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**Eleventh Meeting of the North American, Central American and the Caribbean Working Group
(NACC/WG/11)**

Guatemala City, Guatemala, September 21-25, 2026

Agenda Item 3: Presentation of the progress of the action plans of the NACC/WG Task Forces and the progress in the regional work

**REPORT OF THE TENTH EASTERN CARIBBEAN CIVIL AVIATION TECHNICAL GROUP (E/CAR/CATG/10)
MEETING AND REGIONAL IMPLEMENTATION PRIORITIES FOR 2027–2030**

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

EXECUTIVE SUMMARY	
This Working Paper provides an update of the activities of the Eastern Caribbean Civil Aviation Technical Group and request the NACC/WG to continue enhancing support for Eastern Caribbean Air Navigation Service (ANS) provision and oversight.	
Action:	Suggested actions are included in Section 7.
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:	• Final Report of the Ninth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/9) Miami, United States, 28 to 31 July 2025 • Preliminary Notes taken from of the Tenth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/10) Meeting, Fort-de-France, Martinique, 15 to 17 July 2026

1. Introduction

1.1 The Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG) continues to serve as the principal technical coordination mechanism for the E/CAR States/Territories under the ICAO NACC implementation framework, supporting the implementation of ICAO Standards and Recommended Practices (SARPs), the Global Air Navigation Plan (GANP), and the work programme of the North American, Central American and Caribbean Working Group (NACC/WG).

1.2 During the E/CAR/CATG/10 Meeting, held at Fort-de-France, Martinique, from the 15 to 17 July 2026, the Group reviewed progress made since the E/CAR/CATG/9 Meeting, and identified several regional priorities requiring continued support from the ICAO NACC Office, States/Territories, industry partners and the NACC/WG. These priorities were aimed at maintaining safe and sustainable Air Navigation Services (ANS) while advancing modernization initiatives throughout the E/CAR Region.

2. Progress in Committee Activities

2.1 Air Navigation Services and ASBU Implementation

2.1.1 The results of a comprehensive regional assessment of Air Navigation Services (ANS, Communications, Navigation and Surveillance (CNS) infrastructure, ICAO Basic Building Blocks (BBBs) and Aviation System Block Upgrade (ASBU) implementation maturity across the E/CAR States and Territories was reviewed.

2.1.2 The assessment concluded that the Region has achieved a high level of implementation of the BBBs, estimated between eighty-two percent (82%) and eighty-six percent (86%), particularly in Aeronautical Information Management (AIM), Meteorological (MET) Services, CNS and basic Air Traffic Services (ATS) capabilities. However, ASBU implementation maturity remains at approximately fifty-five percent (55%) to sixty percent (60%), largely due to limitations in surveillance infrastructure, Air Traffic Management (ATM) automation, digital interoperability, Air Traffic Flow Management (ATFM), Airport Collaborative Decision-Making (A-CDM) and System Wide Information Management (SWIM).

2.1.3 It was agreed that surveillance modernization remains one (1) of the highest air navigation implementation priorities for the E/CAR Region.

2.2 ATM Committee Activities

2.2.1 A major focus of the ATM Committee's work was the advancement of regional ATM projects and operational improvements. Priority areas included the Instrument Flight Procedure (IFP) design, surveillance implementation, Safety Assurance, Search and Rescue (SAR) coordination, contingency planning, cybersecurity, occurrence reporting, Safety Management System (SMS) and national aviation planning. Notable progress was reported in the implementation of surveillance technologies, including Automatic Dependent Surveillance-Broadcast (ADS-B) and multilateration systems in Antigua and Barbuda, Saint Lucia and Trinidad and Tobago. There was also the noted successful implementation of ATS Interfacility Data Communication (AIDC) between New York Air Route Traffic Control Centre (ARTCC) and the Piarco Area Control Centre (ACC), with additional testing planned with neighbouring ATS Providers (ATSPs) such as San Juan Combined Control Facility (CCF). Regional collaboration between ATSPs continues to strengthen through information sharing, updated operational agreements, and coordinated infrastructure and technology projects.

2.2.2 Looking ahead, the ATM Committee proposed a structured programme of implementation projects for 2026 onward, aimed at addressing common regional challenges and making better use of available funding opportunities. Key projects include civil-military coordination, SAR enhancement, surveillance expansion, ATM contingency planning, public health preparedness, cybersecurity resilience, accident investigation capability, occurrence reporting systems, SMS maturity

improvement, and development of National Aviation Safety and Air Navigation Plans (ANPs). The importance of regional support for major initiatives such as the new airport under development in Dominica, expected to be completed in 2027, was addressed.

2.3 CNS Committee Activities

2.3.1 Significant progress was reported on the modernization of the E/CAR communications and surveillance infrastructure, including the completion of the migration of the E/CAR Aeronautical Fixed Service (AFS) network to an IP-based platform, implementation of Very High Frequency (VHF) modernization activities, deployment of Ground-Based (GB) ADS-B and Wide Area Multilateration (WAM) systems, and implementation of Space-Based (SB) ADS-B services within the Piarco Flight Information Region (FIR).

2.3.2 The Meeting reviewed the impact of the French West Indies ATM modernization programme (SEAFLIGHT), the migration from MAC LLC to UDP/IP surveillance data exchanges and the implications for E/CAR States/Territories currently utilizing IRMA systems. The Meeting recognized the need for a coordinated regional ATM modernization strategy, to preserve operational interoperability and ensure continued access to surveillance data throughout the Region.

2.3.3 Continued support was given towards surveillance data sharing, ADS-B integration and AIDC implementation initiatives being undertaken by Trinidad and Tobago, France and other Regional ANSPs.

2.4 AIM Committee Activities

2.4.1 Progress related to the transition from Aeronautical Information Services (AIS) to AIM within the E/CAR Region. Although progress has been made in several States, training, competency development and Quality Management System (QMS) implementation continue to represent significant challenges. The Meeting encouraged continued collaboration with ICAO to address regional AIM training requirements and support the implementation of ICAO Annex 15 and Procedures for Air Navigation Services - AIM (PANS-AIM) provisions.

2.5 SAR Committee Activities

2.5.1 The progress achieved by the SAR Committee was acknowledged with the support for continued efforts to strengthen regional coordination mechanisms, harmonized procedures, training programmes and cooperation among Rescue Coordination Centres (RCCs), national authorities and operational stakeholders. The development of a regional SAR cooperation framework aligned with Annex 12 - Search and Rescue, and the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual was further encouraged.

2.5.2 Under the CAR/South American (SAM) Regional ANP (RANP), SAR services in the E/CAR are organized into two (2) SAR Regions (SRRs): the San Juan SRR and the Piarco SRR. SAR coordination responsibilities are assigned to the San Juan Joint Rescue Subcentre (JRSC) in Puerto Rico (United States) for the San Juan SRR and the Piarco RCC in Trinidad and Tobago for the Piarco SRR. To support SAR operations within the Piarco SRR, six (6) Rescue Subcentres (RSCs) are designated in Antigua and Barbuda, Barbados, France (Fort-de-France and Point-à-Pitre), Grenada and Saint Vincent and the Grenadines.

Additionally, each State/Territory is required to document its SAR response capabilities within the relevant RCC SAR Plan, ensuring that these plans are regularly reviewed and published in the State's Aeronautical Information Publication (AIP).

2.6 MET Activities

2.6.1 The E/CAR/CATG/10 Meeting highlighted the role of the Aeronautical Meteorology Task Force (MET/TF), as the primary regional mechanism for coordinating aeronautical meteorology activities across the CAR Region. The complementary relationship between the E/CAR/CATG and the MET/TF, whereby E/CAR/CATG identifies regional air navigation priorities, and the MET/TF supports their implementation through technical collaboration and best-practice guidance were mentioned.

2.6.2 A practical framework to help E/CAR States/Territories identify and prioritize MET implementation activities that support the safety, regularity and efficiency of international air navigation was presented. The framework was based on ICAO's BBBs concept and the ASBU meteorological information thread; and promoted a phased approach to modernization. Emphasis was placed on establishing essential meteorological capabilities, including meteorological observations, forecasts, warnings, flight briefing services, access to regional and global MET products, and effective coordination with ATM and aerodrome operations. Supporting elements such as qualified personnel, QMS, safety oversight and resilient technical infrastructure, were identified as critical enablers during the Meeting.

3. Emerging Regional Priorities

3.1 ATFM and Collaborative Decision-Making (CDM)

3.1.1 The increasing complexity of traffic flows, weather disruptions, contingency events and Space Transport Operations (STOs) has highlighted the need for a more coordinated regional ATFM framework. The Meeting reviewed proposals related to ATFM and CDM and agreed that greater cooperation between Terminal Control Areas (TMAs), FIRs and operational stakeholders is required to improve traffic predictability, situational awareness and operational efficiency.

3.1.2 The continued development of an E/CAR ATFM/CDM Operational Planning Group and associated operational procedures consistent with ICAO Doc 9971 – Manual on Collaborative ATFM, was supported.

3.2 Human Resources and Regional Resource Sharing

3.2.1 Ongoing challenges affecting the recruitment, training and retention of competent ANS personnel in the E/CAR Region, with States/Territories reporting difficulties associated with maintaining sufficient operational and technical resources to support increasingly complex air navigation systems, were reviewed.

3.2.2 The E/CAR/CATG agreed to continue developing a regional mechanism to support the sharing of specialized ANS competencies and technical expertise, while promoting implementation projects focused on sustainability and capacity building.

4. Strategic Regional Initiatives

4.1 New Dominica International Airport

4.1.1 The status of the new international airport project in Dominica and recognized its strategic importance for the E/CAR Region was reviewed and discussed. The E/CAR/CATG emphasized the need for close coordination among Dominica, France, Trinidad and Tobago, Eastern Caribbean Civil Aviation Authority (ECCAA) and the ICAO NACC Office to support airspace design, IFPs, CNS infrastructure development, safety assessments and operational readiness activities.

4.2 Space Transport Operations STOs

4.2.1 The increasing operational impact of STOs on the Piarco FIR and the wider E/CAR Region was noted. Challenges identified included airspace management, coordination requirements, standardized terminology, Notice to Airmen (NOTAM) formats, Traffic Management Measures (TMMs) and regional contingency planning. The Meeting recognized STO integration as an emerging priority requiring regional harmonization and enhanced coordination through existing ICAO mechanisms.

5. Election of New E/CAR/CATG Officials

5.1 The E/CAR/CATG/10 Meeting marked a significant leadership transition within the Group. The outgoing Chairperson, Ms. Shenneth Phillips of Antigua and Barbuda, concluded her tenure and was succeeded by Mr. Ian Gomez of Trinidad and Tobago, former ATM Committee Rapporteur, who was elected as the new Chairperson. The Meeting also elected Mr. Don Grant of Saint Kitts and Nevis as the new ATM Committee Rapporteur.

5.2 Ms. Phillips was recognised by the E/CAR/CATG for her valuable contributions within the E/CAR Region, especially pertaining to the advancement and development of ANS. Ms. Phillips was also recognised for her continued commitment towards successfully keeping the E/CAR/CATG functioning as the most suitable framework to introduce a project management mechanism leading to sustainable support for ANS activities within the E/CAR Region. In recognition of her exemplary service and contributions to regional air navigation development, Ms. Phillips was presented with an Achievement Plaque by the ICAO NACC Office.

6. Conclusions

6.1 The E/CAR Region continues to demonstrate strong regional collaboration and has established a solid foundation for the provision of harmonized ANS. Significant progress has been achieved in communications modernization, AIM implementation, surveillance deployment and regional operational coordination.

6.2 Nevertheless, the Region continues to face challenges associated with surveillance modernization, ATM interoperability, ATFM implementation, workforce sustainability and the integration of emerging operational concepts. Addressing these challenges will require continued support from the ICAO NACC Office, NACC/WG, E/CAR States/Territories, industry partners and international organizations.

6.3 The E/CAR/CATG therefore requests continued support from the NACC/WG for the implementation of regional initiatives related to surveillance modernization, ATM interoperability, human resource development, ATFM/CDM implementation, AIM transition support, SAR coordination and the safe integration of emerging aviation concepts.

7. Suggested actions

7.1 The Meeting is invited to:

- a) Note the information presented in this Working Paper;
- b) Request the NACC/WG to continue supporting the E/CAR/CATG by raising awareness of the challenges of Small Island Developing States (SIDS) particularly the E/CAR Region;
- c) Recognize surveillance modernization as a principal implementation priority for the E/CAR Region;
- d) Support continued development of regional ATM interoperability, ATFM/CDM and surveillance integration initiatives;
- e) Encourage cooperation activities supporting AIM, SAR and ANS workforce development; and
- f) Provide further guidance as deemed appropriate.