



ICAO

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

E/CAR/CATG/9 — WP/04
08/07/25

Ninth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/9) Meeting
Miami, United States, 28 to 31 July 2025

Agenda Item 4: Update of the E/CAR/CATG Work Programme and Activities
4.3 Regional Mechanism for Sharing of ANS Human Resources

**SUPPORT FOR INSTRUMENT FLIGHT PROCEDURES DESIGN INSPECTION/OVERSIGHT
IN THE CARIBBEAN REGION**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper provides an update of the project to Support for Instrument Flight Procedures Design (IFPD) Inspection/Oversight in the Caribbean Region and request assistance for developing a regional agreement to foster collaboration and pooling of resources for the IFPD and oversight for those States with limited capabilities or lack or qualified inspectors.	
Action:	Suggested actions are included in Section 6.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Support for Instrument Flight Procedures Design Inspection/Oversight in the Caribbean Region Project Document

1. Introduction

1.1 The instrument flight procedures (IFPs) are an essential component of the air navigation system. Every day, thousands of aircraft around the world are flying instrument departure, arrival, or approach procedures to airports in every country. It is the responsibility of the States to provide an instrument flight procedure design service (IFPDS), so operators can fly safe, environmentally friendly and efficient IFPs.

1.2 CAR Region States face difficulties in fulfilling their responsibilities related to the design and oversight of IFPs, as well as with the planning for the management of their airspace, according to the ICAO requirements and the expectations of airspace users.

1.3 Receiving support for the establishment of IFPDS oversight is a regional priority, that must be combined with multilateral collaboration to ensure the compliance with this critical function.

2. Background

2.1 A Regional Flight Procedure Program for the Caribbean Region (CAR FPP) was established and received limited support from the CAR Region States and International Organizations. Initially, the six Central American States and the Central American Corporation of Air Navigation Services (COCESNA) joined the program.

2.2 After analysing the experience of the implementation of similar programs in other Regions, the CAR FPP received some questioning regarding its viability, sustainability, and the initial formulation of its objectives.

2.3 To move ahead with the program, the NACC Office proposed a revised strategy with respect to the program, allowing its continuity, and the use of the allocated resources for activities that benefit the improvement in regional capabilities for the design and oversight of instrument flight procedures. In more simple terms, the CAR FPP was changed into a limited-time and activity-based project, focused on the support for IFPD inspection/oversight.

3. Description of the project

3.1 Objectives.

3.1.1 Enhance the regional instrument flight procedures design oversight capabilities, and airspace management by:

- a) Supporting the development and promulgation of regulations as bases for instrument flight procedures design.
- b) Providing training to support the development and implementation of formal surveillance programmes for the continued supervision of the IFPD service providers.
- c) Providing basic and advanced PANS-OPS training to support the development of competencies to allow the IFPD oversight, tendering and selection process of IFPD service providers, performing a review of the IFP designed and published, planning for airspace management, and publication of IFP according to the criteria established by the State, consistent with ICAO SARPs and PANS guidance material.
- d) Fostering regional collaboration and pooling of resources to support the IFPD and oversight.
- e) Implementing a regional partnership mechanism to improve quality assurance in the States IFPD through access to procedure design automation solutions and associated data storage and assisting States with airspace design and operational approval functions

3.2 Project phases.

3.2.1 The Project has 4 phases, that are described below:

Phase 1: Evaluation of the Piarco Flight Information Region Lower Airspace Design

- A subject matter expert (SME) was hired by the Project to conduct a comprehensive evaluation of the Piarco FIR Lower Airspace. The evaluation was completed, preliminary results shared with

the States involved, pending the submission of individual reports with the recommendations. A Working Paper with the summary of the evaluation was presented to this Meeting.

Phase 2: Instrument Flight Procedures Design Basic Training

- The Project will provide this training to selected eastern Caribbean States representatives.
- Selected States and International Organizations for this Training are Antigua and Barbuda, Barbados, Trinidad and Tobago, and the Eastern Caribbean Civil Aviation Authority (ECCAA).
- The priority is given to the training of IFPDS Inspectors, except for Antigua and Barbuda.
- The training will be provided by IDS North America at the ICAO Headquarters in Montreal, tentatively for late October or beginning of November, with a duration of 30 days.
- Participating States/International Organizations will have to cover airfare to Montreal, and the Project will cover the rest of the expenses.

Phase 3: Flight procedure design On-The-Job Training – Initial.

- After completion of the Phase 2 of the Project, participants that approve the Basic Training will receive their Instrument Flight Procedures Design Basic Training On-The-Job Training.
- The training will be provided remotely by FLYGHT7, tentatively for March 2026, focusing on the development of the IFPs from their required by their own States, with a duration of 480 hours.

Phase 4: Flight Procedure Design Inspector Workshop.

- After completion of the Phase 3 of the Project, participants that approve the OJT and will perform functions as IFPDS Inspectors, will receive a workshop to develop basic competencies as IFPDS inspectors.
- The Training will be provided by an experienced IFPDS Inspector at the NACC Regional Office in Mexico City, tentatively for April 2026, with a duration of 5 days.
- Participating States/International Organizations will have to cover airfare to Mexico City, and the Project will cover the rest of the expenses.

3.3 Actions for the continuity of the project.

3.3.1 To promote the sustainability of the capacities developed based on the activities of this Project, the beneficiary States and International Organizations must:

- a) reaffirm their commitment to maintain qualified human resources to perform the duties related to IFPD.
- b) cooperate, to the extent possible, with other States and Organizations of the CAR Region that face challenges in meeting their responsibilities regarding IFPDS.
- c) Promote the strengthening of regional mechanisms to support IFPDS and oversight.

4. Regional agreement to support collaboration and pooling of resources to support the IFPD and oversight.

4.1 One pending element of the Project is the development of a regional agreement to support collaboration and pooling of resources to support the IFPD and oversight for those States with limited capabilities or lack of qualified IFPD Inspectors.

4.2 There's a common understanding that E/CAR States will continue to outsource the development of their IFPs. However, States of the region lacking IFPD basic capabilities, will require support to properly select their service providers, develop their IFPD requests, review and evaluate the final products provided.

4.3 Even after completion of the completion of the Project, States and International Organizations will require support for IFPD oversight, until competencies are strengthened by the experience of inspections. Collaboration and mutual support will significantly enhance this process.

5. Conclusions.

5.1 The results of the USOAP Audits and the information received from the surveys passed by the ICAO NACC Office emphasize the difficulties the E/CAR States are facing to comply with their responsibilities regarding IFPDS and Airspace Planning.

5.2 The maintenance of IFP is a critical component to safety of operations. This is a permanent process that requires the combination of the ATS service provider and safety oversight functions.

5.3 Despite what can be initially perceived as a simple development of competencies developed by training, the maintenance of the IFPDS oversight is a complex and very expensive process, that many States globally struggle to maintain. Regional collaboration is the only sustainable alternative to comply with these responsibilities, specially by small States/ATS providers.

6. Suggested actions.

6.1 The Meeting is invited to:

- a) Propose a Regional agreement to support collaboration and pooling of resources to support the IFPD and oversight, as described in Section 4.
- b) Identify the proper forum to endorse and ratify this agreement.
- c) Suggest any other actions deemed necessary.