



ICAO

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

INFORMATION PAPER

NACC/WG/RAP/04 — IP/06  
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**Fourth Meeting of Rapporteurs of the North American, Central American, and Caribbean  
(NACC/WG/RAP/04)  
Online, 6-7 May 2026**

**Agenda Item 3: Status of the different Task Force Action Plans, with discussion of outstanding activities, challenges, and next steps.**

**UPDATE OF THE E/CAR/CATG**

(Presented by the Secretariat on behalf of the E/CAR/CATG Chairperson)

| <b>EXECUTIVE SUMMARY</b>  |   |
|---|---|
| This Paper outlines the latest updates and initiatives carried out by the Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG) following their last meeting. |   |
| <i>Strategic Objectives:</i>  | <ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>   |
| <i>References:</i>  | <ul style="list-style-type: none"><li>• Summary of discussions of the Ninth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/9) Meeting, Miami, United States, 28 to 31 July 2025</li></ul> |

**1. Introduction**

1.1 The Eastern Caribbean Civil Aviation Technical Group (ECAR/CATG), established in 1975, is one of the oldest support groups in the Region. Although it has changed its name several times, its objective remains the same: to promote improvements and performance-based implementation in air navigation in the Eastern Caribbean.

**2. Background**

2.1 The Eastern Caribbean subregion is primarily composed of Small Island Developing States (SIDS), for which airports represent the main gateway for passenger traffic. Therefore, the provision of air navigation and airport services requires special attention to ensure the sustainability of key economic activities, as well as their logistical connectivity.

2.2 Based on the premise that these SIDs face additional difficulties in achieving full compliance with the ICAO Standards and Recommended Practices (SARPs) related to airports and air navigation services, the ICAO NACC Regional Office decided to implement a different assistance scheme for this subregion. This scheme promoted a revised ECAR/CATG strategy focused on identifying limiting problems and developing direct support programs.

### **3. Update of activities**

3.1 During the ninth meeting of the E/CAR/CATG, which was held in Miami, United States Miami, United States, from 28 to 31 July 2025, the following Conclusions and Decisions were approved:

#### **3.2 *IMPLEMENTATION OF E/CAR/CATG EMAIL DISTRIBUTION LIST***

3.2.1 Several E/CAR/CATG Meetings reiterated the challenges faced by the Group Points of Contact (POC) to receive relevant information in a timely manner.

3.2.2 To promote the timely dissemination of relevant information to E/CAR/CATG Points of Contact (PoCs), the Secretariat developed an email distribution list to share updated information regarding ICAO and E/CAR/CATG related activities.

#### **3.3 *UPDATE OF THE E/CAR/CATG TERMS OF REFERENCE AND STRATEGIES TO ENHANCE THE EFFECTIVENESS OF E/CAR/CATG MEETING***

3.3.1 The E/CAR/CATG had additional supporting groups dedicated to communications, navigation and surveillance (CNS) related activities. The Group decided to integrate these groups to the CNS Committee, updating the terms of reference according to the revised activities. A proposal for the revised terms of reference will be presented to the next meeting.

3.3.2 The Meeting discussed strategies to enhance the effectiveness of E/CAR/CATG meetings, considering the following recommendations:

1. reduce the final number of Conclusions and Decisions per meeting
2. avoid duplication of the North American, Central American and the Caribbean Working Group (NACC/WG) Conclusions and Decisions, focusing on E/CAR priorities
3. every Conclusion should be used to develop proposals for funding; therefore, a clear identification of priorities must be included.

#### **3.4 *SURVEILLANCE COVERAGE IN THE EASTERN CARIBBEAN***

3.4.1 One of the pending upgrades of the eastern Caribbean lower airspace is the full implementation of surveillance systems to support the provision of air traffic services.

3.4.2 following the completion of the final Automatic dependent surveillance – broadcast (ADS-B) implementation by Trinidad and Tobago, the CNS Committee, supported by the Surveillance Task Force (SURV/TF), will conduct an analysis of the overall surveillance coverage in the Eastern Caribbean; identifying deficiencies in surveillance coverage; and based on the identified deficiencies, developing the Terms of Reference (ToRs) of a regional project to address and resolve those deficiencies, and presenting the proposal for approval to the E/CAR/CATG/10 meeting.

### 3.5 *SUPPORT EASTERN CARIBBEAN LOWER AIRSPACE OPTIMIZATION*

3.5.1 The Eastern Caribbean lower airspace is managed by multiple States and Territories, each delivering services across various airspace layers with distinct requirements and capabilities. This arrangement leads to a highly segmented airspace structure, which imposes constraints on the seamless provision of services.

3.5.2 As part of the project to Support for Instrument Flight Procedures Design Inspection/Oversight in the Caribbean Region an evaluation of the Piarco FIR Lower Airspace was conducted, which included several strategic recommendations to enhance the airspace structure. These strategic recommendations will be used by the Secretariat to develop a comprehensive programme for the optimization of the E/CAR lower airspace.

3.5.3 Additionally, a PANS-OPS Basic Training Course was approved to support the instrument flight procedures design capabilities of the eastern Caribbean. Representatives of 5 eastern Caribbean States are currently receiving the training, which will be followed by On-the-Job and safety oversight training to produce fully qualified instrument flight procedures design services inspectors.

## **4. ANS Support Programme for the Eastern Caribbean**

4.1 The E/CAR/CATG chose to base its activities on direct support programs, as mentioned in paragraph 2.2, instead of following the traditional work programme and activity scheme for regional support implementation forums.

4.2 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, the E/CAR/CATG Committees will work with the Secretariat to develop proposals for implementation support projects to address the priorities identified for each ANS area. The Secretariat and the E/CAR/CATG Chairperson will integrate the proposals into a comprehensive ANS support programme for the Eastern Caribbean and present results to E/CAR/CATG/10 meeting.

**5. E/CAR/CATG Main challenges**

5.1 The following are the main challenges for the E/CAR/CATG activities:

- i. Lack of adequate programmes to address the E/CAR subregion implementation needs.
- ii. Limited availability of training and support activities in English.
- iii. Lack of understanding of the direct support programs.
- iv. Lack of permanent budget to support the group activities.

**6. Next steps**

6.1 After an extensive aviation career and significant contributions to the sustainability of the E/CAR/CATG, Ms. Shenneth Phillips, Chairperson of the E/CAR/CATG, will be retiring. The group is now tasked with appointing a new chairperson.

6.2 The next meeting of the E/CAR/CATG will be held in July 2026, pending to confirm the location, with preference for the ICAO NACC Regional Office in Mexico City, Mexico.