



ICAO

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WORKING PAPER

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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
4.5 Update of the E/CAR/CATG Work Programme and activities for 2026

**FOLLOW-UP: REVISED STRATEGY TO SUPPORT
THE PROVISION OF AIR NAVIGATION AND AERODROME SERVICES**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper provides a follow-up for the E/CAR/CATG/8 Conclusion regarding the strategy for enhanced support for eastern Caribbean States and proposes actions for E/CAR/CATG Committees to adopt a new approach to plan their activities.	
Action:	Suggested actions are included in Section 7.
<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">• Final Report of the E/CAR/CATG/8 Meeting. Miami, United States 28 to 31 July 2024.• RLA/09/801 - Multi-Regional Civil Aviation Assistance Programme (MCAAP) - Procedural Handbook (2023 Edition).• ICAO Air Navigation Bureau Priority Areas for Implementation Support 2025.

1. Introduction

1.1 The Eastern Caribbean is a diverse and complex subregion of the Caribbean, with very specific characteristics in relation to civil aviation and the provision of related services.

1.2 Due to the importance of civil aviation for the sustainable development of this subregion, and the limited resources available to support the implementation of ICAO Standards and Recommended Practices (SARPs), the approach for planning of activities needs to be carefully tailored to this context.

1.3 The Eastern Caribbean Civil Aviation Technical Group (ECAR/CATG), and its Committees, are highly regarded as the most adequate framework to identify the main needs of this subregion and guide its support implementation activities.

2. Background

2.1 During the E/CAR/CATG/8 Meeting, held in Miami, United States, from 28 to 31 July 2024, The Secretariat explained the revised strategy for the E/CAR/CATG activities. 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.

2.2 In view of its scope and membership, the 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.

2.3 CONCLUSION E/CAR/CATG/8/01, *ENHANCED SUPPORT FOR EASTERN CARIBBEAN STATES REVISED STRATEGY TO SUPPORT THE PROVISION OF AIR NAVIGATION AND AERODROME SERVICES*, endorsed a list of the areas where changes are required, including recommendations for specific actions. Additionally, this Conclusion request the Secretariat to 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.

3. Relationship with the GREPECAS and the NACC/WG

3.1 *GREPECAS.*

3.1.1 The CAR/SAM Planning and Implementation Regional Group (GREPECAS) is responsible for the development and maintenance of air navigation plans and provides for the planning and implementation of air navigation systems within specific areas, in accordance with the planning frameworks agreed at the global and regional levels.

3.1.2 The GREPECAS is the main link between the CAR/SAM Regions work programmes and the high-level decision making of ICAO. This means that GREPECAS is the gateway to access the main resources that are at the disposal of the Regional Offices.

3.1.3 Unfortunately, there's little to no mention of the current challenges of the eastern Caribbean support implementation activities within the framework of the GREPECAS, leaving a snapshot of the status of the CAR Region based on the inputs from the main contributors to this important forum.

3.2 *NACC/WG.*

3.2.1 The North American, Central American and Caribbean Working Group (NACC/WG) is the only regional implementation mechanism in the NAM/CAR regions, integrating all the Task Forces of the different air navigation areas and it is the mechanism through which the region reports its level of implementation.

3.2.2 The E/CAR/CATG is part of the NACC/WG structure, established to address those specific needs of the Eastern Caribbean, which are not necessarily considered priorities by the full spectrum of States of the NAM/CAR Regions.

3.2.3 The main challenge for the E/CAR/CATG, in ensuring an effective relationship with the NACC/WG, is to identify activities that reflect the main needs and challenges of the Eastern Caribbean, rather than duplicating working arrangements already agreed upon at the NAM/CAR regional level. The current practice of the E/CAR/CATG and its committees is to introduce into its Work Programme Conclusions and Decisions arising from the NACC/WG.

4. Sources of Funding.

4.1 To obtain resources to enable implementation support activities, not fully covered by the regular ICAO programme, there are two main possible funding mechanisms: the RLA/09/801 - Multi-Regional Civil Aviation Assistance Programme (MCAAP) and Air Navigation Bureau (ANB) safety and air navigation implementation support activities. Each of these mechanisms has its own set of rules and criteria, which can be a good alternative, especially for short, low budget and targeted projects.

4.2 The MCAAP is the Regional Assistance programme, which provides more flexibility for the identification and approval of projects. However, the activities proposed to the MCAAP cannot include States that are in arrears with the payments to the Project.

4.3 The ICAO ANB is an important strategic partner in the search for resources to address the major initiatives of the E/CAR/CATG. Annually, the ANB establish an implementation support policy which describes the priority areas for implementation support for each year. Below is a table with the ANB Priority Areas for Implementation Support 2025. Projects presented along these priority areas have a higher chance of approval.

Topic	Key Support Area
Airspace and Infrastructure Management	Civil/Military Cooperation
	Search and Rescue coordination
	AIS to AIM Transition
	Unmanned aviation system integration
	Basic Air Navigation Services Establishment
Crisis Preparedness and Management	ATM Contingency Management
	CAPSCA Technical Assistance
Frequency Spectrum Management	Frequency management
	GPS Jamming Risk Management
Fundamental Oversight Component	Fundamentals of oversight and certification
	Strengthening RSOOs and RAIOS
	Obstacle Limitation Surface Management
	Flight procedures oversight
Proactively Managing Aviation Safety	Cyber Resilience
	Accident Investigation System Establishment
	Accident data reporting
	Safety Management
	High Risk Occurrence Management
Safety and Air Navigation National Planning	National Aviation Safety Plan (NASP) Development
	National Air Navigation Plan (NANP) Development

5. Recommendation to update of the E/CAR/CATG Work Programme.

5.1 The Work Programme of the E/CAR/CATG and its Committees are required to be updated to comply with CONCLUSION E/CAR/CATG/8/01, detailed in Section 2.3.

5.2 For the development of the updated Work Programmes it's important to identify needs and propose activities specific for the E/CAR, which are not already captured by the NACC/WG Work Programme. This will provide visibility to GREPECAS of the current challenges of the E/CAR and avoid duplication of activities.

5.3 To ensure the follow-up of previous agreements, the different Committees must use as a reference the final report E/CAR/CATG/8 Meeting, particularly the Recommendations to Support the E/CAR ANS and AGA Services.

6. Conclusions

4.1 The basic principle for the Regional Implementation Groups fostered under the framework of ICAO is the development of agreements, normally presented in the form of Work Programmes, that would support harmonized implementation of key elements of the air navigation and aerodrome service provision that are included in the Regional Air Navigation Plan.

4.2 For this approach to be effective, each State must have the necessary human and financial resources to make the right decision on the agreed elements to be implemented, as well as to lead the required operational implementation process, enabling the development of the aviation system in line with user expectations regarding the expected growth of operations.

4.3 The focus of the E/CAR/CATG must be to identify the regionally agreed elements where the eastern Caribbean Region is encountering specific challenges to move forward along with the rest of the CAR Region and the required resources to support their implementation. Trying to replicate the approach followed by the NACC/WG will simply bring the same challenges to both forums with limited results.

7. Suggested Actions

7.1 The Meeting is invited to:

- a) Using the priority areas detailed in Section 4.3, request each E/CAR/CATG Committee to identify priority implementation initiatives, within their respective areas, that can be aligned with the key support areas.
- b) Request the E/CAR/CATG to update its Work Programme, following the recommendations included in Section 5.
- c) Suggest any other action deemed necessary.