



ICAO

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

# **Eighth Eastern Caribbean Civil Aviation Technical Group Meeting**

**E/CAR/CATG/8**

## **Final Report**

Miami, United States, 22 to 24 October 2024

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## **HISTORICAL**

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

The Eighth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/8) Meeting was held at the IATA Regional Office for the Americas in Miami, United States, and on-line from 22 to 24 October 2024.

### **ii.2 Opening Ceremony**

Mr. Eddian Méndez, Regional Officer, Air Traffic Management and Search and Rescue of the North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO), provided opening remarks, thanked the International Air Transport Association (IATA) for hosting the meeting, and officially opened the meeting.

### **ii.3 Officers of the Meeting**

The E/CAR/CATG/8 meeting was led by the Chairperson Mrs. Shenneth P. Phillips, Antigua and Barbuda, who chaired the plenary. Mr. Eddian Méndez, Regional Officer, Air Traffic Management and Search and Rescue, served as Secretary of the Meeting, supported by Mrs. Mayda Ávila, Regional Officer, Communications, Navigation and Surveillance, both from the ICAO NACC Regional Office.

### **ii.4 Working Languages**

The working language of the meeting was English and the working papers, information papers and 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 16:00 hours daily with adequate breaks.

### **ii.6 Agenda**

Agenda Item 1: Adoption of the Provisional Agenda, Working Method and Schedule

Agenda Item 2: Review and follow-up to Conclusions/Decisions

2.1 Review and follow-up on Valid Conclusions and Decisions of the E/CAR/CATG

2.2 Follow-up on Valid Conclusion and Decision of the NACC/WG

2.3 Review of pending GREPECAS Air Navigation Deficiencies

Agenda Item 3: Follow-up of the activities of the E/CAR/CATG

- 3.1 Progress report of the AGA Committee
- 3.2 Progress report of the AIM Committee
- 3.3 Progress report of the ATM Committee
- 3.4 Progress report of the SAR Committee
- 3.5 Progress report of the CNS Committee

Agenda Item 4: Update of the E/CAR/CATG Work Programme and Activities

- 4.1 Review and Identification of E/CAR/CATG main priorities and focus areas
- 4.2 ICAO NACC current projects and initiatives supporting the E/CAR region in ANS matters
- 4.3 Proposal for special implementation projects
- 4.4 Update of the E/CAR/CATG Work Programme and activities for 2025

Agenda Item 5: Other Business

**ii.7 Attendance**

The Meeting was attended by 9 States/Territories and one International Organization, totalling 56 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.

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

**ii.8.1 List of Draft Conclusions/Decisions:**

Number	Title	Page
E/CAR/CATG/8/01	<b><i>ENHANCED SUPPORT FOR EASTERN CARIBBEAN STATES REVISED STRATEGY TO SUPPORT THE PROVISION OF AIR NAVIGATION AND AERODROME SERVICES</i></b>	4-9

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

*Refer to the Meeting web page:*

<https://www.icao.int/NACC/Pages/meetings-2024-ecarntg13.aspx>

### WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01	1	Provisional Agenda and Schedule	1/10/24	Secretariat
WP/02	2	Review of Conclusions and Decisions of Previous Meetings that Impact the Activities of the E/CAR Meetings	3/10/24	Secretariat
WP/03Rev	4.1	E/CAR/CATG Main Priorities and Focus Areas	15/10/24	ECCAA
WP/04	3.3	Progress report of the ATM Committee	16/10/24	ATM Committee Rapporteur
WP/05	3.5	Progress Report of the CNS Committee	16/10/24	CNS Committee Rapporteur
WP/06	3.4	Progress report of the SAR Committee	16/10/24	SAR Committee Rapporteur
WP/07	4.1	Compliance with ICAO Standards and Recommended Practices for Aeronautical Information Products - Aeronautical Information Publication (AIP), AIP AMENDMENTS, AIP SUPPLEMENTS AND Aeronautical Information Circulars (AICs).	16/10/24	Trinidad and Tobago

### INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01	--	List of Working and Information Papers and Presentations	20/10/24	Secretariat
IP/02	4.2	Update on PIARCO Airspace Optimization	16/10/24	Trinidad and Tobago
IP/03	4.2	Trinidad and Tobago Update on ATFM Initiatives	21/10/24	Trinidad and Tobago
IP/04	3.2	AIM Personnel English Language Proficiency: Levels and Documentation Creation	16/10/24	AIM Committee Rapporteur
IP/05	4.1	Duplicate Flight Plans affects the efficient coordination of Oceanic flights between Piarco Area Control Centre and New York Air Route Traffic Control Centre (ARTCC)	16/10/24	Trinidad and Tobago

INFORMATION PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
IP/06	4.2	The Establishment of a Geomatics Unit in the Trinidad and Tobago Civil Aviation Authority	16/10/24	Trinidad and Tobago
IP/07	4.2	Trinidad and Tobago Aeronautical Information Management (AIM) Quality Management	16/10/24	Trinidad and Tobago
IP/08	4.2	Trinidad and Tobago progress on the Transition of Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM)	16/10/24	Trinidad and Tobago
IP/09	3.2	Barbados Proposed Transition to ANSP	16/10/24	AIM Committee Rapporteur

PRESENTATIONS			
Number	Agenda Item	Title	Presented by
P/01	4	ICAO NACC Strategic Assistance Programme	Secretariat
P/02Rev	4.1	Revised Strategy for the Eastern Caribbean Civil Aviation Technical Group Management (E/CAR/CATG)	Secretariat
P/03Rev	4.1	Analysis of ANS USOAP Results for the Eastern Caribbean	Secretariat



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E/CAR/CATG/8  
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**Agenda Item 1:            Adoption of the Provisional Agenda, Working Method and Schedule**

1.1            The Secretariat presented WP/01 inviting the Meeting to approve the provisional agenda and schedule. The Meeting approved the agenda and schedule.

**Agenda Item 2: Review and follow-up to Conclusions/Decisions**

***Review and follow-up on Valid Conclusions and Decisions of the E/CAR/CATG/ Review of pending GREPECAS Air Navigation Deficiencies***

2.1 Under this Agenda Item the Secretariat presented WP/02 with the updated list of valid Conclusions and Decisions of the E/CAR/CATG, and the list of Eastern Caribbean deficiencies of the GREPECAS Air Navigation Database (GANDD) considered pending. The valid Conclusions and Decisions were updated, designating them as valid, completed, or superseded, resulting as follows:

- a) Decisions E/CAR/CATG/6/02 *COMPLETE A BASIC BUILDING BLOCKS (BBB) ASSESSMENT* and E/CAR/CATG/6/03 *DEVELOPMENT OF AN ASSESSMENT ON THE GLOBAL AIR NAVIGATION PLAN REGARDING ELEMENTS READY IN BLOCK 0 AND BLOCK 1*, were superseded by Conclusion E/CAR/CATG/7/02.
- b) DECISION E/CAR/CATG/6/04 *INFORMATION TO MEASURE AIR NAVIGATION IMPLEMENTATION IN EASTERN CARIBBEAN STATES ACCORDING TO THE REGIONAL DASHBOARD* was completed.
- c) DECISION E/CAR/CATG/6/05 *UPDATE INFORMATION (TABLES) OF e-ANP VOLUME II* was considered Completed. States are responding to the required information as requested.
- d) Conclusion E/CAR/CATG/7/01 *INTEGRATION OF ECAR/NTG, ECAR/RD AND ECAR/CATG UNDER THE NACC/WG* was completed. A new structure for the NACC/WG was approved.
- e) Conclusion E/CAR/CATG/7/02 *ACTION PLAN TO COMPLETE EVALUATION OF THE E/CAR STATES ON THE STATUS OF AIR NAVIGATION SERVICES IMPLEMENTATION* remains valid. .
- f) Conclusion E/CAR/CATG/7/03 *SUPPORT TO THE DEVELOPMENT OF THE eANP VOLUME III* remains valid.
- g) Conclusion E/CAR/CATG/7/04 *CREATION OF AN AD HOC GROUP TO DEVELOP AN ADS-B IMPLEMENTATION PROJECT FOR THE E/CAR STATES* was considered invalid since this activity will be addressed by the Eastern Caribbean Network Technical Group.
- h) Conclusion E/CAR/CATG/7/05 *IMPROVE COMMUNICATION MECHANISM ON ICAO EVENT INFORMATION AND DOCUMENTATION TO THE PoC OF THE E/CAR STATES* was considered valid. The Secretariat will develop a revised communication plan by the E/CAR/CATG/9 to enhance sharing of information for the E/CAR/CATG.
- i) Conclusion E/CAR/CATG/7/06 *SUPPORT TRAINING IN QMS OF THE AIM AND MET PERSONNEL OF THE EASTERN CARIBBEAN STATES* was completed.
- j) Conclusion E/CAR/CATG/7/07 *NEW ECAR/NTG, ECAR/RD RAPPORTEUR* was completed.

2.2 In this regard, 3 decisions and conclusions from previous E/CAR/CATG meetings remain valid, and 5 were completed/considered invalid.

2.3 Regarding the valid GREPECAS Air Navigation Deficiencies (**Appendix**), the presented list remains valid, with no documented progress for the resolution of deficiencies.

2.4 Regarding Agenda Item 2.2. Follow-up on Valid Conclusion and Decision of the NACC/WG, the Meeting did not address this topic due to time constraints.



**Agenda Item 3: Follow-up of the Activities of the E/CAR/CATG**

***Progress report of the ATM Committee***

3.1 The E/CAR/CATG Air Traffic Management (ATM) Rapporteur presented WP/04 with an executive report of ATM Committee meetings activities from 2022 and 2023, taking in consideration the E/CAR/CATG/7 final report.

3.2 The E/CAR/CATG ATM Committee's Terms of Reference (ToRs) were produced in July 2023, during the E/CAR/CATG/7 meeting. The document will be reviewed by the ATM Committee Members as deemed necessary.

3.3 The review of Letters of Agreement (LoAs) and Memoranda of Understanding (MoUs) between adjacent E/CAR States/Territories and neighbouring Flight Information Regions (FIRs) is an ongoing process, with changes in technology, new/amended procedures and improving efficiency in the provision of Air traffic Services (ATS) being the main drivers.

3.4 The implementation of Air Traffic Flow Management (ATFM) and associated activities within the E/CAR subregion continues through collaboration with ATFM groups and service providers, with the aim of improving demand and capacity balancing within the region. This was evidenced with the recent 2024 International Cricket Council (ICC) Men's T20 World Cup (WC) Cricket, co-hosted by NACC States from 01 to 29 June 2024. Effective collaboration between the E/CAR subregion, United States and CANSO Air Traffic Flow Management Data Exchange Network for the Americas (CADENA), derived in strategic actions (e.g. implementing offload routes to manage expected high volume of air traffic), which resulted in safe and manageable traffic flows. During the E/CAR/CATG/7 meeting, consideration was given by the ATM Committee for a proposed E/CAR/ATFM/ Collaborative Decision Making (CDM) Operational Group. While this proposal still remains valid, ad hoc groups were formed during the 2024 ICC T20 WC Cricket event to achieve the attained outcome.

3.5 The E/CAR subregion is currently engaged in the implementation of ground-based Automatic dependent surveillance – broadcast (ADS-B) for the continental sector of the Piarco FIR/ Control Area (CTA)/ Upper Control Area (UTA), initially as a complimentary form of surveillance/situational awareness in addition to the current use of Secondary Surveillance Radar. Plans are in effect by Trinidad and Tobago to have the ground-based surveillance system installed at strategic island high-sites (e.g. Antigua and Barbuda, Barbados, Trinidad and Tobago) throughout the E/CAR subregion by the first quarter of 2025. There is also the possibility of implementing space-based ADS-B for the oceanic sector of the Piarco FIR/ CTA/UTA. This introduction of redundant surveillance/situational awareness will serve to improve upon surveillance reliability and airspace efficiency while maintaining safety in the provision of ATS.

3.6 The following activities were proposed to be included in the E/CAR/CATG ATM Committee work programme for 2025:

- E/CAR States/Territories continue the review of their respective LoAs with adjacent Air Navigation Service Providers (ANSPs) through the adoption of the standardised

EUROCONTROL Guidelines - Common Format LoA between Air Traffic Units (ATSUs), 5th ed.

- E/CAR States/Territories collaborate with their adjacent ANSPs, the NACC ATM/SAR RO and E/CAR/CATG ATM Rapporteur in the production of their respective ATM Contingency Plans to ensure that they are harmonised in accordance with Conclusion NAM/CAR/CONT/3/3 before submission to ICAO.
- The E/CAR States/Territories resume collaboration with Trinidad and Tobago regarding airspace optimisation when deemed appropriate.

### **Progress report of the SAR Committee**

3.7 The E/CAR/CATG Search and Rescue (SAR) Rapporteur presented WP/06 with a summary of the activities of the SAR Committee, as related to the improvement of the SAR Services within the E/CAR subregion and the SAR Committee's work since the North American, Central American and Caribbean Search and Rescue Task Force Meeting (NACC/WG/SAR/TF/4) meeting.

3.8 The E/CAR/CATG/SAR committee continues working towards strategically implementing elements of the SAR system that will improve the response for aircraft in need of SAR services. The Committee, mindful of the challenges associated with the provision of SAR Services within the E/CAR subregion conducted three virtual meetings focused on States' needs and challenges.

3.9 In order to improve communications among regional SAR agencies, the E/CAR/CATG/SAR Contact list was created. States are encouraged to update their contact information whenever changes occur. The contact list includes regional stakeholders from both aeronautical and maritime agencies as well as ICAO administrators and regional regulators. The information on the contact list was utilized for the formation of a WhatsApp chat group. The chat group was created as a platform for information sharing and has been an efficient means of communication amongst members.

3.10 Within the Piarco FIR, there are significant differences in delimitation between the ICAO Aeronautical Search and Rescue Regions (SRRs) and the International Maritime Organization (IMO) boundaries. This provides a challenge to harmonise SAR procedures within the E/CAR. As a means of resolution, discussions were held during a virtual meeting for States to declare the lateral limits of their SRRs. France informed Trinidad and Tobago of SAR contact information discrepancies for the RCC and RSCs in the E/CAR Aeronautical Information Publication (AIP). As such, Trinidad and Tobago requested States to provide updated information. Subsequently, the E/CAR AIP was updated to reflect the information. This initiative was also harmonised with the French West Indies (AIP).

### **Progress report of the CNS Committee**

3.11 The E/CAR/CATG CNS Rapporteur presented WP/05 with an update on the activities carried out by the CNS Committee since the E/CAR/CATG/7 meeting.

3.12 E/CAR/CATG CNS Committee ToRs were updated during the ECAR/NTG/12 and ECAR/RD/10 meetings held in Miami from 24 to 25 July, 2023.

3.13 During the period since the last meeting of the CNS Committee, the work of this Committee was limited due to the advancement of CNS project activities undertaken by Trinidad and Tobago within the Piarco FIR.

3.14 During the ECAR/NTG/13 and ECAR/RD/11 meetings (21 October 2024), the Points of Contact (PoCs) information for E/CAR States management support and the coordination of maintenance activities for the E/CAR AFS Network and the State/Territory Members of the E/CAR Network Technical Group (E/CAR/NTG) were updated so information about CNS activities, documents, meetings and work plans can be discriminated to participate in such activities/events. An evaluation was done, and it was found that there was a need to improve communication at all levels. After discussion, the ECAR/NTG/13 and ECAR/RD/11 meetings indicated that they would continue working as NTG and RD, due to the importance of their work for the needs of the E/CAR/CATG. However, it was agreed that the E/CAR/NTG and E/CAR/RD are part of the E/CAR/CATG and therefore they report to the NACC/WG Communications, Navigations and Surveillance (CNS) Task Force.

3.15 The work programme of the E/CAR NTG was reviewed and adjusted to incorporate E/CAR States ATM system connections of the Aeronautical Fixed Telecommunication Network (AFTN), the current ADS-B/Multilateration (MLAT) system installation, the AFS network upgrade, its new technology and maintenance and monitoring of the new network using the Internet Protocol (IP) solution.

3.16 The Telecommunication Services of Trinidad and Tobago (TSTT) is the service provider the E/CAR Aeronautical Fixed Services (AFS) Network. They manage service capabilities and features, conduct the network performance analysis, and upgrade and submit recommendations to ensure a reliable and robust network. The network is IP circuits and was upgraded to accommodate new technologies, due to evolving user requirements and security protocols offered by the manufacturer, CISCO. The installation of the new AFS network commenced in May 2024. The project implementation plan for the installation of the other nodes throughout the E/CAR States was approved and submitted to the States during the first week of October of 2024. The original implementation plan was revised due to the delay of the IP circuits installed by the telecommunications providers in Antigua and San Juan.

3.17 The installation of the ADSB/MLAT System within the Piarco FIR has commenced. Its scheduled to be completed in two phases. In first phase, the ADS-B/Wide Area Multilateration System (WAM) was installed at two of the six sites in Trinidad, namely the Piarco Area Control Center (ACC) and the Piarco Tower. Currently, the installation of the equipment at Carlsen Field and Mt. Bleu is on-going. It is expected that the remaining sites of the first phase in Barbados, Trinidad and Tobago will be completed by December 2024. The installation of the equipment for the second phase (Antigua and Barbuda and Saint Lucia) is expected to be completed by the second quarter of 2025 with the final testing, validation, and integration of all the sites to provide the surveillance coverage over the continental airspace.

3.18 The Surveillance Concept for the Piarco FIR will include the provision of ADS-B services to augment the existing Secondary surveillance radar (SSR) source of surveillance. The Piarco ACC will be a repository for all the ADS-B/WAM data processing, where the data will be integrated into the Piarco ATM system and the Multi Radar Tracker (MRT). Once approved, the combined data from all available surveillance sources will be available over the E/CAR AFS network for distribution to the E/CAR States.

3.19 The upgrade of the Very High Frequency (VHF)/Aeronautical mobile Service (AMS) system has been scheduled to be completed in two phases. Phase one is the conversion of the communication

link circuits from analog to IP with Phase two being the procurement of a new VHF system. Phase 1 was scheduled to be completed in October 2024. However, during the installation of the analog to digital converters, the IP circuits were deemed to be unstable. Phase 2 of the project is being finalized for submission to the procurement department and final approval.

***Progress report of the AIM Committee***

3.20 The E/CAR/CATG Aeronautical Information Management (AIM) Rapporteur presented IP/04 to outline the basic requirements for English Language Proficiency and its use in the aviation sector. ICAO requires that all pilots, air traffic controllers and aeronautical station operators involved in international operations be able to speak and understand English to a level 4 proficiency of ICAO's language proficiency rating scale.

3.21 No progress report was presented for the E/CAR/CATG AGA Committee. AGA activities for the eastern Caribbean will continue to be addressed by the NACC/WG/AGA Task Force.

3.22 No E/CAR/CATG MET Committee report was presented to the Meeting.

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**Agenda Item 4: Update of the E/CAR/CATG Work Programme and Activities**

***ICAO NACC Strategic Assistance Programme (SAP) Updates***

4.1 Under this Agenda Item, the Secretariat presented P/01 with an update of the ICAO NACC Strategic Assistance Programme (SAP). The revised SAP is an evolution from the initial systemic assistance programme established in 2015.

4.2 The NACC SAP maintains the initiative in response to the ICAO “No Country Left Behind” campaign, starting by establishing political commitment through the development of the Country Strategic Plan of Action (COSPA) or other means of commitment with ICAO. The purpose of the programme is to assist States in implementing ICAO Standards and Recommended Practices (SARPs), and to resolve Significant Safety Concerns (SSCs) and Significant Security Concerns (SSeCs), covering all areas of international civil aviation. For the SAP to be effective, coordination, collaboration and synergy of efforts between all partners are vital, providing a strategic approach to assistance to the States.

4.3 The presentation provided information regarding the rationale for the changes to the SAP, including the process for the development of initiatives and projects that will comprise the State’s COSPA.

***Revised Strategy of the E/CAR/CATG Management:***

4.4 The Secretariat presented P/02 to explain the revised strategy for the E/CAR/CATG management. Responding to a request from the E/CAR States, the NACC Regional Office decided to implement a new approach to support air navigation and aerodromes service provision and oversight in these States, promoting compliance with international standards and best practices.

4.5 In 2022, the NACC Regional Office conducted Technical Assistance Missions (TEAMs) to Antigua and Barbuda, Dominica, Grenada, Saint Lucia, and Saint Vincent and the Grenadines, all members of the Eastern Caribbean Civil Aviation Authority (ECCAA). Similarly, a Workshop on Air Traffic Services (ATS) Airspace Concept for ECCAA Member States was conducted in 2023. These activities allowed to develop a preliminary analysis of the status for air navigation services provision and oversight for the E/CAR, identifying the main challenges, to propose an effective working support mechanisms to ensure viable progress to comply with ICAO SARPs and best practices.

4.6 In view of the scope and membership of the E/CAR/CATG, E/CAR/CATG was considered as the most suitable framework to introduce a project-management mechanism leading to sustainable support for the E/ CAR air navigation and aerodromes.

4.7 In order to introduce changes to the E/CAR/CATG activities, the following immediate actions were identified for the E/CAR/CATG to conduct:

1. collect information regarding:
  - a. current Air Navigation Services (ANS) and Aerodromes and Ground Aids (AGA) projects being implemented in the E/CAR, either with the support of ICAO or any other stakeholders. This to avoid overlapping of activities and make better use of available resources
  - b. main priorities for each State and key areas where additional challenges were identified
  - c. high level support from States, in line with the NACC SAP
2. identify/draft possible implementation support projects:
  - a. identify State/Regional areas where possible projects could be proposed
  - b. draft initial proposals
  - c. identify possible funding sources/donors
3. update the E/CAR/CATG Terms of Reference:
  - a. review the current E/CAR/CATG ToRs
  - b. ensure that a rapporteur for each committee of the group be appointed
  - c. draft an updated proposal to be presented to the North America, Central America and Caribbean Working Group (NACC/WG)
4. Plan for 2025 activities.
  - a. decide a follow-up mechanism to track the progress of the proposed projects.
  - b. update of the E/CAR/CATG Work Programme and activities for 2025.
  - c. propose venue and date for 2025 Meeting.

#### ***ANS Safety Oversight Status***

4.8 The Secretariat presented P/03 with an analysis of the air navigation services audit results of the ICAO Universal Safety Oversight Audit Programme (USOAP). According to the USOAP, ANS Effective Implementation (EI) in the E/CAR is 61.34%.

4.9 The analysis showed the ANS EI per State and pointed out that Barbados and Trinidad and Tobago have not received a full USOAP audit in more than 10 years, making these States candidates for a possible audit in the coming years.

## USOAP ANS Results

Overall Results for Eastern Caribbean States

State	ANS EI %			Last USOAP Missions		
	Overall EI %	CMA Audit	ICVM*	CMA Audit	ICVM-OSVA	
Antigua and Barbuda	48.72%	9.26%	46.3%	Mar-19	Dec-23	
Barbados	51.61%	42.86%	50.49%	Feb-09	Apr-13	
Dominica	48.72%	9.26%	46.3%	Mar-19	Dec-23	
Grenada	48.72%	9.26%	46.3%	Mar-19	Dec-23	
Saint Lucia	48.72%	9.26%	46.3%	Mar-19	Dec-23	
Saint Kitts and Nevis	48.72%	9.26%	46.3%	Mar-19	Dec-23	
Saint Vincent and the Grenadines	48.72%	9.26%	46.3%	Mar-19	Dec-23	
Trinidad and Tobago	80.21%	61.90%	63.81%	Feb-07	Jul-17	OSVA Nov 2017

4.10 Regarding the Critical Elements (CE) of a state safety oversight system, the lowest EI is evidenced in the CE 2 - Specific Operating Regulations, with a subregional EI of 13%.

## USOAP ANS Results

Results per Critical Element

State	CE-1	CE-2	CE-3	CE-4	CE-5	CE-6	CE-7	CE-8
Antigua and Barbuda	33%	0%	87.50%	85.71%	100%	33.33%	29.70%	33.33%
Barbados	66.67%	40%	21.43%	23.08%	100%	61.90%	66.67%	16.67%
Dominica	33%	0%	87.50%	85.71%	100%	33.33%	29.70%	33.33%
Grenada	33%	0%	87.50%	85.71%	100%	33.33%	29.70%	33.33%
Saint Lucia	33%	0%	87.50%	85.71%	100%	33.33%	29.70%	33.33%
Saint Kitts and Nevis	33%	0%	87.50%	85.71%	100%	33.33%	29.70%	33.33%
Saint Vincent and the Grenadines	33%	0%	87.50%	85.71%	100%	33.33%	29.70%	33.33%
Trinidad and Tobago	66.67%	60%	93.33%	53.85%	100%	65%	51.22%	83.33%
<b>Subregional Average</b>	41%	13%	80%	74%	100%	41%	37%	37%

4.11 The analysis raised awareness for the EI per ANS audit area, showing the lowest results for Instruments Flight Procedures Design Services with 21.70% and Search and Rescue (SAR) 31.06%.

**USOAP ANS Results**  
Results per ANS Subarea

State	ANS General	ATS	IFPDS	AIS	CNS	MET	SAR
Antigua and Barbuda	50.00%	56.25%	7.14%	30.77%	100.00%	53.85%	37.25%
Barbados	63.64%	75.86%	46.15%	61.54%	25.00%	46.67%	0.00%
Dominica	50.00%	56.25%	7.14%	30.77%	100.00%	53.85%	37.25%
Grenada	50.00%	56.25%	7.14%	30.77%	100.00%	53.85%	37.25%
Saint Lucia	50.00%	56.25%	7.14%	30.77%	100.00%	53.85%	37.25%
Saint Kitts and Nevis	50.00%	56.25%	7.14%	30.77%	100.00%	53.85%	37.25%
Saint Vincent and the Grenadines	50.00%	56.25%	7.14%	30.77%	100.00%	53.85%	37.25%
Trinidad and Tobago	81.82%	51.72%	84.62%	69.23%	75.00%	86.67%	25.00%
<b>Subregional Average</b>	<b>55.68%</b>	<b>58.14%</b>	<b>21.70%</b>	<b>39.42%</b>	<b>87.50%</b>	<b>57.06%</b>	<b>31.06%</b>

#### ***Review and Identification of E/CAR/CATG Main Priorities and Focus Areas***

4.12 The ECCAA presented WP/03 to provide information on the work of the ECCAA ANS Section as it continues to implement oversight activities, using as a reference the results of annual inspection conducted between 2022 – 2024, as well as the deficiencies documented by the GREPECAS Air Navigation Deficiencies Database (GANDD). The objective of this Paper was to highlight the priorities for improving the ANS in the ECCAA participating States.

4.13 A comprehensive review of the audit results reveals that all States continue to face challenges to comply with some Protocol Questions (PQs). For example:

- mastering a methodology for accurately determining airspace capacity and/or staffing needs, to comply with the Fatigue Risk Management Regulation.
- given the cost of training, identifying cost-effective ways to achieve training in areas like Quality Management Systems (QMS), introductory and advanced SAR Training and Instrument Flight Procedure Design (IFPD) training.
- identifying which modern technologies would improve aviation safety in the region.
- in the review of the GANDD it was recognized that many of the challenges faced by ECCAA States presently are like the challenges faced by other States ANSPs as they progressively developed their air navigation systems over the years.

4.14 The ECCAA developed the following list of priority areas that can be addressed at the State level or through specific projects.

ANS Speciality	Topics to be addressed
ATS / PEL	<ul style="list-style-type: none"> <li>➤ Absence of functional Quality Assurance Programmes for ATS</li> <li>➤ Lack of a comprehensive Training Programmes</li> <li>➤ Incorrect Airspace classification for the services provided</li> <li>➤ Inability to assess and declare Air Traffic Control (ATC) Capacity</li> </ul>



ANS Speciality	Topics to be addressed
<b>AIM</b>	<ul style="list-style-type: none"> <li>➤ Lack of progress in establishing AIS as an independent unit</li> <li>➤ Slow transition from AIS to AIM (i.e., Lack of implementation of Phase 1)</li> <li>➤ Failure to continually assess the competency of the staff</li> <li>➤ Absence of LOAs with Piarco aeronautical Information management (AIM) and other ANSPs</li> <li>➤ Failure to conduct Aeronautical Information Services (AIS)/AIM Refresher Training</li> </ul>
<b>MET</b>	<ul style="list-style-type: none"> <li>➤ Failure to establish and implement a Quality Management System (QMS)</li> <li>➤ Failure to continually assess the competency of the staff</li> <li>➤ Absence of LOAs with other ANSPs</li> </ul>
<b>CNS</b>	<ul style="list-style-type: none"> <li>➤ Absence of LOAs with ATC</li> <li>➤ Slow/No implementation of new surveillance technology</li> <li>➤ Slow transition from ground-based navigation to extraterritorial navigation</li> </ul>
<b>PANSOPS</b>	<ul style="list-style-type: none"> <li>➤ Lack of trained personnel for IFPD</li> </ul>
<b>CARTOGRAPHY</b>	<ul style="list-style-type: none"> <li>➤ Failure to establish and implement a QMS</li> <li>➤ Failure to conduct AIS/AIM Refresher Training</li> </ul>
<b>SAR</b>	<ul style="list-style-type: none"> <li>➤ Limited functional Aeronautical Rescue Sub-Centres (ARSCs)</li> <li>➤ Lack of Introductory &amp; Advanced Aeronautical SAR Training</li> <li>➤ Lack of SAR Mission Commander (SMC) Training for the RSC</li> <li>➤ Absence of SAR Agreements with the RCC, other RCSs and SRUs</li> </ul>
<b>GENERAL</b>	<ul style="list-style-type: none"> <li>➤ Failure to develop/complete ANSP Manual of Operations for all areas</li> <li>➤ Inadequate Staffing for many of the ANSPs</li> </ul>

4.15 Trinidad and Tobago presented WP/07 to analyse the compliance of the SARPs concerning aeronautical information products by E/CAR States. Aeronautical Information Products, including AIP, are critical to aircraft operators, airports operators, ANSPs, and civil aviation stakeholders. These products include both aeronautical charts and aeronautical information that are necessary for safe, effective and efficient aviation operations.

4.16 The Trinidad and Tobago Civil Aviation Authority (TTCAA) under the guidance of formal agreements with E/CAR States, Anguilla, British Virgin Islands and data originators, have the responsibility for the publication of timely and complete aeronautical data and aeronautical information products, AIP, AIP amendments, AIP Supplements and Aeronautical Information Circulars (AICs).

4.17 Trinidad and Tobago is facing challenges to comply with Annex 15 – *Aeronautical Information Services* requirements for aeronautical information products. The main issues impeding compliance with Annex 15 SARPs are:

- Publication delays due to inaccurate data submission.
- Late/no submission of raw data.
- Difficulties in determining data suitable for Aeronautical information regulation and control (AIRAC) publications
- Lack of response from data originators to queries regarding discrepancies with information provided.

4.18 The Promulgation Advice Form currently used to submit data for publication has been updated to include a statement that indicates that the data submitted via this form meets the required data quality and that relevant verification and validation processes were conducted prior to submission. Promulgation Advice Forms submitted to the TTCAA AIM Publication Unit will be accepted, with the understanding that data submitted has undergone the required processes to ensure data quality.

4.19 Trinidad and Tobago presented IP/05 to inform on problems and increase workload caused by duplicated flight plans during the coordination of New York Oceanic FIR (KZWY), Oceanic Clearances by Piarco Air Traffic Control (ATC) for East Bound flights which enter New York Oceanic from Piarco FIR (TTZP).

4.20 Historically, Piarco ATS facilitates the issuance of Oceanic Clearances for Eastbound flights which enter New York (KZWY) airspace from Piarco (TTZP) airspace. The coordination process with New York Air Route Traffic Control Centre (ARTCC) for Eastbound involves, in addition to the boundary estimate (position, time, flight level and Mach number), reading the entire requested route of flight from the TTZP/KZWY common FIR boundary until the first landfall waypoint. Piarco Area Control Centre (ACC) then transmits the New York ARTCC approved route via Very High Frequency (VHF) or High Frequency (HF) voice communication to the flight. Piarco ACC confirms the Pilot's read back via the same mode of transmission.

4.21 Differences in flight plans between the Airline and ATS Units which are discovered during the issuance of the Oceanic Airways Clearances (OAC) over VHF can result in communication congestion on the frequency and read back errors which impacts safety and efficiency. It is therefore proposed that the coordination and issuance of Oceanic Clearances be replaced by another means such as, ATS Inter-Facility Data Communication (AIDC) or Controller Pilot Data Link Communications (CPDLC). Piarco ATC is investigating this as a near term solution, but it is dependent on the implementation of AIDC on the TTZP/KZWY boundary.

4.22 Delegates from United States and Trinidad and Tobago held a breakout session, which included participation from New York air traffic control center (KZWY) Oceanic manager joining via teleconference. The teams deliberated on mitigation strategy that would facilitate removing the requirement for Piarco air traffic control center issuing oceanic clearances via very-high frequency (VHF) radio communication. The meeting concluded with both teams concurring with the mitigation procedure and established a plan to implement in November 2025.

4.23 Barbados presented IP/09 to inform on their transition from an ANS department to an ANSP. In 2023 Barbados Civil Aviation Department made a change by separating its regulatory section now called Barbados Civil Aviation Authority (BCAA) from the ATS. It is headed by a Director General and its main function is to perform regulatory oversight of the ANS and the airport stakeholders. The ANS department is headed by the Director of Air Navigation Services (DANS). The DANS' main goal is to have the ANS Department transition to an ANSP. A proposal has been submitted to the Parent Ministry outlining the benefits of the transition. The proposal was readily accepted, and a cabinet paper was prepared for the Cabinet's approval. The DANS is awaiting a date to make a presentation to the Prime Minister.

4.24 Trinidad and Tobago presented IP/02 with an update of the Piarco FIR (TTZP) airspace optimization project. Trinidad and Tobago will continue its initiatives in AO to enhance safety, increase

capacity, and improve operational efficiency for all current and future airspace users. Ongoing efforts will also focus on maintaining smooth traffic flow in both the upper and lower airspace of the Piarco FIR and TMAs.

4.25 IP/03 provided a summary of the Air Traffic Flow Management (ATFM) related activities conducted by Trinidad and Tobago. Trinidad and Tobago has invested in a system which is capable of supplying demand information as well as providing a Collaborative Decision-Making (CDM) platform within the Piarco FIR. Additionally, ATFM procedures have been developed, documented and staff have been trained to implement various procedures based on events or contingencies.

4.26 IP/06 informed about the establishment of a Geomatics Unit within the TTCAA Air Navigation Services Division. The Geomatics Unit is a highly technical and specialized Unit within the Aeronautical Information Management (AIM) department and is responsible for acquiring and managing eTOD, as well as developing mandatory aeronautical charts for the State of Trinidad and Tobago.

4.27 IP/07 informed regarding the Trinidad and Tobago AIM Quality Management. IP/08 provided an update on the TTCAA transition from AIS to AIM.

#### ***E/CAR/CATG Recommendations to Support the E/CAR ANS and AGA Services***

4.28 After reviewing the report from the Committees and analysing all the information provided, the Meeting worked to establish the priorities for the E/CAR/CATG, to respond to the expectations for a revised strategy to support the E/CAR ANS and AGA. The following is a list of the areas where changes are required, including recommendations for specific actions:

##### **4.28.1 High Level Support**

- High-level support for civil aviation initiatives is a constant challenge for the E/CAR States. Although tourism is one of the main economic activities in the region, decision-makers at ministerial level need to be periodically reminded of the importance of the provision of air navigation services in ensuring operational safety and efficiency in the operations that make it possible for visitors to arrive.
- Periodic awareness sessions for E/CAR government high-level decision makers are suggested.

##### **4.28.2 Communication mechanisms**

- ICAO provides information on its activities and meetings through formal communication channels. Several States in the region have made changes to their structure, separating or specifying the functions for ANS safety oversight and service provision. However, these changes at the State level are not reflected in ICAO's communication procedures, which does not ensure that relevant information reaches the institutions that are relevant to the provision and oversight of air navigation services.
- A revised communication plan for the E/CAR is recommended, to ensure adequate information reaches relevant points of contact.

4.28.3 ANS Planning

- Planning for the provision and oversight of air navigation services remains a pressing need in the region. The lack of updating of air navigation plans developed by the E/CAR States causes disconnection of implementation initiatives and hinders the strategic analysis of the improvement projects they are currently taking place.
- The development of a specific support project for updating E/CAR air navigation plans will improve compliance with ANS related SARPs, ensuring alignment of strategies, making better use of available resources.

4.28.4 ATS surveillance system implementation

- Several States in the E/CAR subregion are in the process of implementing ATS surveillance systems, to enhance the provision of air traffic control services. These initiatives require support to ensure proper implementation, and the update of ATS operational procedures. Additionally, since these initiatives are carried out separately, there is no coordination that allows for the analysis of combined coverage and sharing possibilities.
- ICAO support to ensure technical requirements are met and operational procedures are implemented is recommended.

4.28.5 Instrument Flight Procedures Design

- Instrument flight procedures design (IFPD) oversight has the lowest USOAP ANS effective implementation for the E/CAR. E/CAR States are facing challenges to comply with ICAO requirements for IFPD due to limited human resources.
- The implementation of the ICAO Instrument Flight Procedures Design Programme (FPP) has been received as a viable solution for E/CAR States, to enhance the IFPDS oversight. ICAO is urged to implement the FPP.

4.28.6 SAR Services

- SAR coordination is one of the main deficiencies identified in the region, with limited support and very little progress. The CAR/SAM Air Navigation Plan assigns responsibilities for the establishment of Rescue Sub Centres (RSC) to Antigua and Barbuda, Barbados, France, Grenada and Saint Vincent and the Grenadines. The RSCs of Barbados, Grenada and Saint Vincent and the Grenadines are not operational.
- The RSC of Antigua and Barbuda has a great opportunity to function as a joint rescue coordinating subcentre. To complete these functions, Antigua and Barbuda RSC requires SAR Mission Coordinators training and complete SAR agreements with RSC Pointe-a-Pitre.
- It is recommended that international cooperation be requested to provide training for SAR mission coordinators to the personnel of Antigua and Barbuda. Similarly, the development of specific implementation support projects to establish the operation of the RSCs of Barbados, Grenada and Saint Vincent and the Grenadines is recommended.
- High-level support from is required to promote the signing of SAR agreements between Antigua and Barbuda and France.

4.28.7 In this regard, the Meeting formulated the following Draft Conclusion:

<b>DRAFT CONCLUSION</b> <b>E/CAR/CATG/8/01</b>		<b>ENHANCED SUPPORT FOR EASTERN CARIBBEAN STATES REVISED STRATEGY TO SUPPORT THE PROVISION OF AIR NAVIGATION AND AERODROME SERVICES</b>	
<b>What:</b>  That, to implement a revised strategy to support the provision of air navigation and aerodrome services by the Eastern Caribbean States: <ul style="list-style-type: none"> <li>a) E/CAR States endorse the recommendations included in Section 4.27 above;</li> <li>b) E/CAR/CATG, in coordination with States, international organizations and ICAO NACC, to develop special implementation projects to address the priorities identified; and</li> <li>c) the Secretariat work with the rapporteurs of each committee and the Chairperson to include the required actions in the E/CAR/CATG work programme and report it to the NACC/WG/9 meeting.</li> </ul>		<b>Expected impact:</b>  <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> To improve compliance with ICAO SARPs			
<b>When:</b> a) and b) Immediately c) by NACC/WG/9 Meeting		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:		E/CAR/CATG	

**Agenda Item 5:            Other Business**

5.1            No other business were discussed under this Agenda Item.

# International Civil Aviation Organization

## CAR/SAM Regions



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Counter datafile "/var/cpanel/Counters/mexico.dat" must be created in cPanel first!

NACC

### GREPECAS Air Navigation Deficiencies Database (GANDD)

Region  Area  State  Priority  ☒ Outstanding

Identification	State/Facilities and Services	Description	Notification Date	Priority	Completion Date	Executing Body	Remarks
Region <a href="#">CAR</a> Area <a href="#">AGA</a> in <a href="#">TA</a>							
AGA-612-C	Mandatory instruction signs (Annex 14, Vol. I, 5.4.2.1 and 5.4.2.12; 5.2.8.4; 5.3.18.1)	Antigua and Barbuda	Lack of runway holding position signs on the intersection of GA TWY and active RWY and most of TWY/RWY intersections. The TWY centerline marking is not located at the center of the TWY width. Implement enhanced TWY centreline and lighting for night operations	MAY-2017	A	JUN-2022	ECCAA and V.C. Bird Intl
AGA-613-C	Road holding position marking (Annex 14, Vol. I, 5.2.15 and 5.4.7)	Antigua and Barbuda	The RFFs vehicle service road has no markings and no signs	MAY-2017	A	OCT-2020	ECCAA and V.C. Bird Intl

# International Civil Aviation Organization CAR/SAM Regions



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## GREPECAS Air Navigation Deficiencies Database (GANDD)

NACC

Region  Area  State  Priority  ☒ Outstanding

Identification	State/Facilities and Services	Description	Notification Date	Priority	Completion Date	Executing Body	Remarks
Region <a href="#">CAR</a> Area <a href="#">MET</a> in <a href="#">TB</a>							
<input type="text" value="MET-95-C"/>	Annex 3, Chapter 2, 2.2.1 RP 2.2.2 & 2.2.3	Barbados	A properly organized quality system comprising of procedures and resources necessary to provide for the quality of management of the meteorological information supplied for international air navigation has not been established by Barbados Meteorological Service Department.	SEP-2011	A	FEB-2022	Meteorological Service



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Identification	State/Facilities and Services	Description	Notification Date	Priority	Completion Date	Executing Body	Remarks
Region <a href="#">CAR</a> Area <a href="#">AGA</a> in <a href="#">TG</a>							
AGA-614-C	Wildlife strike hazard reduction (Annex 14, Vol. I, 9.4)	Grenada, Maurice Bishop Intl	Bird strike reports are being collected by the airport operator; however, they are not being reported to ECCAA or ICAO	MAY-2017	A	DEC-2021	ECCAA and Maurice Bishop Intl
AGA-615-C	Obstacle restriction and removal (Annex 14, Vol. I, 4.2)	Grenada	Obstacles in the approach and transitional surfaces: university complex, parking lot, trees and hills	MAY-2017	A	JUN-2022	ECCAA and Maurice Bishop Intl
AGA-616-C	Pavements (Annex 14, Vol. I, 10.2.7)	Grenada	RWY shoulders with loose material (asphalt aggregate)	MAY-2017	A	OCT-2019	ECCAA and Maurice Bishop Intl
AGA-617-C	Runway side stripe marking (Annex 14, Vol. I, 5.2.7, 5.2.7.5)	Grenada	Runway side stripe markings are poor and not consistent along the length of the runway	MAY-2017	A	OCT-2019	ECCAA and Maurice Bishop Intl

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Identification	State/Facilities and Services	Description	Notification Date	Priority	Completion Date	Executing Body	Remarks
Region <a href="#">CAR</a> Area <a href="#">AGA</a> in <a href="#">TL</a>							
AGA-619-C	Runway side stripe marking (Annex 14, Vol. I, 5.2.7)	Saint Lucia	No side stripe marking along runway 10/28.	APR-2018	A	TBD	SLASPA
AGA-620-C	Runway side stripe marking (Annex 14, Vol. I, 5.2.7)	Saint Lucia	No side stripe marking along runway 10/28.	APR-2018	A	DEC-2022	SLASPA
AGA-621-C	Runway holding position marking (Annex 14, Vol. I, 5.2.10.1)	Saint Lucia	No mandatory hold-short signage is provided.	APR-2018	A	DEC-2022	SLASPA
AGA-623-C	Markings (Annex 14, vol. I, 5.2.1.5)	Saint Lucia	Lack of double edge-lines on taxiways.	APR-2018	A	DEC-2022	SLASPA
AGA-624-C	Markings (Annex 14, vol. I, 5.2.1.5)	Saint Lucia	Lack of apron safety area markings.	DEC-2018		TBD	SLASPA
AGA-625-C	Emergency access roads (Annex 14, Vol. I, 9.2.34)	Saint Lucia	Service road lanes and passenger walkways are unclear.	APR-2018	B	DEC-2022	SLASPA
AGA-626-C	Removal of contaminants (Annex 14, Vol. I, 10.3.3)	Saint Lucia, VIEUX FORT, Hewanorra Intl	Ground equipment blocking safety areas on apron.	APR-2018	B	DEC-2022	SLASPA
AGA-627-C	Removal of contaminants (Annex 14, Vol. I, 10.3)	Saint Lucia, VIEUX FORT, Hewanorra Int	Rubber deposits at touch down zone are significant.	APR-2018	A	DEC-2022	SLASPA
AGA-628-C	Removal of contaminants (Annex 14, Vol. I, 10.3).	Saint Lucia, VIEUX FORT, Hewanorra Intl	Evidence of standing water on taxiway/runway.	APR-2018	A	DEC-2022	SLASPA

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Region  Area  State  Priority  ☒ Outstanding

Identification	State/Facilities and Services	Description	Notification Date	Priority	Completion Date	Executing Body	Remarks	
Region <a href="#">CAR</a> Area <a href="#">ATM</a> in <a href="#">SM</a>								
<div>ATM-99-C</div>	Annex 11, Docs 4444, 9184, 9426, 9859	Sint Maarten Airport. Air traffic control tower	Deficiente visibility from the air traffic control tower at the St. Maarten Airport.	AUG-2007	A	TBD	Sint Maarten Airport	ICAO RO/ATM/SAR Visit in 2007
<div>ATM-100-C</div>	Doc 8168	Sint Maarten	Height calculation of large obstacles in the surroundings of the St. Maarten airport	AUG-2007	A	TBD		.

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Identification	State/Facilities and Services	Description	Notification Date	Priority	Completion Date	Executing Body	Remarks
Region <a href="#">CAR</a> Area <a href="#">AGA</a> in <a href="#">TV</a>							
AGA-629-C	Markings (Annex 14, vol. I, 5.2.14.2)	Saint Vincent and the Grenadines, Argyle Intl	Lack of apron safety lines.	APR-2018	A	DEC-2022	TVSA-CEO
AGA-630-C	Aircraft stand marking (Annex 14, Vol. I, 5.2.13)	Saint Vincent and the Grenadines	Apron taxi lead-in stop bars require aircraft type identification markings.	APR-2018	A	DEC-2022	TVSA-CEO
AGA-631-C	Non-loadbearing surfaces (Annex 14, Vol. I, 7.2.3)	Saint Vincent and the Grenadines, Argyle Intl	Apron double edge lines stop short at apron stand, do not continue along TWY to RWY edg	APR-2018	B	DEC-2022	TVSA-CEO
AGA-632-C	Runway turn pads (Annex 14, Vol. I, 3.3.1 & 3.3.12)	Saint Vincent and the Grenadines	Turnpad-west: lack of yellow taxi line and double edge markings	TBD	B	DEC-2022	TVSA-CEO
AGA-633-C	Taxiway edge lights (Annex 14, Vol. I, 5.3.18.5)	Saint Vincent and the Grenadines	Turnpad west: taxiway edge lights are not spaced at uniform longitudinal intervals.	APR-2018	B	DEC-2022	TVSA-CEO
AGA-635-C	Visual aids for denoting obstacles (Annex 14, Vol. I, 6.1.1.6) 3A	Saint Vincent and the Grenadines	Elevated structures on all peripheral properties without obstruction lights at top.	APR-2018	A	DEC-2022	TVSA-CEO

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Identification	State/Facilities and Services	Description	Notification Date	Priority	Completion Date	Executing Body	Remarks	
Region <a href="#">CAR</a> Area <a href="#">ATM</a> in <a href="#">TT</a>								
ATM-57-C	Annex 11, Doc 4444	Trinidad and Tobago	Lack of implementation of ATS Safety Management programme.	JUL-2006	A	JUN-2017	TTCAA	Implement an ATS safety management programme, which includes: a) establishing the amount of ATS personnel qualified to perform regulation tasks and ATS surveillance safety management; b) promoting specialized personnel training in ATS to accomplish these functions; and c) develop an ATS safety programme with preventive measures to avoid runway incursions.
ATM-60-C	Annex 11, Doc 4444, Doc 9426	Trinidad and Tobago	Lack of information of ATS capacity.	AUG-2006	A	DEC-2016	TTCAA	That Trinidad and Tobago carry out a study on demand and capacity of ATS service, to adequately cover the ATC units positions and the future ATFM unit of the FIR Piarco, which includes: a) determining the number of ATC job positions required for the next 5 years; b) determining the number of ATC personnel required to cover adequately the ATC job positions for the next 5 years; c) determining the number of personnel for the administrative support of ATS for the next 5 years; and, d)determining the required specialized personnel for the provision of ATFM service.
SAR-2-C	Annex 12, Doc 9731	Trinidad and Tobago RCC Piarco	No implementation of the RCC for SAR coordination within the Piarco FIR.	OCT-1995	A	DEC-2017	CAA Trinidad and Tobago/Ministry of Nat.Sec.	Implement SAR requirements in the Piarco FIR, through: a) the elaboration and publication of a SAR legislation, including the use, registration and development of ELT in 406 data base; b) the establishment of a National SAR Committee, including the coordination among civil and military authorities; c) the development of a National SAR Plan; d) the publication of applicable SAR documentation; e) the establishment of RSC with the adequate equipment; f) the development of a training plan for the personnel involved in the coordination, location and rescue missions; and g) the implementation of a grading/certification for SAR personnel.