot be effectively accommodated within the work programme and activities of the North American, Central American and the Caribbean Working Group (NACC/WG);

c) facilitate the development of emerging aviation issues focusing on continued improvements to operational efficiency through coordinating harmonized procedures and promoting interoperability of networks and implementation of new technologies;

d) develop operational improvement initiatives and implementation strategies to improve safety, increase operational and economic efficiency and/or capacity of regional Air Navigation Services;

e) develop and implement performance objectives related to Regional Air Navigation Services with regard to Doc 9750 - *Global Air Navigation Plan*;

f) share information on implementation initiatives for enhancing compatibility of air traffic operations; and

g) provide GREPECAS, through the NACC/WG, with technical advice on the operational context, challenges, and opportunities related to air navigation services in the Eastern Caribbean.

3. Work Programme

3.1 The E/CAR/CATG Work Programme must reflect the Air Navigation Services implementation requirements contained in the *CAR/SAM Regional Air Navigation Plan*, applicable to the E/CAR Area, taking the following into consideration:

a) avoid duplicating or overlapping with the NACC/WG work programme and activities;

b) adherence to deadlines for implementation of facilities, services and procedures to improve air navigation services in the E/CAR Area;

c) development of guidelines and recommendations for States/Territories to implement their national air navigation plans;

d) recommendations for implementation of air navigation facilities and services to ensure interregional harmonization, taking into account performance metrics, environmental benefits and operational issues;

e) provision of recommendations to improve human resource planning and development in line with ICAO guidelines;

f) support the identification of air navigation services implementation priorities and the formulation of targeted implementation initiatives to address urgent operational requirements.; and

g) quantify cost/benefit analysis in terms of performance measures, deadlines, responsible body for implementation and results, as well as human factors performance.

3.2 The E/CAR/CATG must report its work programme progress to the North American, Central American and Caribbean Working Group (NACC/WG).

4. Working Methods

a) The Chairperson of the E/CAR/CATG will be a representative from the E/CAR States/Territories designated by the E/CAR Members for a three-year period. The duties of the Chairperson are the following:

- Preside over the formal E/CAR/CATG meetings
- Coordinate fulfilment of tasks included in the E/CAR/CATG Work Programme
- Closely coordinate with the Secretariat for meeting agenda development and other issues concerning the E/CAR/CATG
- Inform the NACC/WG Meetings on the progress of the E/CAR/WG Work Programme, activities and meetings.

b) the E/CAR/CATG will avoid duplication of work and maintain close coordination among States/Territories/International Organizations and users to optimize the use of available resources and experience;

c) the E/CAR/CATG will carry out coordination of tasks using electronic tools and teleconferences to guarantee efficient exchange of information, when required;

d) the E/CAR/CATG may form Ad-hoc groups, task forces or committees to work on specific topics and activities. Ad-hoc groups will be valid for the time of the respective meeting. Task forces and committees will be valid until the completion of their assigned task or group of tasks. All tasks and activities should be clearly defined by time and deliverables.

e) Nomination for the position of Committee and/or Task Force Rapporteurs may be presented by any State or Territory that is a member of the E/CAR/CATG;

f) committees and task forces should coordinate and advance their work between meetings as follows;

- conduct work via written correspondence, i.e., e-mail, fax, etc
- conduct work via phone and teleconference calls
- conduct work via a dedicated page on the ICAO NACC Regional Office website
- hold meetings when necessary

g) all committee and task force rapporteurs must present their report on the progress of assigned tasks to the E/CAR/CATG, The Committee and/or Task Force plan of activities will be reviewed annually. If no activities are identified, the Committee and/or Task Force will be discontinued until a need for its re-establishment is identified;

h) the E/CAR/CATG will use the following classification/definitions to record recommendations in meeting reports:

- ***Decisions*** Internal actions of the E/CAR/CATG
- ***Draft Conclusions*** Actions requiring communication to States and Territories and/or endorsement by the E/CAR/DCAs

i) In-person meetings will usually be convened every year.

5. Membership

Antigua and Barbuda, Barbados, Dominica, France, Grenada, Netherlands (Saba and Sint Eustatius), Sint Maarten, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, United Kingdom, United States and ECCAA. Other international organizations may be included as observers.

6. E/CAR/CATG Committees and Task Forces

AIM Committee
ATM Committee
SAR Committee
CNS Committee
MET Committee