



ICAO

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

E/CAR/CATG/10 — IP/04
07/07/26

Tenth Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/10)
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

**BASIC OPERATIONAL REQUIREMENTS AND MINIMUM SERVICE LEVELS
FOR ATS PROVISION IN THE EASTERN CARIBBEAN**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Paper provides information about the basic operational requirements for the provision of air traffic services in the context of the eastern Caribbean for States to comply with their responsibilities as signatories to the Convention on International Civil Aviation.	
<i>Strategic Objectives:</i>	• Every Flight is Safe and Secure • Aviation is Environmentally Sustainable • Aviation Delivers Seamless, Accessible, and Reliable Mobility for All • No Country Left Behind • The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges • The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All
<i>References:</i>	• Convention on International Civil Aviation – Doc 7300 • Annex 11 – Air Traffic Services • Procedures for the Provision of Air Navigation Services (PANS) – Air Traffic Management (ICAO Doc 4444) • CAR/SAM Regional Air Navigation Plan (RANP CAR/SAM)

1. Introduction

1.1 As signatories to the Convention on International Civil Aviation (Chicago Convention), States undertake, to the extent practicable, to provide the air navigation services and facilities required to enable international air navigation, in accordance with the Standards and Recommended Practices established under the Convention. States also commit to cooperating in achieving the highest practicable degree of uniformity in regulations, standards, procedures, and organizational arrangements, airways, and auxiliary services, where such uniformity facilitates and improves air navigation.

1.2 For Air Traffic Services, these commitments are set out in Annex 11 – Air Traffic Services and further supported by the Procedures for Air Navigation Services (PANS) – Air Traffic Management (ICAO Doc 4444). At the regional level, the CAR/SAM Regional Air Navigation Plan (RANP CAR/SAM) consolidates agreed operational improvements.

2. Basic Building Block Framework.

2.1 The Basic Building Block (BBB) framework outlines the foundation of any robust air navigation system. It is nothing new but the identification of the essential services to be provided for international civil aviation in accordance with ICAO Standards.

2.2 These essential services are defined in the areas of aerodromes, air traffic management, search and rescue, meteorology and information management. In addition to essential services, the BBB framework identifies the end users of these services as well as the assets (communications, navigation, and surveillance (CNS) infrastructure) that are necessary to provide them.

3. Basic building blocks for air traffic management services

3.1 Basic requirements for the establishment and continuity of services.

3.1.1 The safe provision of air traffic management (ATM) services depends on compliance with Annex 11 — Air Traffic Services, supported by the related Procedures for Air Navigation Services (PANS). Together, these references establish minimum requirements applicable to all types of ATM services.

3.1.2 For this analysis, three basic requirements are highlighted: airspace classification based on the services provided, implementation of ATS safety management, and determination of ATS system capacity and flow management needs. In addition, the requirement for the establishment of coordination procedures should also be considered as a basic requirement.

3.1.3 Air traffic management (ATM) services are divided into two main categories: Airspace Management (ASM) and Air Traffic Services (ATS).

3.2 Airspace management services.

3.2.1 Airspace management is a planning function that supports the effective use of available airspace. Airspace management includes the development of airspace concepts, the design of instrument flight procedures, and the establishment of connecting route structures.

3.2.2 Most Eastern Caribbean States outsource this service entirely, resulting in limited internal capacity for airspace concept development and limiting full compliance with national regulations and ICAO Standards and Recommended Practices (SARPs).

3.3 Air traffic services

3.3.1 ATS comprises three services: Air traffic control service, flight information service and alerting service.

3.3.2 Where air traffic services are to be provided in specific portions of airspace or at aerodromes, those areas or aerodromes shall be designated according to the services to be provided. The designations shall be as follows:

- Flight information regions. Those portions of the airspace where it is determined that flight information service and alerting service will be provided shall be designated as flight information regions.
- Control areas and control zones. Those portions of the airspace where it is determined that air traffic control service will be provided to IFR flights shall be designated as control areas or control zones.
 - o Control areas including, inter alia, airways and terminal control areas shall be delineated so as to encompass sufficient airspace to contain the flight paths of those IFR flights or portions thereof to which it is desired to provide the applicable parts of the air traffic control service, taking into account the capabilities of the navigation aids normally used in that area.
 - o The lateral limits of control zones shall encompass at least those portions of the airspace, which are not within control areas, containing the paths of IFR flights arriving at and departing from aerodromes to be used under instrument meteorological conditions.
 - o Those aerodromes where it is determined that air traffic control service will be provided to aerodrome traffic shall be designated as controlled aerodromes.

3.3.3 The air traffic services shall be provided by units established and designated as follows:

- Flight information centres shall be established to provide flight information service and alerting service within flight information regions, unless the responsibility of providing such services within a flight information region is assigned to an air traffic control unit having adequate facilities for the discharge of such responsibility.
- Air traffic control units shall be established to provide air traffic control service, flight information service and alerting service within control areas, control zones and at controlled aerodromes.

4. Conclusions

4.1 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 ANSPs provide services, determining accountability for each portion of airspace remains difficult.

4.2 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.

4.3 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.

4.4 Although air traffic control supported by ATS surveillance systems is not mandatory, the Region should strive to ensure that all controlled airspace is covered by surveillance systems.

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