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Fort-de-France, Martinique, 15 to 17 July 2026

Agenda Item 4: Follow-up of the activities of the E/CAR/CATG
4.3 Progress report of the Air Traffic Management (ATM) Committee

PROGRESS REPORT OF THE AIR TRAFFIC MANAGEMENT (ATM) COMMITTEE
(Presented by ATM Committee Rapporteur)

EXECUTIVE SUMMARY	
This Working Paper presents 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.	
Action:	Suggested actions are presented in Section 4.
Strategic Objectives:	• Every Flight is Safe and Secure • Aviation is Environmentally Sustainable • Aviation Delivers Seamless, Accessible, and Reliable Mobility for All • No Country Left Behind • The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All
References:	• Annex 19 – Safety Management and ICAO Safety Management Manual (ICAO Doc 9859) • ICAO Global Air Navigation Plan (ICAO Doc 9750) • E/CAR/CATG/9 Final Report • E/CAR/CATG ATM Committee's Terms of Reference • E/CAR/CATG ATM Committee Activities of Priority – 2025 to 2026 • Final Minutes of the 18th E/CAR/CATG ATM Committee Meetings

1. Introduction

1.1 The ATM Committee remains committed to achieving its objectives through the application of a performance-based, risk-informed approach to the development, enhancement, and implementation of ATM initiatives across the States/Territories of the E/CAR Region.

1.2 **Appendix A** provides the number of E/CAR ATM Committee Meetings between July 2025 to June 2026.

1.3 **Appendix B** provides the updated PoCs for the E/CAR/CATG ATM Committee for 2026-2027.

- 1.4 **Appendix C** provides the E/CAR/CATG/9 Draft Conclusions of interest to the ATM Committee.
- 1.5 **Appendix D** provides the E/CAR/CATG ATM Committee Activities of Priority 2025-2026.
- 1.6 **Appendix E** provides the E/CAR/CATG ATM Committee's Proposed Implementation Projects - 2026.
- 1.7 **Appendix F** provides the E/CAR/CATG ATM Committee's Terms of Reference (ToR).

2. Discussion

2.1 Meetings held by the E/CAR/CATG ATM Committee

2.1.1 The E/CAR/CATG ATM Committee held two ad-hoc Committee Meetings and one Committee Meeting in July 2025, March and June 2026, respectively (Appendix A).

2.2 E/CAR/CATG ATM Points of Contact (PoCs)

2.2.1 The E/CAR/CATG ATM Committee's PoCs has 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.

2.3 E/CAR/CATG/9 Valid Conclusions for the ATM Committee

2.3.1 During the E/CAR/CATG/9 Meeting held from 29 to 31 July 2025, Conclusions E/CAR/CATG/9/04, E/CAR/CATG/9/05, and E/CAR/CATG/9/06 were considered to be of importance to ATM Committee (Appendix C).

2.3.2 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. The ATM Committee was advised that achieving this objective may take longer than expected due to resource constraints and the challenge of providing the same level of support to all E/CAR States/Territories. Emphasis was also placed on the importance of ensuring that any skills developed within the E/CAR Region 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 Region, with consideration being given to engaging the services of a consultant to facilitate the process should the Region encounter challenges in determining these areas of specialization.

2.4 **E/CAR/CATG ATM Committee Activities of Priority – 2025-2026**

2.4.1 Appendix D provides the ATM Committee's list of activities of priority decided upon by the Committee during the E/CAR/CATG/9 Meeting in July 2025. The ATM Committee was required to review these activities and present their decisions at the E/CAR/CATG/10 Meeting. A virtual meeting was scheduled to be held on 08 July 2026, for the Committee to arrive at their decisions. However, this meeting had to be postponed by the ATM Rapporteur due to work commitments.

2.5 **E/CAR/CATG ATM Committee's Proposed Implementation Projects - 2026**

2.5.1 The ATM Committee's proposed implementation projects (Attachment E) are based the priorities identified by the Committee during the E/CAR/CATG/9 Meeting. During this meeting it was established that there was a need for the ATM Committee to perform the following:

- refine areas of priority,
- develop structured implementation projects, and
- align these projects with available Regional funding opportunities.

2.5.2 Mention was made during the 18th E/CAR/CATG ATM Committee Meeting that sourced funding could be used to develop the relevant projects that would be tailored to address the main needs of States/Territories within the E/CAR Region with the use of English-speaking Subject Matter Experts (SMEs). One proposal made by the ATM/SAR Regional Officer (RO), was for the establishment of an accident and incident investigation system to be presented at the E/CAR/CATG/10 Meeting. The ATM/SAR RO further mentioned that while funding was sourced to support some of the improvements required within the E/CAR Region, there was the need for the establishment of clear priorities for those implementation projects of interest, so that this funding can be effectively used.

2.5.3 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.

2.6 **Safety Assurance for ATS**

2.6.1 Safety assurance for ATS is one the core pillars of a Safety Management System (SMS) in accordance with Annex 19 – *Safety Management*, and ICAO Doc9859 – *Safety Management Manual*, and involves the systematic process that verifies whether the daily management of risks and safety controls functions effectively and meets established safety objectives of the ANSP.

2.6.2 Following the E/CAR/CATG/9 Progress Report of the ATM Committee, attempts were made by Trinidad and Tobago's ATSP for in-person and virtual attendance at a Safety Culture in ATM Workshop, which was held in Mexico from 19 to 22 May 2026.

2.7 **ATS Surveillance**

2.7.1 Antigua and Barbuda, Grenada, St Lucia and, St. Vincent and the Grenadines, continue to update their respective ATS procedures with regards to the implementation of ATS surveillance within the E/CAR Region. Antigua and Barbuda, and St Lucia have implemented or, begun the implementation process for ATM Automated Systems, with assistance being provided by Trinidad and Tobago's ANSP. Further details are available in the CNS Committee's report. Trinidad and Tobago's ANSP has held meetings with St Lucia's ANSP, and ECCAA to discuss the logistics associated with the transferring ECAR/AFS Network and equipment to the new ATC Tower.

2.8.2 Antigua and Barbuda's Secondary Surveillance Radar (SSR) and Automatic Dependent Surveillance - Broadcast (ADS-B) project is progressing, with Trinidad and Tobago along with the ICAO NACC Office continuing to provide support to this State. Antigua and Barbuda continues to be interested in holding data sharing talks with E/CAR States/Territories such as Sint Maarten and Trinidad and Tobago, which in turn could prove to be of benefit to the Region.

2.8.3 Trinidad and Tobago's Ground-Based (GB) ADS-B and Wide Area Multilateration (WAM) implementation project, which began in August 2024, was implemented on 29 June 2026, for the Approach Sector, and portions of the Continental airspace South Sector. The next phase will involve the installation of similar equipment (GB ADS-B and MLAT) at selected high-sites (Trinidad and Tobago (North Post), Antigua and Barbuda, St Lucia, and Barbados) throughout the E/CAR Region, which is expected to be completed by the fourth quarter of 2026.

2.8.4 Trinidad and Tobago has also attained Space-Based (SB) ADS-B from the vendor, Aireon LLC®, and is currently engaging the services of the ATM Automated System vendor, Leonardo S.p.A., for the full implementation of this surveillance tool for the provision of surveillance ATS within the en-route Continental Sector and situational awareness within the Oceanic Sector by the third quarter of 2026. The intention continues to be the use of GB ADS-B complimenting SSR, with the eventual transition of GB and SB ADS-B being the primary means of surveillance within sections of the Piarco FIR.

2.9 **SAR Activities within the E/CAR Region**

2.9.1 The ATM Committee continues to monitor Search and Rescue (SAR) activities within the E/CAR Region, recognizing the ongoing need to strengthen collaboration and coordination between Air Navigation Service Providers (ANSPs) and relevant regional organizations (e.g. the Regional Security System), when responding to safety events of concern. Enhanced cooperation among these entities remains essential to ensuring timely information sharing, effective operational coordination, and an efficient regional response to SAR-related situations.

2.9.2 This became evident once again when on 12 June 2026, there was the report of an overdue aircraft, HI1145, a B58T from Argyle International airport to ANR Robinson International airport. In a similar manner involving the missing aircraft N10TN, in June 2025, considerable time and manpower was expended by Regional ANSPs, RCCs, RSCs and MRCCs in an attempt to establish contact with, and locate the aircraft. Four (4) days later, on 16 June 2026, information from news media reports stated that the aircraft was located and the two persons on board were safe. To date, the Trinidad and Tobago ANSP

is unaware of the receipt of confirmed information from the appropriate authorities to validate news media reports.

2.10 Monitoring of AIDC Testing and Implementation within the E/CAR Region

2.10.1 Air Traffic Services Interfacility Data Communication (AIDC) is recognized by ICAO under its Global Air Navigation Plan (GANP) and Aviation System Block Upgrades (ASBU) framework. The implementation of AIDC within the E/CAR Region and with neighbouring FIRs will serve to increase efficiency by replacing manual flight data exchange, reduce controller workload by enabling greater efficiency, and enhance safety by mitigating the potential for manual entries and communication errors.

2.10.2 On 01 December 2025, with the revision of the Letter of Agreement (LOA) between New York Air Route Traffic Control Centre (ARTCC) and Piarco Area Control Centre (ACC), AIDC was officially implemented as the primary means of communication between the two ANSPs. Discussions have begun between the FAA, with the assistance of the ATM Automated System vendor, Leonardo S.p.A., in preparation for the commencement of AIDC testing prior to its implementation between San Juan Combined Control Facility (CCF) and Piarco ACC.

2.10.3 States/Territories such as Barbados, French Guiana, and Portugal continue to show interest in commencing AIDC tests with Trinidad and Tobago.

2.11 Bilateral Meetings and Activities between E/CAR States/Territories

2.11.1 States/Territories within the E/CAR Region continue to collaborate closely on ANS initiatives that support the objectives of the Global Air Navigation Plan (GANP). These efforts are focused on enhancing airspace capacity, improving operational efficiency, and maintaining the highest levels of safety through the implementation of a standardized and globally harmonized air navigation system. As part of this ongoing regional cooperation, Trinidad and Tobago remains actively engaged with the following neighbouring ANSPs:

- The French West Indies (FWI) – Collaboration between the respective ATSPs continued through the sharing of safety information to facilitate the identification, assessment, and mitigation of operational safety risks. This cooperation was further strengthened through a productive in-person meeting held in Trinidad and Tobago, during which both parties engaged in constructive discussions on issues of mutual interest and explored opportunities to enhance regional coordination and operational effectiveness.
- Trinidad and Tobago continues to engage neighbouring States and Territories in the review and update of operational Letters of Agreement (LOAs) to reflect changes in ICAO Standards and Recommended Practices (SARPs), operational and technological enhancements, airspace and route modifications, contingency arrangements, and operational contact information among neighbouring ATSPs and FIRs.

2.12 **New Dominica Airport**

2.12.1 The development of the new airport in **Dominica**, the 193rd signatory to the ICAO Convention, is expected to be completed by October 2027. Given the scope and complexity of the project, a Working Paper is to be presented by the ATM Committee, which recommends that the State leverage regional cooperation mechanisms and seek assistance from other E/CAR States/Territories to support the planning, implementation, and operational readiness activities associated with the new airport.

3. **Activities**

3.1 The following activities are being proposed:

- For the E/CAR Region in collaboration with the ICAO NACC Office 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 Region;
- For the E/CAR Region 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 Region;
- The E/CAR/CATG to strengthen collaboration between the E/CAR/CATG and SMEs participating in the NACC 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. **Suggested Actions**

4.1 The Meeting is invited to:

- a) take note of the progress and status of the ATM Committee's activities;
- b) review and agree on the activities to be carried out; and
- c) take any other action as deemed necessary.

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APPENDIX A
E/CAR/CATG ATM MEETINGS JULY 2025 TO JUNE 2026

NO.	MEETING TYPE	NO MEETING TYPE DATE (dd-mmm-yyyy)
1	E/CAR/CATG ATM “Side-Bar” ad-hoc Committee Meeting	29 July 2025
2	15 th E/CAR/CATG ATM ad-hoc Committee Meeting	06 March 2026
3	18 th E/CAR/CATG ATM Committee Meeting	05 June 2026

APPENDIX B
E/CAR/CATG ATM POINTS OF CONTACT 2025 – 2026

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STATE	MEMBER/S & POSITION	E-MAIL ADDRESS	TEL / MOBILE / FAX
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APPENDIX C

E/CAR/CATG/9 Draft Conclusions of Interest to the ATM Committee

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

DRAFT CONCLUSION E/CAR/CATG/9/05		ANS SUPPORT PROGRAMME FOR THE EASTERN CARIBBEAN				
What: That, considering the need to streamline current implementation support activities and identify additional resources to allow the sustainable development of air navigation services in the Eastern Caribbean, a) The E/CAR/CATG Committees work with the Secretariat to develop proposals for implementation support projects to address the priorities identified for each ANS area by 1st of April 2026; and b) the Secretariat and the ECARCATG Chairperson integrate the proposals into a comprehensive ANS support programme for the Eastern Caribbean and present results to E/CAR/CATG/10 meeting.			Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical			
Why: To support the implementation of ICAO ANS related Standards and Recommended Practices (SARPs) and enhance provision of services						
When: Present results to E/CAR/CATG/10			Status: ☒ Valid / ☐ Superseded / ☐ Completed			
Who: ☐ States ☒ ICAO ☒ Other:			E/CAR/CATG Committees			

DRAFT CONCLUSION E/CAR/CATG/9/06		ANALYSIS OF THE EASTERN CARIBBEAN ANS HUMAN RESOURCES CAPABILITIES	
What: That, considering the evidenced challenges faced by the E/CAR States and Territories to recruit, train and maintain a complete staff for the provision and oversight of ANS, a) the Secretariat perform an analysis of the E/CAR ANS human resources capabilities, including a description of common practices of recruitment and retention, regional availability of training and mechanisms for career development. This analysis should identify the main challenges and limitations impeding ANSPs and oversight organizations to account with required ANS staff and the areas where more impacted; and b) the Secretariat work with the Chairperson and the Rapporteurs to develop a proposal of a regional mechanism for sharing ANS resources to support key service provision and oversight activities and report it to the E/CAR/CATG/10 meeting.		Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical	
Why: To support the availability of ANS personnel for the E/CAR			
When: Report to the E/CAR/CATG/10		Status: ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☐ States ☒ ICAO ☒ Other:		E/CAR/CATG Chairperson and Rapporteurs	

Appendix D
E/CAR/CATG ATM Committee Activities of Priority 2025-2026

TOPIC KEY SUPPORT AREA	SUB TOPIC	REFINED INITIATIVES (ALIGNED WITH ICAO FRAMEWORKS)
Airspace and Infrastructure Management	Civil/Military Cooperation	There is a current challenge faced by ATSUs regarding the level of collaboration between Civil and Military entities, with limited awareness of military operations within civilian airspace. There is a need to establish greater sensitisation and structured collaboration mechanisms in accordance with: - ICAO Annex 11 – Air Traffic Services - ICAO Circular 330 – Civil/Military Cooperation in ATM - ICAO Doc 10088 – Manual on Civil-Military Cooperation Implementation through joint workshops, SMEs engagement, and development of LOAs/MOUs to support information sharing and Flexible Use of Airspace (FUA). Beneficiaries: ATSPs, Military Entities, Airspace Users
	Search and Rescue Coordination	There is a need to strengthen SAR coordination within the E/CAR Region to enhance emergency response effectiveness. Aligned with: - ICAO Annex 12 – Search and Rescue - ICAO Annex 11 – Alerting Service - ICAO Doc 9731 – IAMSAR Manual Implementation through workshops, establishment of MOUs, and joint exercises involving ATSUs, RCCs, and security agencies. Beneficiaries: RCCs, RSCs, ATSPs, Airspace Users
	Basic Air Navigation Services	Some ATSPs require training and technical support for surveillance systems such as ADS-B to enhance situational awareness.

TOPIC KEY SUPPORT AREA	SUB TOPIC	REFINED INITIATIVES (ALIGNED WITH ICAO FRAMEWORKS)
	Establishment (Surveillance)	Aligned with: - ICAO Annex 10 – Aeronautical Telecommunications (Surveillance) - ICAO Annex 11 – Air Traffic Services - ICAO Doc 9924 – Aeronautical Surveillance Manual - ICAO Doc 9750 – GANP (ASBU surveillance modules) Establish ad-hoc E/CAR working group, followed by targeted training and implementation support based on State needs. Beneficiaries: ATSPs, Airspace Users
Crisis Preparedness and Management	ATM Contingency Management	Certain States face challenges in maintaining ATS during disruptions. Aligned with: - ICAO Annex 11 – ATS Contingency Planning - ICAO Doc 4444 – PANS-ATM (Contingency Procedures) - ICAO Doc 9426 – ATS Planning Manual - ICAO Doc 9971 – Collaborative ATS Contingency Planning Develop and validate contingency plans through workshops (including crisis management workshops), simulations, and regional cooperation frameworks. Beneficiaries: ATSPs, ANSPs, Airspace Users
	CAPSCA Technical Assistance	There is a need to strengthen preparedness and response to public health emergencies affecting aviation operations. Aligned with: - ICAO Annex 9 – Facilitation - ICAO CAPSCA Programme - ICAO Doc 10042 – Manual on Communicable Disease Management in Aviation

TOPIC KEY SUPPORT AREA	SUB TOPIC	REFINED INITIATIVES (ALIGNED WITH ICAO FRAMEWORKS)
		Implementation through CAPSCA missions, national planning, and inter-agency coordination exercises. Beneficiaries: States, Airports, ATSPs
Proactively Managing Aviation Safety	Cyber Resilience	Increased reliance on GNSS and surveillance systems exposes ATS to cyber threats (e.g., spoofing, GPS interference). Aligned with: - ICAO Annex 17 – Security - ICAO Annex 10 – GNSS provisions - ICAO Doc 9985 – Cybersecurity Strategy - ICAO Doc 10022 – Aviation Cybersecurity Manual Integrate cyber awareness into ATCO training and develop reporting procedures for GNSS anomalies. Beneficiaries: ATSPs, Airspace Users
	Accident and Incident Investigation System	There is a need to enhance investigative capacity across the Region. Aligned with: - ICAO Annex 13 – Aircraft Accident and Incident Investigation - ICAO Doc 9756 – Investigation Manual Expand focus to include incidents and provide training workshops for ATSP and Regulatory Investigators to improve competence and regional cooperation. Beneficiaries: ATSPs, Investigation Authorities
	Accident Data Reporting	ATSPs require improved capability to collect, analyse, and report occurrence data effectively. Aligned with: - ICAO Annex 13 – Occurrence Reporting - ICAO Annex 19 – Safety Management - ICAO Doc 9859 – Safety Management Manual

TOPIC KEY SUPPORT AREA	SUB TOPIC	REFINED INITIATIVES (ALIGNED WITH ICAO FRAMEWORKS)
		- ICAO ADREP/ECCAIRS systems Training to improve reporting quality, encourage Just Culture, and enhance data-driven decision-making. Beneficiaries: ATSPs
	Safety Management	There is a need to strengthen SMS implementation across ATSPs in the Region. Aligned with: - ICAO Annex 19 – Safety Management - ICAO Doc 9859 – Safety Management Manual Conduct SMS maturity assessments and workshops to improve safety risk management and assurance processes. Beneficiaries: ATSPs, Airspace Users
	High-Risk Occurrence Management	There is a need to enhance the identification and mitigation of high-risk operational hazards. Aligned with: - ICAO Annex 19 – Risk Management - ICAO Doc 9859 – Hazard Identification and Risk Mitigation - ICAO Doc 4444 – Operational Procedures Promote structured SMS-based approaches to risk analysis and continuous safety monitoring. Beneficiaries: ATSPs, Airspace Users
Safety and Air Navigation National Planning	National Aviation Safety Plan (NASP) Development	States face challenges in developing structured safety plans aligned with global safety priorities. Aligned with: - ICAO Global Aviation Safety Plan (GASP – Doc 10004) - ICAO Annex 19 – State Safety Programme (SSP)

TOPIC KEY SUPPORT AREA	SUB TOPIC	REFINED INITIATIVES (ALIGNED WITH ICAO FRAMEWORKS)
		Implementation through workshops to identify national risks and align safety initiatives with GASP priorities. Beneficiaries: ANSPs, Airspace Users
	National Air Navigation Plan (NANP) Development	States require support in developing National Air Navigation Plans aligned with ICAO frameworks. Aligned with: - ICAO Global Air Navigation Plan (GANP – Doc 9750) - ICAO Annex 11 – Air Traffic Services - ICAO Doc 9883 – Airspace Management Manual Conduct workshops to support development of national roadmaps aligned with ASBU modules. Beneficiaries: ANSPs, Airspace Users

Appendix E

E/CAR/CATG ATM Committee Proposed Implementation Projects 2026

PROJECT 1: Civil-Military Airspace Coordination Enhancement

Project ID: E/CAR-ATM-01

Objective:

To establish harmonized civil-military coordination frameworks to improve airspace efficiency and safety.

Scope:

All E/CAR States with shared or segregated civil/military airspace.

Key Activities:

- Conduct regional workshops (annual)
- Develop and implement MOUs
- Implement Flexible Use of Airspace (FUA) procedures
- Establish coordination cells or focal points

Deliverables:

- Signed MOUs
- National Civil-Military Coordination Procedures
- Regional best practices guidance

Timeline:

2026–2028 (Phased implementation)

Performance Indicators:

- ≥80% of States with formal agreements
- Measurable reduction in airspace restrictions/delays
- Number of joint coordination exercises conducted

ICAO References:

Annex 11, ICAO Circular 330, Doc 10088

PROJECT 2: Regional SAR Coordination Strengthening

Project ID: E/CAR-ATM-02

Objective:

To enhance effectiveness and responsiveness of SAR services across the E/CAR Region.

Scope:

ATS Units, RCCs, RSCs and national emergency authorities.

Key Activities:

- Develop SAR coordination protocols
- Establish inter-agency MOUs
- Conduct SAR simulation exercises
- Implement harmonized SAR communication procedures

Deliverables:

- Regional SAR coordination framework
- SAR exercise reports
- Updated national SAR documentation

Timeline:

2026–2027

Performance Indicators:

- Reduced SAR response times
- ≥75% of States conducting annual exercises
- Increased coordination performance scores

ICAO References:

Annex 12, Annex 11, Doc 9731

PROJECT 3: Surveillance Implementation and Capacity Building**Project ID:** E/CAR-ATM-03**Objective:**

To expand surveillance-based ATS (ADS-B, MLAT) across the Region.

Scope:

States requiring surveillance enhancement or implementation.

Key Activities:

- Establish Surveillance Task Force
- Conduct regional needs assessments
- Deliver training (technical + operational)
- Support phased implementation of ADS-B systems

Deliverables:

- Regional surveillance roadmap
- Trained personnel (ATCOs and engineers)
- Operational surveillance coverage reports

Timeline:

2026–2029

Performance Indicators:

- ≥60% increase in surveillance coverage
- Reduction in procedural separation usage
- Number of ATCOs certified in surveillance operations

ICAO References:

Annex 10, Annex 11, Doc 9924, GANP (Doc 9750)

PROJECT 4: ATS Contingency Planning and Resilience**Project ID:** E/CAR-ATM-04**Objective:**

To ensure continuity of ATS operations during disruptions.

Scope:

All E/CAR States with ATS responsibilities.

Key Activities:

- Develop/update contingency plans
- Conduct simulation and table-top exercises
- Establish cross-border contingency arrangements

Deliverables:

- Approved contingency plans
- Exercise validation reports
- Regional contingency agreements

Timeline:

2026–2027

Performance Indicators:

- ≥90% of States with validated contingency plans
- Annual exercise completion rate
- Reduced recovery time during disruptions

ICAO References:

Annex 11, Doc 4444, Doc 9426, Doc 9971

PROJECT 5: Aviation Public Health Preparedness - Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA)**Project ID:** E/CAR-ATM-05**Objective:**

To strengthen aviation sector preparedness for public health events.

Scope:

States, airports, ATS units, and health authorities.

Key Activities:

- Participate in CAPSCA missions
- Develop aviation public health plans
- Conduct joint exercises

Deliverables:

- CAPSCA assessment reports
- National public health contingency plans
- Exercise reports

Timeline:

2026–2028

Performance Indicators:

- % of States compliant with Annex 9
- Number of CAPSCA assessments completed
- Implementation of corrective actions

ICAO References:

Annex 9, Doc 10042, CAPSCA Programme

PROJECT 6: Aviation Cybersecurity and GNSS Resilience**Project ID:** E/CAR-ATM-06**Objective:**

To enhance resilience against cyber threats and GNSS interference.

Scope:

ATS providers and national aviation authorities.

Key Activities:

- Develop cybersecurity awareness programmes
- Integrate cyber threats into ATCO training
- Establish GNSS anomaly reporting systems

Deliverables:

- Cybersecurity training packages
- Reporting procedures
- Risk assessment reports

Timeline:

2026–2028

Performance Indicators:

- Number of personnel trained
- Reporting rate of cyber/GNSS events
- Risk mitigation implementation level

ICAO References:

Annex 17, Annex 10, Doc 9985, Doc 10022

PROJECT 7: Accident and Incident Investigation Enhancement

Project ID: E/CAR-ATM-07

Objective:

To improve investigation capabilities and regional cooperation.

Scope:

States and investigation authorities.

Key Activities:

- Conduct investigator training
- Develop investigation procedures
- Strengthen regional collaboration

Deliverables:

- Certified investigators
- Investigation manuals
- Cooperation agreements

Timeline:

2026–2028

Performance Indicators:

- Number of trained investigators
- Timeliness of investigations
- Implementation of safety recommendations

ICAO References:

Annex 13, Doc 9756

PROJECT 8: Regional Occurrence Reporting and Safety Data Systems**Project ID:** E/CAR-ATM-08**Objective:**

To improve occurrence reporting and safety data-driven decision-making.

Scope:

ATSPs and civil aviation authorities.

Key Activities:

- Implement ADREP/ECCAIRS systems
- Train personnel
- Promote Just Culture

Deliverables:

- Operational reporting systems
- Safety data reports
- National reporting procedures

Timeline:

2026–2027

Performance Indicators:

- Increase in reported occurrences
- Data completeness and quality
- Number of safety interventions based on data

ICAO References:

Annex 13, Annex 19, Doc 9859

PROJECT 9: Safety Management System (SMS) Maturity Enhancement**Project ID:** E/CAR-ATM-09**Objective:**

To strengthen SMS implementation across the Region.

Scope:

ATSPs and relevant aviation service providers.

Key Activities:

- Conduct SMS maturity assessments
- Deliver targeted training
- Implement safety performance monitoring

Deliverables:

- SMS maturity reports
- Updated SMS documentation
- Safety performance indicators

Timeline:

2026–2028

Performance Indicators:

- Increase in SMS maturity levels
- Number of hazards mitigated

- Improved safety performance trends

ICAO References:

Annex 19, Doc 9859

PROJECT 10: High-Risk Operations Management

Project ID: E/CAR-ATM-10

Objective:

To proactively identify and mitigate high-risk operational hazards.

Scope:

ATS operations within E/CAR.

Key Activities:

- Establish hazard identification systems
- Conduct risk assessments
- Monitor mitigation effectiveness

Deliverables:

- Hazard registers
- Risk mitigation plans
- Monitoring reports

Timeline:

2026–2027

Performance Indicators:

- Reduction in high-risk events
- Effectiveness of mitigation measures
- Hazard identification rate

ICAO References:

Annex 19, Doc 9859, Doc 4444

PROJECT 11: National Aviation Safety Plan (NASP) Implementation

Project ID: E/CAR-ATM-11

Objective:

To support States in developing and implementing NASPs aligned with GASP.

Scope:

E/CAR States and Territories.

Key Activities:

- Conduct national safety risk assessments
- Develop NASPs
- Monitor implementation

Deliverables:

- Approved NASPs
- Safety performance reports

Timeline:

2026–2027

Performance Indicators:

- % of States with NASPs
- Alignment with GASP priorities
- Improvement in safety indicators

ICAO References:

GASP (Doc 10004), Annex 19

PROJECT 12: National Air Navigation Plan (NANP) Development

Project ID: E/CAR-ATM-12

Objective:

To support the development of national air navigation plans aligned with GANP.

Scope:

E/CAR States and ANSPs.

Key Activities:

- Conduct ASBU gap analyses
- Develop national roadmaps
- Monitor implementation

Deliverables:

- Approved NANPs
- ASBU implementation plans

Timeline:

2026–2028

Performance Indicators:

- % of States with NANPs
- ASBU implementation rate
- Performance improvements in ATM operations

ICAO References:

GANP (Doc 9750), Annex 11, Doc 9883

Appendix F
E/CAR/CATG ATM Committee Terms of Reference

2023

E/CAR/CATG ATM COMMITTEE – Terms of Reference

THIS DOCUMENT PROVIDES INFORMATION PERTAINING TO THE
TERMS OF REFERENCE OF THE E/CAR/CATG ATM COMMITTEE
E/CAR/CATG ATM COMMITTEE

1. Background

This Committee, herein referred to as the Eastern Caribbean Civil Aviation Technical Group Air Traffic Management (E/CAR/CATG ATM) Committee, participated in the first E/CAR/CATG Meeting (E/CAR/CATG/1) in Martinique, French Antilles, France, in June 2013. Prior to this Meeting, the ATM Committee was part of the Eastern Caribbean Working Group (E/CAR/WG), which held its last meeting (E/CAR/WG/33) in Christchurch, Barbados in June 2012.

2. Purpose

- 2.1 The E/CAR/CATG ATM Committee has been charged with the responsibility of supporting the implementation of ICAO Air Traffic Management related SARPs in the eastern Caribbean, aligned with the work programme of the North American, Central American and Caribbean Working Group (NACC/WG), and the CAR/SAM Planning and Implementation Regional Group (GREPECAS) guidelines in accordance with ICAO Regional strategic objectives based on the CAR/SAM Air Navigation Plan, taking into consideration relevant ATM matters raised at ATM associated Meetings involving the E/CAR Region.
- 2.2 To identify possible solutions to challenges faced by E/CAR ATM Community, and facilitate the sharing of best practices within the E/CAR Region, with the intention of achieving its objectives through the application of a performance-based, risk management approach for the development, improvement and implementation of ATM Matters for E/CAR States/Territories.
- 2.3 The activities of the E/CAR/CATG ATM Committee will be achieved through the establishment of a Work Programme, which will be revised annually.

3. Reporting Relationships:

- 3.1 The E/CAR/CATG ATM Committee reports to the E/CAR/CATG Chairperson and the ICAO NACC Office through the ATM/SAR Regional Officer. The E/CAR/CATG Chairperson reports to the NACC/WG and ICAO NACC Office.

4. Membership of the E/CAR/CATG ATM Committee:

- 4.1 The E/CAR/CATG ATM Committee shall be comprised of one or more representatives from the following States/Territories:
 - Antigua and Barbuda,

- Barbados,
- Dominica,
- Grenada,
- Guadeloupe and Martinique (French Antilles),
- St. Kitts and Nevis,
- St. Lucia,
- St. Maarten (Netherlands),
- St. Vincent and the Grenadines
- Eastern Caribbean Civil Aviation Authority (ECCAA)
- Trinidad and Tobago Civil Aviation Authority (TTCAA)
- Federal Aviation Administration (FAA) of the United States
- Barbados Civil Aviation Authority (BCAA)

4.2 The ATM/SAR Regional Officer shall be the Secretary of the E/CAR/CATG ATM Committee.

5. Working Methods

5.1 The E/CAR/CATG ATM Committee will establish a Work Programme, containing the activities of the group in terms of objectives, responsibilities and deliverables.

5.2 The E/CAR/CATG ATM Rapporteur in collaboration with the ATM/SAR Regional Officer will coordinate the annual programme of activities, which will comply with the requirement of the approved Work Programme.

5.3 The E/CAR/CATG ATM Committee shall establish Ad-hoc Groups as deemed necessary to work on specific activities associated with the approved Work Programme. These activities shall have clearly defined tasks.

6. Responsibilities of E/CAR/CATG ATM Committee Members

6.1 E/CAR/CATG ATM Rapporteur

- Chairs E/CAR/CATG ATM Meetings,
- Acts as the Secretary or, designates a Member of the ATM Committee to act as the Secretary,

Note: *The Committee Secretary ensures that the actions and deliberations of the ATM Committee are properly documented and disseminated to targeted*

participants of Meetings and officials.

- Schedules ATM Committee Meetings in collaboration with concerned States/Territories,
- Periodically invites subject matter experts (e.g. Meteorology, AIM, CNS) to make presentations on topics that require a better understanding by the ATM Members,
- Relays the ATM and associated activities of the ICAO NACC Office to the participating ATM Committee Members, with assistance from the ATM/SAR Regional Officer,
- Collaborates with the ATM/SAR Regional Officer and ATM Committee Members to develop updated Work Programmes of the ATM Committee for submission to the ICAO NACC Office,
- Collaborates with the ATM Committee Members to achieve the objectives of the Committee's Work Programme,
- Identifies and relays to the ICAO NACC Office through the ATM/SAR Regional Officer, challenges faced by participating States/Territories, which can hinder their achievement of the objectives of the Committee's Work Programme,
- Collaborates with the other active E/CAR/CATG Rapporteurs to achieve common objectives of the E/CAR/CATG,
- Reports the activities of the E/CAR/CATG ATM Committee at E/CAR/CATG Meetings,
- Represents the ATM Committee at ICAO NACC Rapporteur Meetings

6.2 E/CAR/CATG ATM Committee Members

- Collaborate with the ATM Rapporteur to develop the ATM Work Programme and achieve the objectives of this Programme, along with identifying possible solutions to challenges faced by E/CAR ATM Community;

Note: *Any participating State/Territory experiencing challenges in achieving the set objectives of the ATM Committee shall bring its concerns to the attention of the ATM Committee or, ATM Rapporteur or, directly to the ATM/SAR RO for addressing.*

- Attendance and participation at E/CAR/CATG and ATM Meetings.
- Bring to the E/CAR/CATG ATM Rapporteur's attention issues of an ATM nature, which can have a direct effect on the E/CAR ATM Community;

6.3 ATM/SAR RO – Secretary

- Coordinates with the ATM Rapporteur to convene Regular ATM Committee Meetings,
- Collaborates with the ATM Rapporteur for the development and submission of updated ATM Committee Work Programmes,
- Relays the ATM and associated activities of the ICAO NACC Office to the participating ATM Committee Members,
- Provides guidance and support to the E/CAR/CATG ATM Committee towards achieving its objectives as established in the Committee's Work Programme,
- Relays the activities of the ATM Committee to the ICAO NACC Office.

7. Meetings

7.1 The E/CAR/CATG ATM Committee Meetings will be of three types:

- Regular Committee
- Sub-Committee
- Ad-hoc Committee

7.1.1 Regular Committee Meetings, which requires the attendance of all Member States/Territories, shall be held quarterly and shall address issues specific to the Work Programme of the ATM Committee. Attempts will be made to have at least one face-to-face Meeting of the E/CAR/CATG ATM Committee annually.

7.1.2 Sub-Committee Meetings, which usually involves the attendance of two or more Member States/Territories, to address issues specifically associated with those Members in attendance, shall be held when deemed necessary by those concerned Member States/Territories.

7.1.3 Ad-hoc Committee Meetings, which can require the attendance of all Member

States/Territories, will be held when issues arise that cannot wait for a regular Committee Meeting (e.g. unplanned occurrences affecting ATM operations).

7.2 ATM Committee Meetings shall be held through the following means:

- In-person,
- Virtual (using secure platforms e.g. Teams Meeting, Zoom Meeting or WhatsApp Group Chat), and/or
- Hybrid (a combination of in-person and virtual meetings).

7.3 All E/CAR/CATG ATM Committee Meetings shall be minuted, disseminated by the Committee's Secretary to the concerned Member States/Territories for ratification, with e-copies of the final Minutes of the Meeting being provided to the participating States/Territories and the ATM/SAR Regional Officer for information and records.