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WORKING PAPER

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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.**

Pending Improvements to FAA Managed Caribbean Airspace

(Presented by the United States)

EXECUTIVE SUMMARY	
This paper presents a comprehensive overview of the FAA's planned enhancements to its communication, surveillance and power systems that support the FAA's management of airspace in the Caribbean region. The collective goal of these projects is to mitigate reoccurring CNS system outages that have been a hinderance to the region.	
Action:	See Section 7.1 for Suggested Actions
<i>Strategic Objectives:</i>	• Every Flight is Safe and Secure • Aviation Delivers Seamless, Accessible, and Reliable Mobility for All
<i>References:</i>	• RTCA Recommendations to Improve Operations in the Caribbean: A Report of the Tactical Committee in Response to Tasking from The Federal Aviation Administration, July 2015 • GREPECAS/23 – WP 8.18 • NACC/DCA/14 – WP/18

1. Introduction

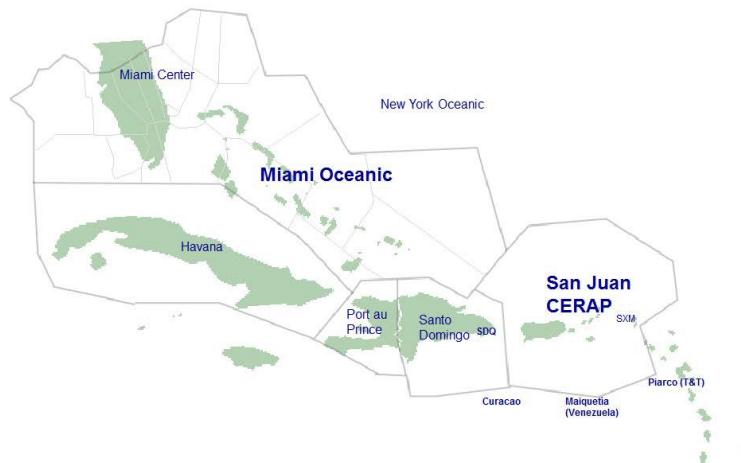
1.1 For many years now, stakeholders involved with managing and operating air traffic between the United States and the Caribbean have identified a need to address airspace capacity, operational performance and safety in the region. After years of trying to secure the funding and human resources needed to adequately address these legitimate stakeholder concerns, the FAA finally succeeded and has launched a Caribbean Call to Action (CCTA) Project. This project adopts an ambitious timeline, in collaboration with our regional partners. The scope of the CCTA is the subject of this paper.

2. Background

2.1 Within the National Airspace System (NAS), the Federal Aviation Administration (FAA) Caribbean region is defined as the combination of Miami Air Route Traffic Control Center (ARTCC) airspace

over water (known as ZMA Oceanic) and the San Juan Combined Control Facility (known as ZSU). The diagram below highlights ZMA Oceanic and ZSU airspace:

Figure 1: The FAA's Caribbean Airspace:



2.2 In November 2014, the FAA tasked the Radio Technical Commission for Aeronautics (RTCA) with identifying infrastructure and airspace issues that need to be addressed to improve the safety, capacity and efficiency of operations in the Caribbean. The FAA acknowledged in its tasking letter that airspace in the region has remained largely unchanged for many years despite the growth of air traffic in the region. Though small improvements have been made to existing infrastructure and procedures, a demand-capacity imbalance continues to exist, particularly during peak seasonal periods. Demand in the region is expected to continue growing and absent significant improvements to infrastructure and airspace, delays are expected to escalate, adversely impacting the traveling public and operators in the region.

2.3 In direct response to the FAA tasking, RTCA developed a comprehensive set of infrastructure and airspace priorities that would improve the safety, capacity and efficiency of the Caribbean airspace. Since 2014, many of the recommendations stemming from the RTCA recommendations have already been implemented (e.g., installation of dedicated shout lines between certain adjacent international facilities, implementation of automated data exchange [ADE] with Santo Domingo, improved access to Cuban airspace in Giron Corridor, etc.). Many of the remaining recommended improvements are now being addressed through targeted projects.

3. The Caribbean Call to Action (CCTA) Project

3.1 The Caribbean Call-to-Action is an FAA initiative focused on strengthening critical infrastructure across the Caribbean region. It encompasses nine targeted recommendations/priorities aimed at:

- Enhancing infrastructure resilience
- Improving power systems' reliability
- Increasing telecommunications reliability
- Expanding frequency and radar coverage

3.2 Once implemented, these efforts are designed to address airspace and infrastructure challenges in the Caribbean, in support of Air Traffic Services at ZMA and ZSU Area Control Centers.

3.3 The current list of projects that make-up the CCTA are estimated to be completed by the end of Fiscal Year (FY) 2028. However, this timeline is an estimate that is contingent on the availability of funding and other resources.

3.4 The nine targeted priorities are:

1. Mobile Alternative Power Solutions
2. Automatic Dependent Surveillance-Broadcast (ADS-B) Antennas (in the Caribbean)
3. Hurricane Resiliency for infrastructure at Grand Turk (GDT)
4. Harden Back-up Power
5. Permanent Alternative Energy
6. Telecommunication Diversity Improvements
7. Frequency Resiliency at GDT
8. Frequency Resiliency at Providenciales (PLS)
9. Improved Remote Monitoring

4. Early Accomplishments

4.1 Surveillance Enhancements - In 2025, with the support of the Turks and Caicos Islands Airport Authority, (TCIAA), the FAA built a RCAG facility and installed a terrestrial ADS-B antenna at its leased site in Providenciales. [Under conditional approval], the site became operational in October 2025 and is already being used by Miami ARTCC to support ATS operations. Thus far, all reports have yielded positive results.

4.2 The FAA also completed a site survey and the design for an additional terrestrial ADS-B antenna on Grand Turk, in early 2026. It will be installed on a newly established standalone tower at the RCAG site, near the FAA-owned Air Traffic Control Beacon Interrogator (ATCBI) on Grand Turk. The goal is to have that site operational by the end of Calendar Year 2026.

4.3 Communication Enhancements - Three communications Remote Maintenance Monitoring (cRMM) systems have been installed; (1) FAA equipment at the FAA's leased site in Providenciales, (2) the site in Grand Turk (GDT) and, (3) the site at Great Inagua (ZIN). All three cRMM's connected to the Systems Operations Command (SOC) station at ZMA where they will provide instantaneous notification of problems with those respective sites and allow for remote reset of the systems. These will greatly reduce the number of required restoral trips out to the islands for simple manual resets. They will also offer insight into the health of our telecommunication transmitter and receiver systems.

4.3.1 In an effort to improve telecommunication diversity and mitigate reliability problems, the FAA has also deployed quick-install Very Small Aperture Terminals (like direct TV) to provide satellite transport from Providenciales, Turks and Caicos and Great Inagua, The Bahamas to ZMA.

4.4 Power Enhancements - Four Miniature Uninterruptible Power Supply (MUPS) units were installed to support all terrestrial and satellite telecommunication infrastructure at FAA sites in George

Town and Bimini in the Bahamas and at Grand Turk, and Providenciales in Turks and Caicos Islands. A mobile engine generator (EG) has also been installed in George Town. These temporary solutions will remain until the FAA can move all telecommunication infrastructure to the FAA's critical power supply system.

5. Future Enhancements

5.1 A third terrestrial ADS-B antenna is being planned for installation on FAA-owned equipment in George Town, The Bahamas. The target implementation date for that site is end of Calendar Year 2027.

5.2 Critical power on Caribbean islands is often intermittent and unstable resulting in frequent intermittent bumps or drops in power. Permanent power solutions to support FAA-owned equipment at both George Town, The Bahamas, and Grand Turk, Turks and Caicos Islands, are planned for installation by the end of 2027. These will reduce the FAA's dependence on unreliable commercial power, increase equipment reliability, and reduce delay-inducing outages.

5.3 In a separate but equally important project, the FAA has been working with representatives from Princess Juliana International Airport in Sint Maarten (SXM) to establish an FAA-owned and maintained RCAG facility near SXM airport. Once completed, by the end of the first quarter of 2027, the RCAG will significantly reduce the VHF/UHF communication gaps that exist in the eastern portion of the ZSU managed airspace.

6. Conclusion

6.1 As you can see from the aforementioned information, the FAA has already improved the reliability of services in the Caribbean over the past ten months and is on track to make substantial improvements to the reliability of air traffic services (ATS) by the end of 2027.

7. Suggested Actions

7.1 The meeting is invited to:

a) Take note of the information provided in this paper and consider what potential airspace efficiency and capacity enhancements the region may be able to implement because of these enhancements

b) Encourage all regional ANSPs to share their own airspace and ATS communications, navigation and surveillance system modernization plans with other regional entities. This interchange will proactively mitigate any potential problems, reduce unnecessary efforts, and plan for future airspace efficiency and capacity improvements accordingly.

c) Suggest any other actions deemed appropriate