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

# Fifth Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/5)

# Final Report

On-line, 8 to 10 September 2021

Prepared by the Secretariat

November 2021

## List of Contents

| Contents | Page |
|---|---|

**HISTORICAL**

**ii.1        Place and Date of the Meeting**

The Fifth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/5) Meeting was held on-line, from 8 to 10 September 2021.

**ii.2        Opening Ceremony**

Mr. Julio Siu, Deputy Regional Director of the North American, Central American and Caribbean (NACC) Regional Office of the International Civil Aviation Organization (ICAO), provided opening remarks. Chairperson Ms. Shenneth Phillips of Antigua and Barbuda, welcomed the participants and officially opened the meeting.

**ii.3        Officers of the Meeting**

Ms. Shenneth Phillips, Chief Air Traffic Services, Air Traffic Services Department, Chairperson of the ECAR/CATG, Antigua and Barbuda, served as Secretary of the Meeting, assisted by Mrs. Mayda Avila, Regional Officer, Communications, Navigation and Surveillance (CNS), of the ICAO NACC Regional Office.

**ii.4        Working Languages**

The working language of the Meeting was English and working papers, information papers and draft report of the meeting were available to participants in said language.

**ii.5        Schedule and Working Arrangements**

It was agreed that the working hours for the sessions of the meeting would be from 09:00 to 12:00 hours daily (Mexico time) with adequate breaks.

**ii.6        Agenda**

**Agenda Item 1:**        Approval of the Agenda, Working Method and Schedule of the Meeting

**Agenda Item 2:**        Review and follow-up to outstanding/valid Conclusions/Decisions of E/CAR/CATG/3, NACC/WG/6, GREPECAS, NACC/DCA and ANI/WG meetings

**Agenda Item 3:**        Air Navigation Matters
3.1 Global/Regional Air Navigation Developments
        3.1.1 ICAO NACC Systemic Assistance Programme (SAP)

3.1.2 Regional Electronic Air Navigation Plan (eANP) progress
3.1.3 International Telecommunication Union (ITU) World Radio Communication (WRC) and Support to Aviation Spectrum Management
3.2 Development of the e-ANP Volume I, II and III
3.2.1 Progress reports of the AIM, AGA, ATM, CNS, MET and SAR Committees
3.2.2 E/CAR/NTG and E/CAR/RD Ad hoc Groups Reports

**Agenda Item 4:** Review E/CAR/CATG Terms of Reference (ToRs) and Work Programme

**Agenda Item 5:** Other Business

**ii.7        Attendance**

The Meeting was attended by 10 States/Territories from the CAR Region and 1 International Organization, totalling 46 delegates as indicated in the list of participants.

**ii.8        Draft Conclusions and Decisions**

The Meeting recorded its activities as Draft Conclusions and Decisions as follows:

DRAFT
CONCLUSIONS:        Activities requiring endorsement by the Directors of Civil Aviation of the Eastern Caribbean (E/CAR/DCA) Region.

DECISIONS:        Internal activities of the E/CAR Civil Aviation Technical Group (E/CAR/CATG).

An executive summary of these conclusions/decisions is presented in **Appendix A** to this report.

**ii.8        List of Conclusions**

| Number | Title | Page |
|---|---|---|
| E/CAR/CATG/5/01 | *REVIEW DECISIONS AND CONCLUSIONS OF PREVIOUS MEETINGS* | 2-1 |
| E/CAR/CATG/5/02 | *DEVELOPMENT OF A BASIC BUILDING BLOCK ASSESSMENT* | 3-4 |
| E/CAR/CATG/5/03 | *ASSESSMENT ON THE GLOBAL AIR NAVIGATION PLAN (VERSION 6) REGARDING ELEMENTS READY TO BE IMPLEMENTED* | 3-5 |
| E/CAR/CATG/5/04 | *EVALUATE NEEDS FOR BACKUP COMMUNICATION FOR the EASTERN CARIBBEAN STATES* | 3-11 |
| E/CAR/CATG/5/05 | *NEW RAPPORTEUR OF THE CATG AIM  TASKS FORCE* | 4-1 |
| E/CAR/CATG/5/06 | *NEW RAPPORTEUR OF THE CATG AGA  TASKS FORCE* | 4-1 |

**ii.9**     **List of Working and Information Papers and Presentations**

*Refer to the Meeting web page:*
https://www.icao.int/NACC/Pages/meetings-2021-ecarcatg5.aspx
*The final list of documentation will be included in the final version of the Report.*

| | | WORKING PAPERS | | |
|---|---|---|---|---|
| Number | Agenda Item | Title | Date | Prepared and Presented by |
| WP/01 | 1 | Provisional agenda and schedule of the Fifth Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/5) | 06/09/21 | Secretariat |
| WP/02 | 2 | Review and follow-up to outstanding/valid Conclusions/Decisions of E/CAR/CATG/3, NACC/WG/6, GREPECAS, NACC/DCA and ANI/WG Meetings | 06/09/21 | Secretariat |
| WP/03 | 3.2 | Updates to Volumes I, II and III of the CAR/SAM Air Navigation Plan | 06/09/21 | Secretariat |
| WP/04 | 3.1.3 | ICAO Position for the International Telecommunication Union (ITU) World Radiocommunication Conference (2023) (WRC-23) | 06/09/21 | Secretariat |
| WP/05 | 3.2.1 | Report of E/CAR/CATG AIM Committee | 06/09/21 | Interim AIM Rapporteur |
| WP/06 | 3.2.1 | Progress report of the CNS Committee | 06/09/21 | CNS Rapporteur |
| WP/07 | 3.2.1 | Update on PBN activities within the E/CAR region | 06/09/21 | Trinidad and Tobago |
| WP/08 | 3.2.1 | Progress report of the ATM Committee | 06/09/21 | ATM Rapporteur |

| | | INFORMATION PAPERS | | |
|---|---|---|---|---|
| Number | Agenda Item | Title | Date | Prepared and Presented by |
| IP/01 | 1 | List of working, information papers and presentations | 09/09/21 | Secretariat |
| IP/02 | 5 | Status of MET activities | 09/09/21 | Secretariat |

| | | PRESENTATIONS | |
|---|---|---|---|
| Number | Agenda Item | Title | Presented by |
| 1 | 3 | Basic Building Block (BBB) Framework | Secretariat |
| 2 | 3.1 | Global Air Navigation Plan ASBU Framework | Secretariat |

**LIST OF PARTICIPANTS**

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1. Eugene Silcott
2. Shenneth Phillips
3. Luana Isaac

**BARBADOS**
4. Donna Archer
5. Hadley Bourne
6. Richard Odle
7. Diquan Arthur

**DOMINICA**
8. Elisha Charles
9. Johan Xavier

**FRANCE**
10. Jean-Luc Bonnaire

**GRENADA**
11. Sheldon Thomas

**SAINT KITTS AND NEVIS**
12. Kurt Louard
13. Theodore Phipps
14. Orlando Mitchum
15. Leon Phillip

**SAINT LUCIA**
16. Ricardo Charles
17. Kendell Peter
18. Lynden Leonce

**SAINT VINCENT AND THE GRENADINES**
19. David Burgin
20. Dillett Davis
21. James Ollivierre

**TRINIDAD AND TOBAGO**
22. Riaaz Mohammed
23. Neil Ali
24. Anton Ramdass
25. Rupnarine Baboolal
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27. Ann Marie Plaza-Hosein
28. Kevin Brown
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31. Robert Rooplal
32. Steve Ramgoolam
33. Clint Balfour
34. Ian Gomez
35. Ellison Ramlogan
36. Rohan Garib
37. Ricky Bissessar
38. Ameera Hosein
39. Richard Halliday
40. Meera Ragoo
41. Vivikananda Persad
42. Veronica Ramdath

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44. Jorge Chades
45. Vincent McMenamy

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48. Luis Sánchez

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**Agenda Item 1          Approval of the Agenda, Working Method and Schedule of the Meeting**

1.1          The Secretariat presented WP/01 with the provisional agenda and schedule of the Fifth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/5) Meeting.

1.2          The Meeting was carried out on Zoom platform, three hours every day and with some time for breaks. The participants of the Meeting approved the agenda as presented in the historical section of this report and the schedule as presented in WP/01.

**Agenda Item 2**     **Review and follow-up to outstanding/valid Conclusions/Decisions of E/CAR/CATG/3, NACC/WG/6, GREPECAS, NACC/DCA and ANI/WG meetings**

2.1           Under WP/02, the Secretariat presented the follow up of the status of the decisions and conclusions taken from previous meetings of a) the NAM/CAR Air Navigation Implementation Working Group (ANI/WG); b) the North American, Central American and Caribbean Working Group (NACC/WG); and c) the CAR/SAM Planning and Implementation Regional Group (GREPECAS) and Conclusion NACC/DCA/9/18.

| CONCLUSION | | |
|---|---|---|
| NACCDCA/9/18 | **E/CAR/CATG/WG AND E/CAR/NTG PERFORMANCE REVIEW** | |
| **What:**<br><br>That, in order to optimize the resources and efforts in the implementation and to ensure that activities are result-oriented and of benefit of States,<br><br>a) the E/CAR/CATG based on its current work programme and progress achieved, review and present to the NACC/DCA/10 meeting a proposal to optimize the resources and elevate the efficiency of the group, and<br><br>b) the E/CAR/NTG analyze options to follow-up on its activities such as maximizing coordination by electronic means and/or consider conducting face-to-face meetings every two year. | **Expected impact:**<br><br>☐ Political / Global<br>☒ Inter-regional<br>☒ Economic<br>☐ Environmental<br>☒ Operational/Technical | |
| **Why:** To optimize the resources and efforts in the implementation and to ensure that activities are result-oriented and of benefit to States. | | |
| **When:**     NACC/DCA/10 | **Status:**     ☒ Valid / ☐ Superseded / ☐ Completed | |
| **Who:**     ☒ States ☐ ICAO ☐ Other: | E/CAR CATWG and E/CAR/NTG | |

2.2           With regard to Conclusion NACC/DCA/9/18, the Meeting indicated that ICAO NACC Regional Office did not provide the report of the E/CAR/CATG/4 and the ICAO NACC Office cancelled the E/CAR/CATG/5 meeting in September 2019.

2.3           In that sense, the CATG/WG did not have the opportunity to evaluate previous conclusions and agreements that had been taken during the last CATG Meeting. Moreover, they did not have the opportunity to have a face-to-face meeting to discuss and plan action for 2020.

2.4           In addition, the COVID-19 pandemic did not allow face-to-face meetings or improve regional actions.

2.5           The Meeting agreed to update the Terms of References of the CATG Working Group, update the Task Forces action plans and requested to evaluate their work in 2022.

2.6           The Meeting indicated that in order to have better results in the Eastern Caribbean subregion, more support was necessary from the AAC of the different States and to count with the resources that they need for the goals of the region.

2.7　　　　The Meeting agreed that all decisions and conclusions of previous ANI/WG, NACC/WG, GREPECAS and NACC/DCA meetings affected the AN implementation activities of the Eastern Caribbean States.

2.8　　　　The Meeting reviewed its own decisions and conclusions and updated their status as shown in **Appendix B**. The E/CAR/WG will update the valid decisions and conclusions and provide updated information on the date of their implementation.

2.9　　　　Regarding the evaluation to the conclusions and decisions of previous meetings, the Meeting adopted the following decision:

| DECISION | |
|---|---|
| **E/CAR/CATG/5/01**　　　　　**REVIEW DECISIONS AND CONCLUSIONS OF PREVIOUS MEETINGS** | |
| **What:** <br><br> That, integration activities and actions under the decisions or conclusions of previous meetings be updated according with the level of implementation as follows: <br><br> a) the CATG Task Forces coordinate with their Members and update the status of the decisions and conclusions according with the current level of implementation and considering the GREPECAS, ANI/WG, and NACC/WG valid conclusions (refer to Appendix B to this report); and <br> b) valid decisions and conclusion be integrated under the Task Forces according to their area of responsibilities by March 2022. | **Expected impact:** <br><br> ☐ Political / Global <br> ☒ Inter-regional <br> ☒ Economic <br> ☐ Environmental <br> ☒ Operational/Technical |
| **Why:** <br> It is necessary to update the status of implementation of the activities agreed upon in previous meetings, identify challenges and promote future actions. | |

| | | | |
|---|---|---|---|
| **When:** | March 2022 | **Status:** | ☒ Valid / ☐ Superseded / ☐ Completed |
| **Who:** | ☒ States ☐ ICAO ☒ Other: | CATG Working Group. | |

**Agenda Item 3          Air Navigation Matters**

### 3.1      Global/Regional Air Navigation Developments

### 3.1.1      ICAO NACC Systemic Assistance Programme (SAP)

3.1.2          The SAP of the ICAO NACC Regional Office established as one of the primary mechanisms to provide the assistance required by the States of the North American, Central American and Caribbean Regions. The SAP has created the structure to facilitate the delivery of assistance directly to States, by promoting the effective implementation of ICAO SARPs, specifically those corresponding to the meteorological service for international air navigation.

### 3.1.3      Regional Electronic Air Navigation Plan (eANP) progress

3.1.3.1          Under P/01, the Secretariat introduced the Basic Building Blocks (BBB). The BBB framework outlines the foundation of any robust Air Navigation System (ANS). It is nothing new, but the identification of the essential services to be provided for international civil aviation in accordance with ICAO standards. These essential services are defined in the areas of Aerodromes and Ground Aids (AGA), Air Traffic Management (ATM), Search and Rescue (SAR), Aeronautical Meteorology (MET) and Aeronautical Information Management (AIM). In addition to essential services, the BBB framework identifies the end users of these services as well as the assets (communications, navigation, and surveillance infrastructure) that are necessary to provide them.



BBB Framework:
- Meteorological Information
- Aeronautical Information
- Search and Rescue
- Air Traffic Management
- Aerodrome Operations

3.1.3.2          The BBB is considered an independent framework and not a block of the Aviation System Block Upgrade (ASBU) framework as they represent a baseline rather than an evolutionary step. This baseline is defined by essential services recognized by ICAO Member States as necessary for international civil aviation to develop in a safe and orderly manner. ***Once these essential services are provided, they constitute the baseline for any operational improvement.***

3.1.3.3          ICAO information on BBB can be found in the following link: https://www4.icao.int/ganpportal/BBB

3.1.3.4          To set a baseline for the system envisioned in the Global Air Navigation Plan (GANP) and to ensure a robust foundation for the global ANS, an effective process should be established to verify, pursuant to Article 37 of the Chicago Convention, that the essential air navigation services identified in the BBB framework are provided. It is important to highlight that this process should focus on verifying the implementation of the essential air navigation services outlined in the BBB framework as the capability

of the States to oversight these services is covered by the ICAO Universal Safety Oversight Audit Programme (USOAP).

3.1.3.5        The GANP BBB reference framework is aimed to ensuring that, before implementing the elements and modules of the GANP, States comply with an adequate organization of the ANS, particularly the MET service, and that the SARPs of Annex 3 have been properly implemented. Therefore, a verification of the effective implementation of the BBBs is required.

3.1.3.6        To ensure the provision of seamless air navigation services based on the deployment of interoperable systems and harmonized procedures, States need to leverage the implementation of the BBBs through their national air navigation plans as a strategic part of their national aviation planning framework. This will also pave the way for the future implementation of air navigation improvements to increase the quality of the services and meet the performance expectations of the aviation community.

3.1.3.7        During the Meeting's discussion, it was recommended that the Eastern Caribbean (E/CAR) States carry out an evaluation of the implementation of the BBB in each of their States, as the result of this evaluation would allow them to obtain important information that would serve as a basis for the development of their aviation system.

1.   E/CAR States mandatory aviation services, status of their implementation
2.   Information to update the electronic Air Navigation Plan (e-ANP) Volumes I and II
3.   National and regional air navigation priorities
4.   Establishing the basis for regional aviation development.

3.1.3.8        Under P/02, the Secretariat presented information about the new version of the GANP. It was explained that the GANP is an important planning tool for setting global priorities to drive the evolution of the global ANS and ensure that the vision of an integrated, harmonized, globally interoperable and seamless system becomes a reality.

3.1.3.9        The GANP integrates a multilayer structure with four different levels:



3.1.3.10       The Global Technical level integrates the BBB and the ASBU elements:
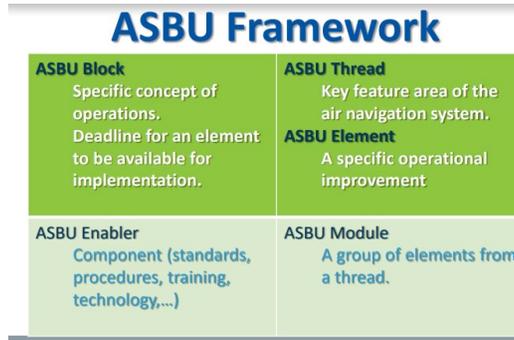
3.1.3.11      The ASBU threads are key feature areas of the ANS where improvements are needed in order to achieve the vision outlined in the Global ATM Operational Concept. The ASBU threads are categorized into 3 groups:

1.  Operational threads: Airport collaborative decision making (ACDM), Airport Accessibility (APTA), Network Operations (NOPS)
2.  Information threads: System wide information management (SWIM), AMET, Digital Air Information Management (DAIM), Flight and flow - information for a collaborative environment (FF-ICE)
3.  Technology threads: Communication Services (COMS), Communication Infrastructure (COMI), Navigation Systems (NAVS), Alternative Surveillance (ASUR) (previous roadmaps)

3.1.3.12      An ASBU module is the group of elements from a thread that, according to the enablers' roadmap, will be available for implementation within the defined deadline established by the ASBU Block.

3.1.3.13      An ASBU element is a specific change in operations designed to improve the performance of the ANS system under specified operational conditions.

3.1.3.14      The ASBU enablers are a new concept in the updated ASBU framework. They are the components (standards, procedures, training, technology, etc.), required to implement an element.

3.1.3.15      The GANP tool is under the following link: https://www4.icao.int/ganpportal/

3.1.3.16      The different elements of the GANP have three levels of maturity:

1.  Ready for implementation
2.  On validation: require some time to be ready for implement
3.  Concept: Under study

3.1.3.17      The Secretariat recommended that once the BBB assessment has been completed, the ECAR/CATG integrate into its work plan the assessment of the ASBU elements that are at a mature level, ready for implementation. The evaluation of these elements will feed the regional development plans, State air navigation plans into the development of the e-ANP Volume III, which is under development.

3.1.3.18      Under WP/03, the Secretariat presented the updates to the CAR/SAM Air Navigation Plan (ANP) and the procedures for the amendment of this plan which have a direct impact in E/CAR States.

3.1.3.19        At the Fourth Meeting of its 202nd Session, the ICAO Council approved (C-DEC 202/4 refers) the Regional ANP templates for Volumes I, II and III and the associated procedures for amendments. Volume I of the ANP contains stable plan elements, the amendment of which requires Council approval, and Volume II of the ANP contains dynamic elements of the plan, the modification of which does not require board approval.

3.1.3.20        Volume III of the ANP contains dynamic/flexible plan elements that provide guidance for planning the implementation of ANS and their modernization, taking into account emerging programnes, such as the ICAO ASBU and associated technology roadmaps outlined in the GANP (Doc 9750). The Volume III amendment would not require Council's approval.

3.1.3.21        In that sense, the need to update information of the e-ANP Vols. I and II for each E/CAR State and share the information with the ICAO NACC Regional Office was discussed, in addition to supporting the development of the e-ANP Vol. III.

3.1.3.22        The following decision was agreed, in accordance with the discussion on BBB, the GANP on its new version, the project to update the e-ANP Vols. I and II, and the need to support the development of the e-ANP Vol. III:

| CONCLUSION | |
|---|---|
| **E/CAR/CATG/5/02**           **DEVELOPMENT OF A BASIC BUILDING BLOCK ASSESSMENT** | |
| **What:** | **Expected impact:** |
| That, as Basic Building Block (BBB) represent a baseline rather than an evolutionary step; this baseline is defined by essential services recognized by ICAO Member States as necessary for international civil aviation to develop in a safe and orderly manner; once these essential services are provided, they constitute the baseline for any operational improvement, and to obtain their level of implementation in the Eastern Caribbean, States support: <br><br> 1. Eastern Caribbean States mandatory aviation services, status of their implementation <br> 2. Obtaining information to update the electronic Air Navigation Plan (e-ANP) Volume I and II. <br> 3. Identifying national and regional air navigation priorities <br> 4. Establishing the basis for regional aviation development. <br> 5. Assess the five different areas that integrate BBB by April 2022. | ☐ Political / Global <br> ☒ Inter-regional <br> ☒ Economic <br> ☐ Environmental <br> ☒ Operational/Technical |
| **Why:** | |
| To establish a base line to help Eastern Caribbean States will help to improve aviation system in the next years. | |
| **When:**    Complete by April 2022 | **Status:**    ☒ Valid / ☐ Superseded / ☐ Completed |

| **Who:** | ☒ States ☐ ICAO ☐ Other: | Eastern Caribbean States |
|----------|---------------------------|--------------------------|

### 3.1.4 International Telecommunication Union (ITU) World Radio Communication (WRC) and Support to Aviation Spectrum Management

3.1.4.1          Under WP/04, the Secretariat presented information on the next activities on aeronautical frequencies management and proposed an action to be carried out by States to ensure that aeronautical frequencies are protected by each State and ready for future services.

3.1.4.2          The ICAO Position for the International Telecommunication Union (ITU) World Radiocommunication Conference (2023) was approved by the ICAO Council in its 223rd Session in June 2021. In this regard, it is important that the States assess its content and start its socialization with the regulatory organizations of the radio frequency spectrum, for it to be supported at the national level and in the future, regionally.

3.1.4.3          The Secretariat indicated that States must support the ICAO Position within States when developing their proposals and delegation briefs in preparation to the WRC-23. This support is required to ensure that decisions taken by the conference are in favour of the aeronautical requirements.

3.1.4.4          Frequencies are important tool for aviation operations; in that sense, it is important that States develop a correct oversight and management of their frequencies and their use. Safety aspects and aeronautical services are supported by aviation frequencies.

3.1.4.5          Finally, the Secretariat invited to all E/CAR States to participate in the Workshop on the ICAO Position for the International Telecommunication Union (ITU) World Radiocommunication Conference (2023) (WRC-23), held on 20 October 2021, and, to review the document of the ICAO position for WRC-23 before the workshop.

### 3.2 Development of the e-ANP Volume I, II and III

3.2.1          Progress reports of the AIM, AGA, ATM, CNS, MET and SAR Committees

3.2.1.1          The Meeting also identified the need that MET would be integrated into the E/CAR/CATG, as well as all air navigation areas would be integrated to the NACC/WG.  E/CAR States Members identified the need for MET to share and cooperate with the assessments and future planning of the region accord to their regional needs and CAR's objectives.

3.2.1.2          ECAR/CATG members requested to the Secretariat to have support from the ICAO NACC Regional Office to coordinate with the Civil Aviation Directors the support to MET areas.

3.2.1.3           In this regard, the Meeting agreed the following Conclusion:

| **CONCLUSION** | |
|---|---|
| **E/CAR/CATG/5/03** | **ASSESSMENT ON THE GLOBAL AIR NAVIGATION PLAN (VERSION 6) REGARDING ELEMENTS READY TO BE IMPLEMENTED** |

| **What:** | **Expected impact:** |
|---|---|
| That, as the new version of the Global Air Navigation Plan includes for each element the information of the "level of maturity" ready for implementation, on validation and concepts, Eastern Caribbean States:<br><br>   a) integrate the evaluation of the GANP elements in accordance with the three different threads: operational, Information and technology;<br>   b) integrate to the ECAR/CATG Task Forces action plan the assessment according to the area of responsibilities; and<br>   c) evaluate the results of the assessments by ECAR/CATG/06 in September 2022. | ☐ Political / Global<br>☒ Inter-regional<br>☒ Economic<br>☐ Environmental<br>☒ Operational/Technical |

| **Why:** | | |
|---|---|---|
| The results of the assessment will help to identify the ANS implementation priorities, contribute to align with the regional objectives and support the development of the e-ANP Volume III. | | |
| **When:** | Completed by February 2022. Results to be presented by ECAR/CATG/06 on September 2022 | **Status:** ☒ Valid / ☐ Superseded / ☐ Completed |
| **Who:** | ☒ States ☐ ICAO ☐ Other: | Eastern Caribbean States supported by ICAO NACC Regional Office |

3.2.1.4     Under WP/05, the activities of the E/CAR AIM Committee since the E/CAR/CATG/4 Meeting were detailed. In the interim, the AIM Committee has advanced its work programme by way of email and teleconferences. The AIM Committee is comprised of Barbados, France, Trinidad and Tobago, United States and the States of the OECS.

3.2.1.5     Concerning flight planning and related issues, the Flight Plan Ad hoc Group of the E/CAR AIM Committee continued the work of addressing and continuously implementing measures to reduce and/or mitigate the incidence of erroneous/missing /duplicate flight plans in the CAR Region.

3.2.1.6     Concerning Centralized Flight Planning System (CFPS) Trinidad and Tobago acquired a CFPS as a possible remedy to the problem of missing and duplicate flight plans in the PIARCO Flight Information Region (FIR). The system was installed in Trinidad and Tobago and was successfully tested. However, the CFPS system was not implemented with the E/CAR States due to the pending upgrade of the AIS CRONOS system, which is yet to be implemented within the region.

3.2.1.7     With regard to the upgrade of the AIS package – CRONOS system, Trinidad and Tobago has completed a software upgrade of the CRONOS system on 28 July 2021. Training was conducted within the region at the end of 2019, as well as refresher training during the second quarter of 2021, prior to the cut over to the new upgraded CRONOS system.

3.2.1.8        With regard to the Notice to Airmen (NOTAM) Contingency Plan, the arrangement between Trinidad and Tobago and Curacao to establish a NOTAM contingency plan for the Eastern Caribbean States and Curacao is on-going. The system will be achieved using the services of IDS AirNav CRONOS system.

3.2.1.9        The cut over to Aeronautical message handling system (AMHS) with the Federal Aviation Administration (FAA) in Atlanta was completed during February 2017. The cut over with the CADAS end User Agents was completed during October 2017. The AMHS and CADAS systems are still operating in dual mode (AMHS/ Aeronautical Fixed Telecommunication Network - AFTN) within the E/CAR region as some states are still operating on AFTN mode due to their Flight Data Processing systems being AFTN format capable only.

3.2.1.10        Trinidad and Tobago has established a Geomatics Unit within the Aeronautical Information Management Department. The Geomatics Unit is a highly technical and specialized Unit, which deals with data acquisition as well as management of spatial database and the production of aeronautical charts in accordance with ICAO requirements. Trinidad and Tobago has continued to maintain certification of its Quality Management System (QMS) and is currently certified to the ISO 9001:2015 Standard. An ISO 9001:2015 Annual Audit is scheduled for January 2022.

3.2.1.11        Aeronautical Information Products published by the Publications Unit on behalf of States are produced by extracting data directly from an Aeronautical Information Exchange Model (AIXM) aeronautical database. This support product-centric aeronautical information products, which provide quality and timely aeronautical information used for computer-based navigation systems, Area Navigation (RNAV), Required Navigation Performance (RNP) and ATM systems

3.2.1.12        Under WP/06 information was presented on the CNS Committee which operates under the umbrella of the E/CAR/CATG and comprises of members from Anguilla, Antigua and Barbuda, Barbados, Dominica, France, Grenada, Montserrat, Saint Lucia, Saint Kitts, Saint Vincent and the Grenadines, Trinidad and Tobago, United States and the Eastern Caribbean Civil Aviation Authority (ECCAA).

3.2.1.16.1        In August 2018 Trinidad and Tobago engaged ICAO Technical Cooperation Bureau (TCB) for the Automatic Dependent Surveillance - Broadcast (ADS-B)/Wide area multilateration (WAM) project for the procurement and implementation of ADS-B within the continental airspace and WAM in the South Sector of the Piarco Flight Information Region (FIR). Due to the COVID-19 pandemic, the contract has been on hold. The project initially envisaged to be completed in 2019 is now rescheduled to start in the first quarter of 2022 and be completed in phases by the first quarter 2023. This schedule is tentative pending developments in COVID-19 that may adversely affect travel related matters.

3.2.1.18        Barbados informed the Meeting that their implementation of ground ADS-B and Multilateration (MLAT) was completed. Barbados continues to undertake the necessary tasks in order to progress to full operational usage.

3.2.1.19        France presented an update on the modernization of the Flight Watch International (FWI) ATM system. The new system will be realized by the Canadian company ADACEL. Guadeloupe will be in operation in 2022 and Martinique in 2023.

3.2.2.1.6        Antigua and Barbuda, Saint Lucia and Grenada provided updates on their airport projects.

3.2.2.1.7        Trinidad and Tobago informed the Meeting that their CNS/ATM System upgrade to Leonardo's LeadInSky Air Traffic Control System with all the requisite enablers (e.g. Automatic dependent surveillance - contract - ADS-C, controller-pilot data link communication (CPDLC), safety nets, Air Traffic Services Inter-facility Data Communication – AIDC, etc.) was completed. Parallel operational trials were started in November 2020 with transition to full operational service in April 2021. An internal team consisting of ANS personnel developed and implemented procedures to implement continuous monitoring and testing of the performance of the system.

3.2.2.1.8        In April 2021, an AMHS P1 interconnection between the COM Centres of Caracas and Piarco were established. Work is ongoing with Martinique, Guadeloupe and Guyana for similar Aeronautical message handling system (AMHS) P1 connections. In 2020, a connection to the South American Digital Network (REDDIG) from the FAA's NEMC located in Atlanta and Salt Lake City was implemented. This REDDIG connection will permit the creation of a secondary path between Atlanta and Piarco and will represent a significant improvement in network redundancy and reliability. This additional path should provide enhanced availability of AMHS service between Atlanta and Piarco that have been susceptible to undersea cable breaks and other interruptions.

3.2.1.13        Under WP/07, Trinidad and Tobago presented an update on Performance-Based Navigation (PBN) activities within the E/CAR subregion. The paper discussed the following:

1. E/CAR Region TMAs PBN Redesign
2. Creation of Connector (Feeder Routes) to link E/CAR TMAs with Upper Level Routes in the Piarco FIR
3. Implementation of East/West Upper Level RNAV 5 Routes between Piarco and Maiquetia FIRs.

3.2.1.14        During the ICAO 8th E/CAR ATM Sub-Committee Meeting on the E/CAR Airspace Design Project held on 9 October 2020, Trinidad and Tobago reiterated its commitment to lend its technical expertise to assist with challenges the other E/CAR States/Territories might have with airspace design, specifically, anything above the initial approach altitude/minimum sector altitude, to the boundary positions with Piarco's airspace. For operations below these altitudes, Trinidad and Tobago would be able to assist in the required flight procedure design projects if the States could provide the necessary terrain and obstacle data. Trinidad and Tobago also stated that they can could also assist with training presentations/briefings if necessary.

3.2.1.15        A preliminary report, from the Trinidad and Tobago Civil Aviation Authority (TTCAA) ANS Planning and Development (ANSPD) Department was submitted to and reviewed by the participants of the ATM Sub-Committee meeting. The report presented specific proposals for the redesign of the respective E/CAR Terminal Airspaces (TMAs).

3.2.1.16        The identification of project areas for the Collaborative Decision Making (CDM) process was based on the geographical layout of the TMAs within the Piarco FIR, the complexities of traffic flows, interdependent coordination requirements, and similar operational considerations, it was decided that the airspace redesign project within the E/CAR subregion would be split into three (3) main project areas.

3.2.1.17        The CDM process for Area 1 States/TMAs will continue with a tripartite meeting with Martinique, St Lucia and Trinidad and Tobago, tentatively being scheduled for November 2021. The CDM process for the Area 2 States/TMAs is expected to begin in the first quarter of 2022 and the CDM process for the Area 3 States/TMAs is expected to begin in the second quarter of 2022 and continue into the third quarter of 2022.

3.2.1.18        Under WP/08, the ATM Rapporteur presented a Summary of Discussions that emanated from the ATM Committee Meeting's activities from 2018 to 2021, taking in consideration, the E/CAR/CATG/4 ATM Discussion Paper and ANI/WG/5 ATM Conclusions.

3.2.1.19        The ATM Committee continues to work towards achieving its objectives through the application of a performance-based, risk management approach for the development, improvement and implementation of ATM matters for States/Territories within the E/CAR subregion. Following the E/CAR/CATG/4 Meeting, the E/CAR ATM Committee held a total of at least fourteen Meetings, inclusive of eleven ATM Sub-Committee Meetings and four ATM Committee Meetings.

3.2.1.20        Concerning standardisation and Revision of ATM Letters of Agreement (LOAs) and Memorandum of Understanding (MOUs) between States/Territories, the review of LOAs has been on the ATM Committee's Work Programme for over five years and this activity will be an ongoing process. E/CAR States/Territories have been dutifully updating their bilateral LOAs in keeping with the dynamism of ATM. There was the proposal for the standardisation of the LOAs throughout the E/CAR subregion through the adoption of European Organisation for the Safety of Air Navigation - EUROCONTROL entitled, "Common Format Letter of Agreement between Air Traffic Services Units, 5th ed.". This standardised format appears to have been widely accepted by those E/CAR States/Territories and some have begun adopting this format in revising their bilateral LOAs.

3.2.1.21        With regard to the review and submission of E/CAR ATM Contingency Plans, follow up meetings held between ICAO and States/Territories began the review, harmonisation and submission of E/CAR ATM Contingency Plans to the ICAO NACC Office for posting them on its website (https://www.icao.int/NACC/Pages/edocs-atm.aspx).

3.2.1.22        Concerning PBN activities within the E/CAR subregion, they continue though at a slower pace than previously experienced. The ANI/WG PBN Task Force continues to be willing to provide an adequate level of training and support to those States/Territories who require such in order to achieve the set goals and objectives within the region. A PBN Working Paper presented by the ANI/WG PBN Rapporteur, addressed these issues in more detail.

3.2.1.23        On ADS-B, there has been slow but steady progress towards its implementation within the Piarco FIR/Control area (CTA)/Upper control area (UTA) as an alternative/back-up in the provision of ATS surveillance to airspace users. The availability of ADS-B capability within Piarco's airspace. It therefore, remains a valid issue.

3.2.1.24        The operational use of CPDLC within Piarco's oceanic airspace has resumed as issues resulting in the dissemination of erroneous information were effectively addressed by Trinidad and Tobago.

3.2.1.25      With the advent of COVID-19 being declared as a pandemic by the World Health Organisation (WHO) and the restriction of travel between borders worldwide in March 2020, in an attempt to mitigate the spread of the virus, aviation operators and service providers witnessed a sizeable decline in air travel by as much as seventy percent (70%). There is constant learning taking place to manage the spread of this contagious virus. The E/CAR and other regions have witnessed a gradual increase in the number of air traffic movements and associated services as measures are taking to mitigate the virus' spread.

3.2.1.26      The 2020 Atlantic Hurricane Season, which ran from 01 June to 30 November, was one of the most active, with a total of twenty-nine Tropical Storms (TS) and fourteen hurricanes. The season was one of the seventh costliest in history, with more than 430 fatalities and 47 billion US dollars in damages. Some E/CAR Sates/Territories were severely affected during the Season.

3.2.1.27      On 9 April 2021, the island of Saint Vincent and the Grenadines witnessed the eruption of the La Soufrière volcano, which became active a few weeks before. The eruption resulted in devastation to areas within Saint Vincent and the Grenadines (SVG) due to lava flows and heavy ash deposits. The ash deposits resulted in the closure of all airports in SVG and affected neighbouring islands such as Barbados and Saint Lucia, which airports were closed until the deposits could have been effectively removed and operations resumed safely.

3.2.1.28      At present, aviation activity within the affected islands have returned to normal operations. La Soufriere is presently at the Orange level of alert and is still being monitored by the Seismic Research Centre.

### 3.2.2    E/CAR/NTG and E/CAR/RD Ad hoc Groups Reports

*3.2.2.1*      The E/CAR/NTG Rapporteur provided a summary of the progress achieved by the E/CAR/NTG and the E/CAR/RD Ad hoc Groups. The full report of this meeting is available at: *https://www.icao.int/NACC/Pages/meetings-2021-ecartng10.aspx.*

3.2.2.1.1      E/CAR/NTG members reported that the E/CAR/AFS network is globally compliant with operational requirements. The service provider, TSTT, presented the E/CAR AFS Network features, managed service capabilities, network performance analysis and upgrade and recommendations. The analysis of faults and availability statistics presented showed that there were 81 reports for the period Jan-Dec 2020 versus 93 reports for the period Jan-Dec 2019.

3.2.2.1.2      The present E/CAR/AFS Network is over ten years old. Taking into consideration the end of sale and end of support on critical network equipment, an upgrade of the network has been planned since 2019. The project initially anticipated to be completed in 2020 has been delayed due to the COVID-19 pandemic. The project is now expected to be completed in 2022 pending any developments in the COVID-19 situation. The new network will incorporate in its design automatic changeover of the routers in addition to new circuits in order to transition individual nodes to the new equipment and circuits while maintaining communication with other nodes on the old network. In this regard, TSTT presented information on the design of the new network and the transition plan.

3.2.2.1.4 **Considering the interconnection purpose with the rest of the CAR Region, t**he Improvements to the ATS Voice Link Technical Management Group (MEVA/TMG) Network Coordinator provided updated information on the development of the new Caribbean Air Navigation Services Network (CANSNET) that will replace the current MEVA III network. The Project is anticipated to be implemented within the first quarter of 2024. The new network must be able of establishing gateway connectivity to neighbouring networks of the region. Area network connectivity may consist of fibre, Very Small Aperture Terminal (VSAT) and copper terrestrial networks. The physical interconnection between networks will be accomplished at an authorized designated demarcation or at the Civil Aviation Authority (CAA) communications facility. The new network will also be capable of supporting additional CAR/SAM users, who may not be initial signatory members of the ICAO Agreement for the new network, whenever required by ICAO. In this regard, the E/CAR/NTG Meeting formulated the following decision:

| CONCLUSION E/CAR/CATG/5/04 | EVALUATE NEEDS FOR BACKUP COMMUNICATION FOR the EASTERN CARIBBEAN STATES | |
|---|---|---|
| **What:** That, taking into account that the process of developing the technical specifications of the MEVA regional communications network is under development, and that within the document all the technical requirements and communications needs of the Caribbean States will be specified, and since the communications network of the Eastern Caribbean States has interconnections with the MEVA network, it is considered important that the States evaluate the need for backup circuits to be integrated to the MEVA network, and that Eastern Caribbean States: <br><br> a) evaluate the backup communication needs for E/CAR States by December 2021; and <br> b) share the technical and operational information with the MEVA/TMG, and coordinate their needs to be integrated in the new MEVA phase by April 2022. | **Expected impact:** <br> ☐ Political / Global <br> ☒ Inter-regional <br> ☒ Economic <br> ☐ Environmental <br> ☒ Operational/Technical | |
| **Why:** Communication support operational facilities. Failures of communication represent a safety issue for air traffic management, in that sense have backup circuits will be ready in case of failure of the main circuits for contingency activities. | | |
| **When:** By a) Dec 2021 and b) April 2022. | **Status:** ☒ Valid / ☐ Superseded / ☐ Completed | |
| **Who:** ☒ States ☐ ICAO ☐ Other: | Eastern Caribbean States | |

**Agenda Item 4          Review E/CAR/CATG Terms of Reference (ToRs) and Work Programme**


4.1          The Meeting reviewed and updated the ToRs, including the new Rapporteurs for the AIM and AGA Task Forces, the complete document is included in **Appendix C** to this report.

4.2          No additional were included in the current ToR of the CATG.

4.3          According with the discussions, the Meeting adopted the following decisions:

| **DECISION** | |
| --- | --- |
| **E/CAR/CATG/5/05**          **NEW RAPPORTEUR OF THE CATG AIM  TASKS FORCE** | |
| **What:** | **Expected impact:** |
| That, due to the retirement of Mrs. Shirley Ford, representative of Barbados and Rapporteur of the AIM Task Force the States approved Mrs. Luana Isaac of Antigua and Barbuda as the new Rapporteur of the Task Force, due to her experience and knowledge in the AIM area. | ☐ Political / Global<br>☒ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Operational/Technical |
| **Why:** | |
| To continue the activities planned to improve AIM activities in the ECAR Region. | |
| **When:**     Immediately | **Status:**   ☐ Valid / ☐ Superseded / ☒ Completed |
| **Who:**     ☒ States ☐ ICAO ☐ Other: | E/CAR States |

| **DECISION** | |
| --- | --- |
| **E/CAR/CATG/5/06**          **NEW RAPPORTEUR OF THE CATG AGA  TASKS FORCE** | |
| **What:** | **Expected impact:** |
| That, due to the lack of representative to lead the activities of the AGA area in the Eastern Caribbean States subregion, the Meeting appoints Mrs. Gail Clark of Barbados as the new Rapporteur of the Task Force, due to her experience and knowledge in the AGA area. | ☐ Political / Global<br>☒ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Operational/Technical |
| **Why:** | |
| To improve AGA activities, update action plan and start work in the AGA activities. | |
| **When:**     Immediately | **Status:**   ☐ Valid / ☐ Superseded / ☒ Completed |
| **Who:**     ☒ States ☐ ICAO ☐ Other: | E/CAR States |

**Agenda Item 5          Other Business**

5.1          Under IP/02, the Secretariat provided the most relevant activities for the implementation of the meteorological service for international air navigation provisions. The information was presented to the Meeting and contracting States to consider the necessary actions.

5.2          The Secretariat informed that the ICAO Meteorology Panel (METP) had held five meetings at ICAO Headquarters and virtually, viz. April 2015, October 2016, April 2018, September 2018 and June 2021. The meeting reports are available at the METP website (https://www.icao.int/airnavigation/metp/pages/default.aspx) for consultation and monitoring by States.

5.3          Regarding the analysis of the amendments to Annex 3 and the GANP Basic Building Blocks (BBB), the main topics introduced in the amendment process to Annex 3 were:

a)  significant meteorological information concerning en-route weather phenomena which may affect the safety of aircraft operations (Significant meteorological information concerning en-route weather phenomena which may affect the safety of aircraft operations - SIGMET) concerning the release of radioactive material in the atmosphere, and improved harmonization of SIGMET information;

b)  provision of Meteorological Aerodrome Report (METAR)/Aeronautical Special Meteorological Report (SPECI), Terminal Area Forecast (TAF), SIGMET and Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations (AIRMET), and volcanic ash and tropical cyclone advisories in the ICAO Weather Information Exchange Model (IWXXM) as a standard;

c)  introduction of World Area Forecast System (WAFS) information on cumulonimbus clouds, icing and turbulence and additional flight levels for WAFS gridded forecast information;

d)  removal of legacy satellite distribution systems in lieu of Internet-based services;

e)  modification of Area forecast for low-level flights (GAMET) requirements;

f)  clarification of runway visual range assessment requirements;

g)  use of a global reporting format for assessing and reporting runway surface conditions;

h)  introduction of space weather advisory information services;

i)  improvement of the provision of SIGMET information by Meteorological Watch Offices (MWOs); information on the release of radioactive material into the atmosphere; SIGMET and AIRMET information;

j)  modifications of information representations in IWXXM format; and

k)  modification of the qualifications, competencies, professional training and instruction of the personnel providing meteorological services, and consequent amendment regarding the modification of references in relation to the provision of aeronautical information services.

**APPENDIX A**
**EXECUTIVE LIST OF DECISIONS**

| Number | Conclusion/Decision | Responsible for action | Deadline |
|---|---|---|---|
| Decision E/CAR/CATG/5/01 | REVIEW DECISIONS AND CONCLUSIONS OF PREVIOUS MEETINGS | | |
| | That, integration activities and actions under the decisions or conclusions of previous meetings be updated according with the level of implementation as follows:<br><br>a) the CATG Task Forces coordinate with their Members and update the status of the decisions and conclusions according with the current level of implementation and considering the GREPECAS, ANI/WG, and NACC/WG valid conclusions (refer to Appendix B to this report); and<br>b) valid decisions and conclusion be integrated under the Task Forces according to their area of responsibilities by March 2022. | CATG Working Group | March 2022 |
| Conclusion E/CAR/CATG/5/02 | DEVELOPMENT OF A BASIC BUILDING BLOCK ASSESSMENT | | |

| Number | Conclusion/Decision | Responsible for action | Deadline |
|---|---|---|---|
| | That, as Basic Building Block (BBB) represent a baseline rather than an evolutionary step; this baseline is defined by essential services recognized by ICAO Member States as necessary for international civil aviation to develop in a safe and orderly manner; once these essential services are provided, they constitute the baseline for any operational improvement, and to obtain their level of implementation in the Eastern Caribbean, States support:<br><br>1. Eastern Caribbean States mandatory aviation services, status of their implementation<br>2. Obtaining information to update the electronic Air Navigation Plan (e-ANP) Volume I and II.<br>3. Identifying national and regional air navigation priorities<br>4. Establishing the basis for regional aviation development.<br>5. Assess the five different areas that integrate BBB by April 2022. | | February 2022 |
| Conclusion E/CAR/CATG/5/03 | ASSESSMENT ON THE GLOBAL AIR NAVIGATION PLAN (VERSION 6) REGARDING ELEMENTS READY TO BE IMPLEMENTED | | |

| Number | Conclusion/Decision | Responsible for action | Deadline |
|---|---|---|---|
| | That, as the new version of the Global Air Navigation Plan includes for each element the information of the "level of maturity" ready for implementation, on validation and concepts, Eastern Caribbean States:<br><br>1. integrate the evaluation of the GANP elements in accordance with the three different threads: operational, Information and technology;<br>2. integrate to the ECAR/CATG Task Forces action plan the assessment according to the area of responsibilities; and<br>3. evaluate the results of the assessments by ECAR/CATG/06 in September 2022. | Eastern Caribbean States supported by ICAO NACC Regional Office | April 2022 |
| Conclusion E/CAR/CATG/5/04 | EVALUATE NEEDS FOR BACKUP COMMUNICATION FOR the EASTERN CARIBBEAN STATES | | |
| | That, taking into account that the process of developing the technical specifications of the MEVA regional communications network is under development, and that within the document all the technical requirements and communications needs of the Caribbean States will be specified, and since the communications network of the Eastern Caribbean States has interconnections with the MEVA network, it is considered important that the States evaluate the need for backup circuits to be integrated to the MEVA network, and that Eastern Caribbean States:<br><br>a) evaluate the backup communication needs for E/CAR States by December 2021; and<br>b) share the technical and operational information with the MEVA/TMG, and coordinate their needs to be integrated in the new MEVA phase by April 2022. | Eastern Caribbean States | April 2022 |
| Decision E/CAR/CATG/5/05 | NEW RAPPORTEUR OF THE CATG AIM TASKS FORCE | | |

| Number | Conclusion/Decision | Responsible for action | Deadline |
|---|---|---|---|
| | That, due to the retirement of Mrs. Shirley Ford, representative of Barbados and Rapporteur of the AIM Task Force the States approved Mrs. Luana Isaac of Antigua and Barbuda as the new Rapporteur of the Task Force, due to her experience and knowledge in the AIM area. | ECAR States | Immediately |
| Decision E/CAR/CATG/5/06 | NEW RAPPORTEUR OF THE CATG AGA TASKS FORCE | | |
| | That, due to the lack of representative to lead the activities of the AGA area in the Eastern Caribbean States subregion, the Meeting appoints Mrs. Gail Clark of Barbados as the new Rapporteur of the Task Force, due to her experience and knowledge in the AGA area. | ECAR States | Immediately |

**APPENDIX B**
**CONCLUSIONS AND DECISIONS OF PREVIOUS MEETINGS**

| Number | Conclusion/Decision | Responsible for action | Deadline |
|---|---|---|---|
| 1 | **MET IMPLEMENTATION PROJECT** | | |
| | That, for the MET implementation program updating, NACC States and Territories inform the Secretariat of the implementation mechanisms they have been using, the challenges they face and their assistance needs by 30 June 2019. | States | 30 June 2019 |
| 2 | **SUPPORT PBN IMPLEMENTATION INITIATIVES IN THE NAM/CAR REGIONS** | | |
| | That, in order to support the current PBN initiatives in the NAM/CAR Regions and to overcome ineffective initiatives utilized on past PBN projects; | States, ICAO NACC, PBN/TF | 31 December 2019 |
| | a) Encourage States, Territories, and International Organizations to participate in the ICAO CAR Region PBN Survey and provide accurate, updated information which would then allow the PBN/TF to provide a proper analysis on their PBN implementation status by 31 December 2019; | | |
| | b) Encourage States, Territories and International Organizations to participate in a regional project to harmonize both the upper and lower level airspace routes within the NAM/CAR/SAM Regions by 31 December 2019; and | | |
| | c) Request States, Territories and International Organizations represented in the PBN/TF to provide sufficient support to their personnel in order to comply with agreed activities by 31 December 2019. | | |
| 3 | **AMENDMENT OF THE IMPLEMENTATION OF PBN NAM/CAR** | | |
| | That, In order to maintain up to date the regional planning and initiatives to support the implementation of PBN in the NAM/CAR Regions | States, ICAO NACC, ANI/WG | 31 May 2019 |
| | a) the proposed update to the PBN RPO presented by the PBN/TF is approved | | |
| | b) the PBN/TF Work Programme for 2019-2023 is endorsed; and | | |

| Number | Conclusion/Decision | Responsible for action | Deadline |
|---|---|---|---|
| | c)      the PBN/TF to submit annual progress reports to the ANI/WG. | | |
| 4 | **AMENDMENT OF THE IMPLEMENTATION OF FLEXIBLE USE AIRSPACE (FUA) AND IMPROVE DEMAND AND CAPACITY BALANCING (DCB) NAM/CAR REGIONAL PERFORMANCE OBJECTIVES** | | |
| | That, In order to maintain up to date the regional planning and initiatives to support the implementation of Flexible Use Airspace (FUA) and Improve Demand and Capacity Balancing (DCB) in the NAM/CAR Regions | States, ICAO         NACC, ANI/WG | 31 May 2019 |
| | a)      is approved the proposed update to the FUA and DCB RPOs presented by the ATFM Task Force; | | |
| | b)      the ATFM Task Force Work Programme for 2019-2020 is endorsed; and Task Force Work Programme for 2019-2020; and | | |
| | c)      the ATFM Task Force to submit annual progress reports to the ANI/WG.. | | |
| 5 | **APPROVAL OF THE CAR REGIONAL SAR PLAN AND THE ANI/WG SAR TASK FORCE** | | |
| | That, in order to support the current SAR initiatives in the NAM/CAR Regions and to achieve the regionally agreed objectives; | States,         ICAO NACC, ANI/WG | 31      December 2019 |
| | a) Approve the CAR Regional SAR Plan, as a regional SAR implementation planning tool, to translate the requirements of Annex 12 - Search and Rescue to the regional context of the Caribbean by 31 December 2019; | | |
| | b) Establish the ANI/WG SAR Task Force, as part of the ANI/WG structure, in order to support SAR implementation in the CAR Region and to lead with activities to support compliance of the RPBANIP Regional performance objectives by 31 December 2019; and | | |
| | c) The ICAO NACC Regional Office take the necessary measures to ensure the adequate establishment of the ANI/WG SAR Task Force, and convene its first meeting with the SAR activities proposed by the ICAO NACC Regional Office by 31 December 2019. | | |
| 6 | **PROCESS OF IMPLEMENTING THE ADS-B** | | |

| Number | Conclusion/Decision | Responsible for action | Deadline |
|---|---|---|---|
| | That, States which are in the process of implementing the ADS-B according to the regional goal of 1 January 2020. | | |
| | a)      Publish its regulation by 30 October 2019; and | States,      ICAO, ANI/WG | 31      December 2019 |
| | b) States that have not yet done so conduct an analysis on how their operations may be affected by the implementation of the ADS-B in the adjacent States and that they take the necessary measures to carry out actions that may be required by 31 December 2019. | | |
| 7 | **REVIEW THE PACKAGE OF MEASURES TO LIMIT OR REDUCE EMISIONS FROM INTERNATIONAL**<br>**CIVIL AVIATION** | | |
| | That, the ANI/WG Tasks Forces review ICAO Doc 9988 and analyse possible synergies between its work plans and the examples of measures to limit or reduce $CO_2$ emissions from international aviation, in order to ensure possible contributions resulting of its work be included as part of the States´ action plans on $CO_2$ emissions reduction activities | States,      ANI/WG Task Forces | 30 August 2019 |
| 8 | **ENDORSEMENT OF THE CAR REGION ATM CONTINGENCY PLAN** | | |
| | That, in order to enhance the regional contingency readiness and the continuity of air transport operations in contingency scenarios; | | |
| | a)      States to endorse the first draft of the CAR Region ATM Contingency plan, and request ICAO NACC Regional Office to continue working on this plan to ensure that its related required contingency plans are included, such as those related to NOTAM, MET and ATFM offices by 15 June 2019; | States, ICAO | 15 June 2019 |
| | b)      Encourage the States that have not yet done so, to develop their ATM contingency plans, following the guidelines established by GREPECAS, and submit them to the ICAO NACC Regional Office by 15 June 2019; and | | |

| Number | Conclusion/Decision | Responsible for action | Deadline |
|---|---|---|---|
| | c)      The ICAO NACC Regional Office establish a procedure for the systematic request, publication and annual review of the ATS contingency plans, for those States, Territories and International Organizations which provide Air Traffic Services in the CAR Region by 15 June 2019. | | |
| **9** | **PROJECT EVALUATION COMMISSION (RLA/09/801 PEC)** | | |
| | That, The Project Member States are encouraged to send the information of their necessities to the Secretariat by 14 June 2019, for it to be forwarded to the Project Evaluation Commission (RLA/09/801 PEC). | | |
| | That, The Project Member States are encouraged to send the information of their necessities to the Secretariat by 14 June 2019, for it to be forwarded to the Project Evaluation Commission (RLA/09/801 PEC). | MCAAP      State Members | 14 June 2019 |
| **10** | **UPDATING OF THE ANI/WG TASK FORCES REGIONAL PLANS** | | |
| | That, the new structure under Figure 3.1 is approved and ANI/WG Task Forces analyse the global and regional requirements and update their working plans to ensure: | | |
| | a) the development of tasks with the purpose of reaching the regional objectives that were proposed by the ICAO NACC Regional Office. | ANI/WG | 30      September 2019 |
| | b)      identifying common activities to be developed by each Task Force; and | | |
| | c)      that the plans are submitted to the ICAO NACC Regional Office for its integration by 30 September 2019. | | |
| **11** | **ASSESSMENT OF THE REQUIREMENTS FOR THE FREE ROUTE AIRSPACE (FRA)IMPLEMENTATION** | | |
| | That, for the assessment of the necessary requirements to allow the free route airspace implementation the different ANI/WG Tasks Forces: | ANI/WG      Task Forces | ANI/WG/06 |
| | a)      integrate, in    their working plans, activities to assess the possibility and requirements for the FRA implementation in the NAM/CAR region; and | | |

| Number | Conclusion/Decision | Responsible for action | Deadline |
|--------|---------------------|------------------------|----------|
|  | b)       report to the next ANI/WG meeting the results of this analysis and recommend additional activities for this implementation |  |  |
| **12** | XML TESTS ON THE AMHS SYSTEMS PLATFORM |  |  |
|  | That, in order to test the XML capacity of the regional networks CAR, Cuba, the United States, the Dominican Republic, Trinidad and Tobago and COCESNA coordinate XML tests. For this purpose, the following activities are carried out: About AMHS reporting its progress by30 December 2019. | States Ad-Hoc Group | 30       December 2019 |
|  | a)       An Ad-hoc Group composed of the States and Organizations mentioned above is created and is led by Cuba by 30 December 2019. |  |  |
|  | b)       That the Ad-Hoc Group be part of MEVA/TMG by 30 December 2019 |  |  |
|  | c)       That the results of the tests be reported to the States by 30 December 2019. |  |  |

**OBSERVATIONS AND PROPOSALS OF THE ANI/WG PRESIDENT AND THE DOMINICAN REPUBLIC**

| Number | |
|---|---|
| 1 | The AIDC/TF will request examples from IATA on traffic handoff facilities by other means than AIDC, and will consider its applicability and convenience in the region |
| 2 | Regarding the proposal to consider 100% implementation of AIDC under the NAM/ICD when Class III is completed, it will be sent to the AIDC/TF for analysis. |
| 3 | That the States review compliance with the BBB, and work on those aspects where they do not comply. |
| 4 | In the implementation of strategies to implement direct routes, and in general for any other measure, take into account the dependencies between the different ASBU areas and modules. Prepare checklists of requirements and preconditions |
| 5 | The creation of task groups for AGA, MET and SAR is supported. |
| 6 | SWIM implementation needs to consider to keep in sight its global nature, and therefore from the beginning to consider interoperability at a regional and global level. |
| 7 | It is proposed to modify the table of the Operation Plan of the SNA 2019, presenting the expected benefits on the first column, then the activities and finally the areas and Tasks Groups involved, since the same objective often involves more than one Working Group or Area. |
| 8 | The proposal that national plans integrate global and regional plans is supported. It is understood in this aspect that: 1. The regional plans reflect and are aligned with the global plan, and therefore integrating the national plans are indirectly integrated into the global. 2. The integration of the regional plan to the national ones should occur when the changes indicated during the ANI/WG/05 meeting are reviewed and accepted to the Regional Plan |
| 9 | The proposal to establish a defined deadline for States to report their national priorities is supported, understanding that these priorities do not conflict with, and consider the contribution to, the regional objectives. In this way, this proposal does not contradict proposal 2 of the presentation. |
| 10 | The proposal that the Task Forces analyze the global and regional plans to update their work programs is accepted. It is recommended that the task groups do not do this analysis in isolation, that at some stage it is done together, either face-to-face or virtual. |
| 11 | The proposal to integrate other members of the ATM community is supported. It is proposed to establish contact points for each Member State or International Organization and formalize their participation |
| 12 | It is also proposed to send a letter to the States with the list of Points of Contact (PoC) of the ANI/WG, as well as the TF , so that they either ratify them or update it. |
| 13 | The elaboration of an airspace operation concept is supported. The change of name of the PBN/TF is also supported to reflect the change in scope. |
| 14 | It is recommended that the proposal to give high priority to the concept of airspace operation be determined by the analysis of the regional objectives of the Task Force Groups. |
| 15 | The consolidation of the current and proposed documents of radar exchange agreement is supported, in order to have a single version with the benefits of both documents |
| 16 | The motion to carry out the analysis of the impact of the United States mandate on the use of the ADS-B is accepted, and to submit the applicable relative regulation by 30 October 2019 |

| Number | |
|--------|--|
| **17** | The ICAO NACC Regional Office is requested to motivate and support the importance of the SAR/TF and the other proposed AGA and MET groups to the Civil Aviation Authority Directors(NACC/DCA) Meeting. |
| **18** | It is proposed to take into account the requirements for the implementation of the AMHS extended services as a next step to the implementation of the basic service, especially the need for the directory service |

**SECOND GREPECAS PROGRAMMES AND PROJECTS REVIEW COMMITTEE (PPRC) VIRTUAL MEETING**
**(ePPRC/02)**
**ICAO NACC REGIONAL OFFICE**
30 October 2020

| DECISION | |
|---|---|
| **ePPRC/02/01    PRESENTATION OF REVISED GREPECAS PROJECTS** | |
| **What:** <br> That, considering all the comments and guidelines provided by the PPRC to the GREPECAS Programme and Project Coordinators, the alignment of the Projects with the GANP, the prioritization of Projects according to the current CAR/SAM regional aviation context and financial resources prevailing as a result of COVID-19, Project/Programme Coordinators submit their revised and valid version to the PPRC **by 8 February 2021**. | **Expected Impact** <br> ☐ Political / Global <br> ☒ Inter-regional <br> ☐ Economic <br> ☐ Environmental <br> ☒ Operational/Technical |
| **Why:** Approval of the revised and valid versions of GREPECAS Projects/Programmes | |
| **When:**  8 February 2021 | **Status:** ☒ Valid / ☐ Superseded / ☐ Completed |
| **Who:**    ☒ Coordinators ☐ States ☐ ICAO Secretariat ☐ ICAO HQ | |

| DECISION | |
|---|---|
| **ePPRC/02/02    CAR/SAM REGIONS ATFM DOCUMENTATION UPDATE** | |
| **What:** <br> That, considering the publication of ICAO Doc 9971 and its different updates, as well as the development of the Guide for the implementation of the ATFM service and a runway capacity and Air Traffic Control (ATC) sector calculation manual in the SAM Region in 2019, <br><br> a) the elimination of the CAR/SAM ATFM Manual is approved, considering that ICAO Doc 9971 provides the necessary reference to support the implementation of the ATFM; and <br><br> b) the amendment proposal for the CAR/SAM ATFM CONOPS contained in the Appendix of WP/02 of this meeting is approved. | **Expected Impact** <br> ☐ Political / Global <br> ☒ Inter-regional <br> ☒ Economic <br> ☒ Environmental <br> ☒ Operational/Technical |
| **Why:** To provide updated support for ATFM implementation in the CAR/SAM Regions | |
| **When:** | **Status**  ☐ Valid / ☐ Superseded / ☒ Completed |
| **Who:**    ☒ States ☐ ICAO ☐ Others | GREPECAS |

| SAR service in the CAR/SAM Regions |
| --- |
| The activities for harmonized SAR implementation harmonized with Annex 12 are promoted by the NACC and SAM Regional Offices amongst States. In the medium term, there could be a GREPECAS project for the implementation of the elements of the Global Aeronautical Distress and Safety System, in block 2 module (GADSS–B2/2 ) that directly concern the SAR service. |
| Project F1: Certification and Operational Safety of Aerodromes |
| Aerodrome certification reached 58%, out of a total of 152 aerodromes. |
| As a result of COVID-19, some States postponed the Certification plan to 2021. It should be noted that, in the last 6 months, airports did cabinet work with the aviation authorities and the NACC Regional Office. |
| It is expected that by 2025 90% of certified aerodromes will be reached in the CAR Region. |
| Regarding the Runway Safety Programme, there is good progress with a total of 73 aerodromes with Runway Safety Team (RSTs) implemented. |

**Project F2: Aerodrome**

| Planning |
| --- |
| The NACC Regional Office is preparing a survey for the CAR States to determine which aerodromes do not have master plans and to provide them with further assistance and guidance in the preparation of said plans. |

**Project F3: Implementation of A-CDM**

| |
| --- |
| The airports participating in the September 2019 event, which have a medium to high traffic density, are monitored. The implementation of the A-CDM is made more effective in aerodromes with high traffic. Support was given to the proposed A-CDM Implementation Plan for the SAM Region to adapt it to the CAR Region as appropriate. |

**DRAFT CONCLUSION**

**ePPRC/02/03    REVIEW OF THE A-CDM IMPLEMENTATION PLAN PROPOSAL**

| What: | Expected Impact |
|---|---|
| That, considering the new CAR/SAM Project F3 on Airport Collaborative Decision Making (A-CDM) under the Aerodrome Program, the States:<br><br>a) endorse the first version of the A-CDM Implementation Plan proposal included in the Appendix of WP/05,<br><br>b) send their comments to the A-CDM Implementation Plan proposal by **8 February 2021**. | ☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Operational/Technical |

| Why: |
|---|
| So that a first step can be taken to guarantee a harmonized and scalable implementation of the A-CDM concept, and its incorporation into Vol. III of the Regional Air Navigation Plan. |

| **When:** 8 February 2021 | **Status**  ☒ Valid / ☐ Superseded / ☐ Completed |
|---|---|
| **Who:**   ☐ Coordinators ☒ States ☐ ICAO Secretariat ☐ ICAO HQ | |

**DECISION        COORDINATION FOR THE IMPLEMENTATION AND ASSISTANCE TO ePPRC/02/04 THE STATES IN UAS/RPAS AND CYBERSECURITY**

| What: | Expected Impact |
|---|---|
| That, considering the subject of UAS/RPAS as cybersecurity, as non-exclusive multidisciplinary topics to be dealt with in GREPECAS, the GREPECAS Secretariat coordinate the definition of activities and responsibilities to support the implementation of these issues with the regional implementation groups in Aviation Security, the Regional Group on Aviation Security and Facilitation (AVSEC/FAL) CAR/SAM, as well as the Regional Aviation Safety Group–Pan America (RASG-PA) by ePPRC/03.. | ☐ Political / Global<br>☒ Inter-regional<br>☐ Economic<br>☐Environmental<br>☒ Operational/Technical |

| Why: |
|---|
| Ensure a harmonized and coordinated implementation amongst the different regional groups in the region to avoid duplication of tasks and optimize efforts. |

| **When:**  ePPRC/03 | **Status**  ☒ Valid / ☐ Superseded / ☐ Completed |
|---|---|
| **Who:**   ☐ Coordinators ☐ States ☒ ICAO Secretariat ☐ ICAO HQ | |

**Follow-up of pending Conclusions/Decisions of GREPECAS**

| Decision/ Conclusion | Title | Date of completion | Responsible | Comments |
|---|---|---|---|---|
| GREPECAS 18/1 | ACTIONS FOR ATFM IMPLEMENTATION IN THE CAR REGION | Undetermined in the recoding of GREPECAS 18 Conclusions and background | a) States and Territories in the CAR Region<br><br>b) ICAO NACC Regional Office | Still valid |
| GREPECAS 18/3 | REVISION OF THE MET PROGRAMME AND ITS TASKS | Undetermined in the recoding of GREPECAS 18 Conclusions | **States** | **States continue to be encouraged to submit their ISO certifications.**<br><br>**The ePPRC/02 was recommended to analyse the implementation of the QMS in light of the most recent provisions of Annex 3 and the costs that ISO implementation demands.**<br><br>**Pending response from the PPRC.** |
| GREPECAS 18/4 | DEVELOPMENT OF AIR NAVIGATION PLANS ALIGNED WITH THE GANP AND THE REGIONAL PERFORMANCE-BASED AIR NAVIGATION PLANS | | | **Superseded given the entry into force of the GANP 6th Edition.**<br><br>Superseded by the new Draft Conclusion PPRC/05/10 |

| Decision/ Conclusion | Title | Date of completion | Responsible | Comments |
|---|---|---|---|---|
| GREPECAS 18/6 | RESOLUTION OF AERONAUTICAL METEOROLOGY DEFICIENCIES | **December 2016** | States | CAR States have received assistance for the implementation of the qualification, competencies and training requirements of the Aeronautical Meteorology Program (PMA). |
| GREPECAS 18/7 | POSTPONEMENT OF THE APPROVAL OF VOL. III OF CAR/SAM eANP | | | **Superseded given the entry into force of the GANP 6th Edition.** <br><br> **Superseded by the new Draft Conclusion PPRC/05/10** |
| GREPECAS 18/13 | SAFETY MANAGEMENT IMPLEMENTATION | Implementation development in progress | States | Valid Pending comment for recent updates in activities and the change in Flight Safety position. However, the implementation process of Operational Safety Management is in progress |

| Decision/ Conclusion | Title | Date of completion | Responsible | Comments |
|---|---|---|---|---|
| GREPECAS 18/14 | ENHANCEMENT OF SOUTH ATLANTIC (SAT) GROUP STRUCTURE | June 2020 | ICAO HQ SAT Group | Completed Sponsored by ICAO HQ, two Atlantic Coordination Meetings (ACM) were held, resulting in the restructuring of the SAT Group, creating the Implementation Management Group for the Atlantic (SAT IMG) to develop the SAT Vision, CONOPS and work plans. |
| GREPECAS 18/15 | INTERFACE CONTROL DOCUMENTS FOR AIDC IMPLEMENTATION | April 2018 | CAR and SAM States | Completed The AIDC/ASIA PAC version 3.0 protocol was adopted between the adjacent control centres between the CAR and SAM Regions. The interconnections among SAM States will also use the AIDC/ASIA PAC version 3 protocol. The CAR Region and the States adjacent to the United States will use the NAM/ICD Version E protocol or higher. |

| Decision/ Conclusion | Title | Date of completion | Responsible | Comments |
|---|---|---|---|---|
| GREPECAS 18/16 | SHORT-TERM IMPLEMENTATION BY THE STATES OF AIDC FUNCTIONALITY | May 2019 | CAR and SAM States | Completed<br><br>The SAM Region Implementation Group (SAM/IG) has created the Interoperability Task Force (Interop TF), which activated two subgroups to deal with issues related to AIDC implementation and errors mitigation and flight plans duplication/multiplicity (ATM/AIDC Subgroup and ATM/FPL Subgroup). |
| GREPECAS 18/21 | SUPPORT TO GTE AND CARSAMMA ACTIVITIES TO IMPROVE THE ANALYSIS OF INFORMATION ON DEVIATIONS IN RVSM AIRSPACE | PPRC/05 | a) States /International Organizations and CARSAMMA<br><br>b) CARSAMMA and GTE<br><br>c) States / International Organizations, in coordination with CARSAMMA and ICAO Regional Offices<br><br>d) GTE | Still valid due to various pending activities. |
| PPRC/05/10 | DEVELOPMENT OF VOLUME III OF THE CAR/SAM eANP IN PREPARATION OF NATIONAL AIR NAVIGATION PLANS | Before 2021 | Stakeholders | Valid<br><br>Guided by NACC and SAM DRDs, as indicated during interregional coordination meetings. |

| Decision/ Conclusion | Title | Date of completion | Responsible | Comments |
|---|---|---|---|---|
| PPRC/05/13 | INCLUSION OF THE AERONAUTICAL REQUIREMENT OF TROPICAL CYCLONE ADVISORY INFORMATION FOR THE WESTERN SOUTH ATLANTIC | GREPECAS/19 | SAM RO/MET | SAM RO/MET advances with the procedures before HQ in coordination with NACC RO/MET |
| PPRC/05/08 | REVIEW OF MET PROGRAMME AND ITS PROJECTS | 30 November 2019 | Programme H Project Coordinators | In reformulation according to ePPRC/01/03 and what is required by ePPRC/02 |
| ePPRC/01/01 | STATUS OF IMPLEMENTATION OF THE AUTOMATED MANAGEMENT SYSTEM OF GREPECAS | 26 June 2020 | GREPECAS Chairperson | The new GREPECAS Chairpersonship confirms this commitment and its implementation will continue |
| ePPRC/01/03 | REVIEW OF THE CURRENT PPRC PROGRAMMES AND PROJECTS | 30 November 2020 | States and ICAO | The Secretariat proposes to hold one or more evaluation meetings of the GREPECAS Projects for the CAR/SAM Regions and meet the stipulated date |

**DRAFT CONCLUSION**
**ePPRC/02/05    RASG-PA/GREPECAS COORDINATION**

| What: | Expected Impact |
|---|---|
| That, in order to achieve the timely participation and preparation of the States, and in coordinated work between RASG-PA and GREPECAS, it is approved to hold an annual coordination meeting between the RASG-PA and GREPECAS work teams, at the beginning of every year (calendar), urging that the GREPECAS Working Groups support this effective coordination. | ☐ Political / Global<br>☒ Inter-regional<br>☐ Economic<br>☐Environmental<br>☒ Operational/Technical |

**Why:**

Optimize the coordination and harmonized work between RASG-PA and GREPECAS

| When: Immediate | Status   ☒ Valid / ☐ Superseded / ☐ Completed |
|---|---|
| Who:    ☒ Coordinators ☒ States ☒ ICAO Secretariat ☐ ICAO HQ | |

**DRAFT CONCLUSION**
**ePPRC/02/06    GREPECAS 2021 MEETINGS PROGRAMME**

| What: | Expected Impact |
|---|---|
| That, in order to achieve the timely participation and preparation of States in the air navigation planning and implementation activities for the CAR/SAM regions, the States approve the planning of GREPECAS 2021 events/meetings as proposed in P/01. | ☐ Political / Global<br>☒ Inter-regional<br>☐ Economic<br>☐Environmental<br>☒ Operational/Technical |

**Why:**

For the adequate planning and participation of States in GREPECAS meetings.

| When: Immediate | Status   ☒ Valid / ☐ Superseded / ☐ Completed |
|---|---|
| Who:    ☐ Coordinators ☒ States ☐ ICAO Secretariat ☐ ICAO HQ | |

| CAR/SAM Volume III |
|---|
| **CAR Region:** |
| Workshop on the fundamentals and tools of the GANP 6th Edition to support the formulation of the ANS implementation strategy of the CAR Region; Mexico City, Mexico, from January 27 to 31, 2020; |
| ICAO Workshop on the New Version of the Global Air Navigation Plan (GANP); Mexico City, Mexico, February 17-21, 2020; |
| Gradual review of the work plans of the ANI/WG task forces to align them with the GANP 6th Edition and consider the modifications to the e-ANP. |

6.3.7          Finally the Meeting took note of the deficient performance informed of the ECAR/CATG and the ECAR/NTG in the last years, where the progresses of the expected goals have not been accomplished. As such the following conclusion to the ECAR/CATG and E/CAR/NTG Members was formulated:

| CONCLUSION NACCDCA/9/18          E/CAR/CATG/WG AND E/CAR/NTG PERFORMANCE REVIEW | |
|---|---|
| **What:**<br><br>That, in order to optimize the resources and efforts in the implementation and to ensure that activities are result-oriented and of benefit of States,<br><br>a)  the E/CAR/CATG based on its current work programme and progress achieved, review and present to the NACC/DCA/10 meeting a proposal to optimize the resources and elevate the efficiency of the group, and<br><br>b)  the E/CAR/NTG analyze options to follow-up on its activities such as maximizing coordination by electronic means and/or consider conducting face-to-face meetings every two year. | **Expected impact:**<br><br>☐ Political / Global<br>☒ Inter-regional<br>☒ Economic<br>☐ Environmental<br>☒ Operational/Technical |
| **Why:** To optimize the resources and efforts in the implementation and to ensure that activities are result-oriented and of benefit to States. | |
| **When:**     NACC/DCA/10 | **Status:**    ☒ Valid / ☐ Superseded / ☐ Completed |
| **Who:**        ☒ States ☐ ICAO ☐ Other: | E/CAR CATWG and E/CAR/NTG |

**APPENDIX C**

**TERMS OF REFERENCE (ToRs) AND WORK PROGRAMME OF THE EASTERN CARIBBEAN CIVIL AVIATION TECHNICAL GROUP (E/CAR/CATG)**

1. **Background**

1.1      The Eastern Caribbean Civil Aviation Technical Group was established in October 2012 by the Directors of Civil Aviation of the Eastern Caribbean at their 24 Meeting (E/CAR/DCA/24) through Conclusion 24/7 - *New NAM/CAR Air Navigation Implementation Working Group*, item b) to continue the performance-based work programme for the implementation and improvement in all air navigation fields in the Eastern Caribbean area. This work programme was originally carried out by the Eastern Caribbean Working Group (E/CAR/WG), which was created from Agreement No. 2/1 of the Informal ATS CAR/SAM 1/75 Meeting held in Bridgetown, Barbados, from 14 to 17 October 1975, for the purpose of examining problems affecting airspace organization and utilization in the Eastern Caribbean area for States and Territories in the PIARCO and San Juan Flight Information Regions (FIRs).

2. **Terms of Reference**

   a) Foster implementation of the CAR/SAM Air Navigation Plan, ensuring compliance with the Global Air Navigation Plan (GANP) and other relevant regional documentation in compliance with ICAO Standards and Recommended Practices (SARPs), as required;

   b) facilitate development of emerging aviation issues focusing on continued improvements to operational efficiency through coordinating harmonized procedures and promoting interoperability of networks and implementation of new technologies;

   c) develop operational improvement initiatives through action plans and implementation strategies and associated technologies to improve safety, increase operational and economic efficiency and/or capacity of regional Air Navigation Services;

   d) develop and implement performance objectives related to updated Regional Air Navigation Services with regard to Doc 9750 - *Global Air Navigation Plan*;

   e) share information on implementation initiatives for enhancing compatibility of air traffic operations; and

   f) provide technical advice to the E/CAR Directors of Civil Aviation, as required, in relation to the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan and any other necessary steps for implementation.

3. **Work Programme**

3.1      The E/CAR/CATG Work Programme reflects the Regional Performance Objectives (RPO) activities/tasks contained in the *NAM/CAR Regional Performance-Based Air Navigation Implementation Plan*, applicable to the E/CAR Area, taking the following into consideration:

a) adherence to deadlines for implementation of facilities, services and procedures to improve air navigation services in the E/CAR Area;

b) development of guidelines and recommendations for States/Territories to implement their national plans;

c) recommendations for implementation of air navigation facilities and services to ensure interregional harmonization, taking into account performance metrics, environmental benefits and operational issues;

d) provision of recommendations to improve human resource planning and development in line with ICAO guidelines;

e) coordinate implementation of initiatives with the seven components of Doc 9854, (AOM, DCB, AO, TS, CM, AUO, ATMSDM) as appropriate; and

f) quantify cost/benefit analysis in terms of performance measures, deadlines, responsible body for implementation and results, as well as human factors performance.

3.2        The E/CAR/CATG must report its work programme progress to the E/CAR Directors of Civil Aviation (E/CAR/DCA and the North American, Central American and Caribbean Working Group (NACC/WG).

4. **Working Method**

a) The Chairperson of the E/CAR/CATG will be a representative from the E/CAR States/Territories designated by the E/CAR Members for a three term period. The duties of the Chairperson are the following:

   o Preside over the formal E/CAR/CATG meetings
   o Coordinate fulfilment of tasks included in the E/CAR/CATG action plan
   o Closely coordinate with the Secretariat for meeting agenda development and other issues concerning the E/CAR/CATG
   o Serve as coordinator with the Caribbean Meteorological Organization (CMO) on coordination/exchange of aeronautical MET matters
   o Coordinate with other implementation groups related to E/CAR air navigation implementation activities
   o Inform the Directors of Civil Aviation of the Eastern Caribbean Meetings on the results of the E/CAR/CATG meetings
   o States/Territories/International Organizations and users to optimize the use of available resources and experience

c) the E/CAR/CATG will carry out coordination of tasks using electronic tools and teleconferences to guarantee efficient exchange of information, when required;

d) the E/CAR/CATG may form Ad-hoc groups, task forces or committees to work on specific topics and activities. Ad-hoc groups will be valid for the time of the respective meeting. Task forces and committees will be valid until the completion of their assigned task or group of tasks. All tasks and activities should be clearly defined by time and deliverables. Nomination for the position of Committee and/or Task Force Rapporteurs may be presented by any State or Territory that is a member of the E/CAR/CATG;

e) committees and task forces should coordinate and advance their work between meetings as follows;

   o conduct work via written correspondence, i.e., e-mail, fax, etc
   o conduct work via phone and teleconference calls
   o conduct work via a dedicated page on the ICAO NACC Regional Office website
   o hold meetings when necessary

f) all committee and task force rapporteurs must present their report on the progress of assigned tasks to the E/CAR/CATG;

g) the E/CAR/CATG will use the following classification/definitions to record recommendations in meeting reports:

   o **Decisions** - Internal actions of the E/CAR/CATG
   o **Draft Conclusions** – Actions requiring communication to States and Territories and/or endorsement by the E/CAR/DCAs

h) meetings will usually be convened every year, except in years when the NACC/WG meets, or whenever necessary. The ICAO NACC Regional Office will continue remote support of the E/CAR/CATG, and in the event ICAO attendance at E/CAR/CATG meetings is requested, the E/CAR States/Territories will provide funding to accommodate travel expenses.

### 5. Membership

5.1        Antigua and Barbuda, Barbados, France, Grenada, Saint Maarten, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, United Kingdom, United States and ECCAA. Other international organizations may be included as observers.

5.2        Meeting

| | |
|---|---|
| AIM Committee | Rapporteur: Antigua and Barbuda – Luana Isaac |
| ATM Committee | Rapporteur: Trinidad and Tobago – Ian Gomez |
| SAR Committee | Rapporteur: Trinidad and Tobago – Rohan Garib |
| CNS Committee | Rapporteur: Trinidad and Tobago – Veronica Ramdath |
| AGA Committee | Rapporteur: Barbados – Gail Clark |

MET issues will be coordinated with the Caribbean Meteorological Organization.