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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

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

STATUS OF ANS PROVISION IN GRENADA

(Presented by Grenada)

EXECUTIVE SUMMARY	
This information paper outlines the provision of air navigation services in GRENADA, including the operational context, services provided, key challenges and opportunities, and current, ongoing or planned implementation projects.	
<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
<i>References:</i>	• Summary of Discussions for the Ninth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/9) Meeting, Miami, United States, 28 to 31 July 2025

1. Introduction

1.1 Grenada is an island State in the Eastern Caribbean comprising the islands of Grenada, Carriacou and Petite Martinique and the importance of air navigation is to facilitate domestic, regional and international air transport connectivity.

1.2 The provision of air navigation services supports national economic activity, tourism, emergency response capability, government operations and air cargo.

2. Background

2.1 Grenada is located within the Piarco Flight Information Region (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.

2.2 Grenada provides procedural approach control and aerodrome control services within its area of responsibility during the hours of 1130 UTC to 0100 UTC.

2.3 Grenada provides the following air navigation services:

- Grenada provides 24-hour meteorological (MET) services.
- A Search and Rescue (SAR) Sub-Centre is maintained.
- Aeronautical Information Management (AIM) services are provided.
- Communication, Navigation, and Surveillance (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 Air Traffic Management (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.

2.4 The Piarco International NOTAM Office disseminates NOTAMs on behalf of Grenada.

3. Key Challenges and Opportunities

3.1 The Grenada ANS system experiences the current limitations:

- a) **Staffing:** There are critical areas that cannot be adequately addressed due to insufficient staffing, including:
 - Safety monitoring and oversight functions, which are currently performed by the ATS Manager in addition to other responsibilities.
- b) Communications coverage is limited in some areas due to terrain to the northeast of the island.

3.2 The main challenges for the Grenada ANS system are the following:

- I. Recruitment of qualified staff remains a significant challenge.
- II. Staff retention has also been a concern. A new remuneration structure has recently been implemented to help reduce staff attrition.

4. Projects to Enhance Air Navigation Services in GRENADA

4.1 The Grenada Airports Authority (GAA) continues to implement a comprehensive programme to modernize Grenada's air navigation system, strengthen aviation safety and enhance operational capability.

4.2 To support these initiatives, GAA engaged the services of **Satnav Resources**, an aviation consultancy providing technical expertise in aerodrome surveying, aeronautical studies and safety assessments, obstacle assessment, aeronautical safeguarding and instrument flight procedure design. **Satnav Resources is supporting both the implementation of night operations at Herbert A. Blaize Airport and the enhancement of aerodrome data and instrument flight procedures at Maurice Bishop International Airport.**

4.3 Effective **11 June 2026**, **Lauriston Airport (TGPZ)** was officially renamed **Herbert A. Blaize Airport (TGPZ)**. GAA is implementing a comprehensive programme to facilitate the introduction of night operations at the airport.

4.4 As part of this programme, an ICAO Annex 14 aerodrome survey was conducted during January and June 2025 to produce the geodetic data required to assess obstacle limitation surfaces, the runway strip and runway end safety areas, support instrument flight procedure design, develop aeronautical charts and update the Aeronautical Information Publication.

4.5 An **Aeronautical Study and Safety Assessment** was subsequently completed to determine the feasibility of night operations and to establish the required implementation roadmap. The assessment concluded that night operations are feasible, subject to completion of the identified infrastructure improvements, obstacle mitigation measures, aerodrome lighting, airspace arrangements, operational safeguards and regulatory requirements.

4.6 The associated **RNP RWY 10 instrument approach procedure** and **Standard Instrument Departure procedure** are currently being finalized. Flight validation by **Radiola Flight Inspection Services** is scheduled for **3–6 August 2026**, following which the procedures will proceed through the remaining regulatory approval and aeronautical publication processes. Subject to successful flight validation and completion of all outstanding requirements, night operations at Herbert A. Blaize Airport are projected to become effective by the end of 2026.

4.5 At **Maurice Bishop International Airport (TGPY)**, GAA completed a comprehensive ICAO Annex 14 aerodrome survey in February 2026. The survey supports the mandatory monitoring and maintenance of aerodrome and obstacle data and provides updated information for aerodrome safeguarding, obstacle limitation surface assessments, declared distances, Aeronautical Information Publication updates and instrument flight procedure design and maintenance.

4.6 Instrument flight procedures for Maurice Bishop International Airport are also being reviewed and finalized as part of the wider air navigation enhancement programme. These activities are intended to ensure that aerodrome data and flight procedures remain accurate, current and compliant with applicable ICAO Standards and Recommended Practices, including the requirements for the continuing maintenance of aeronautical data and instrument flight procedures.

4.7 Collectively, these initiatives represent a significant investment in Grenada's air navigation infrastructure and demonstrate the State's continued commitment to improving safety, accessibility, operational efficiency and regulatory compliance across its airport system.

4.8 Trinidad and Tobago's Flight Procedure Design Office has been engaged to review the local separation procedures.

4.9 In response to staffing challenges, the Grenada Airports Authority is implementing staff retention initiatives for Air Traffic Controllers.