



**ICAO**

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

# **Eighth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation**

**NACC/DCA/08**

**Final Report**

**Ottawa, Canada, 31 July to 2 August 2018**

**Prepared by the Secretariat**

**August 2018**

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## HISTORICAL

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

The Eighth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/08) was held at the Lord Elgin Hotel in Ottawa, Canada, 31 July to 2 August 2018.

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

Dr. Fang Liu, Secretary General of the International Civil Aviation Organization (ICAO) provided opening remarks, highlighting the important role of aviation in the CAR Region in last year's natural disasters; the priorities in implementation considering the new editions of the GASP and GANP as well as the GAsEP; the outstanding regional collaboration in the NAM/CAR Regions; ICAO's commitment concerning CORSIA implementation; the efforts towards a more performance-based work programme with the proposal for the new triennial of the ICAO business Plan; the importance of NGAP and gender equality; ICAO-UN goals and the importance of the forthcoming ICAO events such as IWAF/4. Dr Liu congratulated the States and the NACC Regional Office for the focused joint work on assistance and implementation with the NACC No Country Left Behind (NCLB) Strategy and thanked the government of Canada/Transport Canada for hosting the event. Ms. Thao Pham, Associate Deputy Minister Transport Canada, highlighted and recalled Canada's commitment for international collaboration, the support to ICAO initiatives and the work with the NACC Regional Office; congratulated ICAO for its leadership for CORSIA implementation and the continuous work for promoting Aviation for young people and gender equality. Finally Ms. Pham officially opened the Meeting.

Mr. Francois Collins, Director General, Aviation Safety Oversight and Transformation, Civil Aviation; provided an overview of Transport Canada role as regulator and its transformational approach for risk based management, and highlighted the different international activities and assistance being provided to the States, enhancing the regional collaboration and partnership with the States and the Region.

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

Mr. Francois Collins chaired the meeting plenary. Mr. Melvin Cintron, Regional Director of the ICAO NACC Regional Office served as Secretary of the Meeting, assisted by Messrs. Julio Siu, Deputy Regional Director, and Luis Sanchez, Regional Officer Aeronautical Meteorology/Environment, both from the ICAO NACC Regional Office. The following personnel from ICAO Headquarters also participated in the meeting:

|                   |   |
|-------------------|---|
| Jorge Vargas      | Director, Technical Cooperation Bureau                              |
| Meshesha Belayneh | Deputy Director, Technical Cooperation Bureau                       |
| Catalin Radu      | Deputy Director, Aviation Safety (SAF)                              |
| Toru Hasegawa     | Deputy Director, Economic Development (ECD)                         |
| Mitchell Fox      | Chief, Strategic Planning and Regional Affairs Coordination (SPCP)  |
| Erwin Lassoij     | Chief Programmes Coordination and Implementation (PCI) Section      |
| Rachel Daeschler  | Regional Safety Oversight Organizations Coordination Officer (RSOO) |
| Bryan Decouto     | Implementation Support Officer (IMP/SAF)                            |
| Connie Morales    | Field Project Officer   |
| Javier Sanchez    | Field Project Officer   |
| Mara Keller       | Associate Aviation Officer  |
| Antonin Combes    | Associate Aviation Officer (Data Management)                        |

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

The working languages of the Meeting were English and Spanish. The working papers, information papers, presentations and draft report of the meeting were available to participants in both languages.

#### **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 and Schedule**

**Agenda Item 2: Follow-up on Valid Conclusions and Decisions from NACC/DCA and Regional Implementation Groups Meetings**

**Agenda Item 3: ICAO Business Plan for the 2020-2022 Triennium**

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- Agenda Item 4: Accountability Report of the ICAO NACC No Country Left Behind (NCLB) Strategy**
- Agenda Item 5: Global Aviation Needs and Challenges**
- Agenda Item 6: NAM/CAR Regional Safety/Air Navigation/Aviation Security/Facilitation Implementation**
- Agenda Item 7: Environmental Protection Matters**
- Agenda Item 8: Air Transport Matters**
- Agenda Item 9: ICAO 13th Air Navigation Conference (AN-Conf/13)**
- Agenda Item 10: 40<sup>th</sup> Session of the ICAO Assembly**
- Agenda Item 11: Panels**
- Agenda Item 12: Other Business**

## **ii.7 Attendance**

The Meeting was attended by 26 States/Territories from the NAM/CAR and other regions and 10 International Organizations/Industry, totalling 106 delegates as indicated in the list of participants.

## **ii.8 Conclusions and Decisions**

The Directors of Civil Aviation of North America, Central America and Caribbean Meetings record agreements as conclusions and decisions as follows:

**CONCLUSIONS:** Activities requiring action/communication by States/Territories/International Organizations/ICAO.

**DECISIONS:** Internal activities of the Meetings of Directors of Civil Aviation of North America, Central America and Caribbean.

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

**ii.8.1 List of Conclusions**

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| 8/3    | SAFETY AND AIR NAVIGATION IMPLEMENTATION STRATEGY   | 5-1  |
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|--------|--|------|
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**ii.9 List of Working and Information Papers and Presentations**

Refer to the Meeting web page: <https://www.icao.int/NACC/Pages/meetings-2018-naccdca8.aspx>

**WORKING PAPERS**

| Number          | Agenda Item | Title   | Date     | Prepared and Presented by |
|-----------------|-------------|---|----------|---------------------------|
| WP/01<br>Rev. 3 | 1           | Agenda and Schedule   | 23/07/18 | Secretariat               |
| WP/02           | 2           | Follow-Up on Valid Conclusions and Decisions of NACC/DCA Meetings         | 14/06/18 | Secretariat               |
| WP/03           |             | CANCELLED   |          |                           |
| WP/04           | 9           | Areas of Interest for the Canada at ICAO'S 13th Air Navigation Conference | 23/07/18 | Canada                    |
| WP/05           | 6.4         | NAM/CAR/SAM Regional Global Aviation Security Plan (GASEP) Roadmap        |          | Secretariat               |
| WP/06           | 6.4         | Developments on Cybersecurity in Aviation Security                        | 19/06/18 | Secretariat               |

WORKING PAPERS

| Number     | Agenda Item | Title  | Date     | Prepared and Presented by     |
|------------|-------------|--|----------|-------------------------------|
| WP/07      | 7           | Preparation and Update of the States' Action Plans On Co2 Emissions Reduction Activities   | 09/07/18 | Secretariat                   |
| WP/08      | 8           | ICAO'S Work for Economic Development of Air Transport  | 06/07/18 | Secretariat                   |
| WP/09 Rev. | 8           | Implementation of ICAO's Policies on Charges In Doc 9082   | 18/07/18 | ALTA and IATA                 |
| WP/10      | 11          | Next NACC/DCA Meeting  | 25/05/18 | Secretariat                   |
| WP/11      | 11          | States Outstanding Contributions to ICAO   | 04/07/18 | Secretariat                   |
| WP/12      | 2           | Report of the Fourth NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/WG/4)   | 16/07/18 | Rapporteur<br>NAM/CAR/CATC/WG |
| WP/13      | 2           | Follow-Up on Valid Conclusions of the North American, Central American and Caribbean Working Group (NACC/WG) and North America, Central America and Caribbean (NAM/CAR) Regions Air Navigation Implementation Working Group (ANI/WG) | 19/06/18 | Secretariat                   |
| WP/14      | 6.4         | Report of the ICAO Implementation Support and Development – Security (ISD-SEC) Programme   | 22/06/18 | Secretariat                   |
| WP/15      | 5           | Enhancing Support for the Implementation of Effective Safety Management  | 06/07/18 | Secretariat                   |
| WP/16      | 6.4         | Recent Developments in Facilitation  | 06/07/18 | Secretariat                   |
| WP/17      | 5           | Vision and Overview of the Global Aviation Safety Plan (GASP), 2020-2022 Edition   | 09/07/18 | Secretariat                   |
| WP/18      | 6.2         | NAM/CAR Regional State Safety Programme (SSP) Implementation Strategy 2018-2023  | 18/07/18 | Secretariat                   |
| WP/19      | 9           | Areas of Interest for the United States at ICAO's 13th Air Navigation Conference   | 13/07/18 | United States                 |
| WP/20      | 6.3         | Performance Based Approach Applied to Regional Implementation Planning   | 16/07/18 | Dominican Republic            |
| WP/21      | 6.3         | FPL - Regional Harmonization And Best Practices  | 13/07/18 | IATA                          |
| WP/22      | 8           | Promotion of Sustainable Airport Governance  | 13/07/18 | IATA                          |
| WP/23      | 6.3         | NACC/DCA Collaborative Framework of Stakeholder Engagement for all Infrastructure Development Projects   | 13/07/18 | IATA                          |
| WP/24      | 6.3         | Regional and State air navigation plans in the ICAO NACC States  | 18/07/18 | United States                 |

| INFORMATION PAPERS |             |   |          |                    |
|--------------------|-------------|---|----------|--------------------|
| Number             | Agenda Item | Title   | Date     | Prepared by        |
| IP/01              | ---         | List of Working, Information Papers and Presentations   | 27/07/18 | Secretariat        |
| IP/02              | 2           | Valid Conclusions and Decisions From Regional Implementation Groups Meetings  | 28/05/18 | Secretariat        |
| IP/03              | 6.2         | PROGRESS STATUS OF THE CENTRAL AMERICAN SAFETY EVENTS ANALYSIS PROGRAM (PASOC)  | 06/07/18 | COCESNA            |
| NI/04 Rev,         | 4.2         | Reporte de los avances de Cuba en la implementación efectiva del Programa Universal de Auditoría de la Vigilancia de la Seguridad Operacional <b>(available in Spanish only)</b>                                      | 23/07/18 | Cuba               |
| NI/05 Rev.         | 4.4         | Estado de Cumplimiento por Cuba de las Metas Regionales de Seguridad Operacional y Navegación Aérea Acordadas en Puerto España Relacionada a la Certificación De Aeródromos <b>(available in Spanish only)</b>        | 23/07/18 | Cuba               |
| NI/06 Rev.         | 6.3         | Principales Logros de Cuba en los Servicios de Navegación Aérea <b>(available in Spanish only)</b>  | 23/07/18 | Cuba               |
| NI/07 Rev.         | 6.3         | Estado de avance de COCESNA en los Servicios de Navegación Aérea <b>(available in Spanish only)</b>   | 23/07/18 | COCESNA            |
| IP/08              | 6.4         | Recent Developments in Aviation Security  | 06/07/18 | Secretariat        |
| IP/09              | 11          | Draft 2019 ICAO NACC Regional Office Calendar of Events   | 26/07/18 | Secretariat        |
| IP/10              | 6.3         | UAS Integration Pilot Program   | 12/07/18 | United States      |
| IP/11              | 9           | Recent Progress on Remote Piloted Aircraft System (RPAS) and Unmanned Aircraft Systems (UAS)  | 09/07/18 | Secretariat        |
| IP/12              | 6.2         | Automatic Dependent Surveillance – Broadcast (ADS-B) OUT: Ensuring Preparedness for the 2020 Equipage Mandate   | 13/07/18 | United States      |
| IP/13 Rev          | 4.6         | Making of a National Air Accident and Incident Investigation Agency in Nicaragua  | 23/07/18 | Nicaragua          |
| IP/14              | 6.2         | Nicaraguan SSP Implementation   | 13/07/18 | Nicaragua          |
| IP/15              | 6.2         | Implementation and Certification of the Safety Management System (SMS) of the Air Navigation Services Provider in the Dominican Republic  | 16/07/18 | Dominican Republic |
| IP/16              | 6.2         | Academia Superior De Ciencias Aeronauticas: Initiatives that Support the States and Service Providers of the Region in the Successful Implementation of State Safety Program (SSP) and Safety Management System (SMS) | 16/07/18 | Dominican Republic |
| IP/17              | 6.2         | Strategy and Status of Implementation of the State Safety Program of the Dominican Republic   | 16/07/18 | Dominican Republic |
| IP/18              | 6.4         | Promotion of Cyber Resilience through Global Awareness and Regional Exercises   | 18/07/18 | United States      |

**INFORMATION PAPERS**

| <b>Number</b> | <b>Agenda Item</b> | <b>Title</b>   | <b>Date</b> | <b>Prepared by</b> |
|---------------|--------------------|--|-------------|--------------------|
| IP/19         | 11                 | 37 <sup>TH</sup> Session of the Legal Committee  | 23/07/18    | Secretariat        |
| IP/20         | 6.2                | Using targeted inspections as a tool to mitigate risks associated with Unstabilized Approaches | 23/07/18    | Canada             |
| IP/21         | 4.6                | Regional Aviation Accident Investigation Group (GRIAA)   | 26/07/18    | COCESNA            |
| IP/22         | 6.4                | Outcomes of the 2018 FAA Caribbean Initiative Cybersecurity Exercises                          | 26/07/18    | United States      |
| IP/23         | 6.3                | Air Traffic Flow Management Training   | 26/07/18    | United States      |

**PRESENTATIONS**

| <b>Number</b> | <b>Agenda Item</b> | <b>Title</b>  | <b>Presented by</b> |
|---------------|--------------------|---|---------------------|
| 1             | 4                  | Accountability and Performance Report of ICAO NACC Regional Office to Member States                 | Secretariat         |
| 4             | 6.2                | State Safety Programme (SSP) Regional Implementation Strategy                                       | Secretariat         |
| 5             | 6.3                | New CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) Version 4.0         | Secretariat         |
| 6             | 6.3                | ATFM-PBN/SAR Renewed Strategy   | Secretariat         |
| 7             | 9                  | Thirteenth Air Navigation Conference (AN-Conf/13)   | Secretariat         |
| 8             | 10                 | Preparation for the 40th Session of the ICAO Assembly   | Secretariat         |
| 9.1           | 5                  | Safe Travels  | Secretariat         |
| 9.2           | 5                  | Global Aviation Safety Oversight System (GASOS) and Regional Safety Oversight Organizations (RSOOs) | Secretariat         |
| 10            | 5                  | Global aviation safety plan 2020-2022 edition   | Secretariat         |
| 11            | 5                  | Solutions   | Secretariat         |
| 12            | 5                  | Feedback from ICAO Safety Management Symposia and Workshops   | Secretariat         |
| 13            | 6.2                | Nicaragua SSP Implementation  | Nicaragua           |
| 14            | 5                  | Safety & Air Navigation Overview - Implementation   | Secretariat         |

| PRESENTATIONS |             |   |                         |
|---------------|-------------|---|-------------------------|
| Number        | Agenda Item | Title   | Presented by            |
| 15            | 8           | Dominican Republic Air Transport Case Study   | Secretariat             |
| 16            | 5           | Global Air Navigation Planning  | Secretariat             |
| 18            | 5           | Global Air Navigation Plan  | Secretariat             |
| 19<br>REV     | 6.3         | COCESNA's experience in support to its Member States and Users with PBN requirements  | COCESNA                 |
| 20            | 3           | ICAO Business Plan 2020 – 2022  | Secretariat             |
| 21            | 6.3         | GREPECAS Plan de trabajo 2019-2022 <i>(available in Spanish only)</i>   | Chairperson of GREPECAS |
| 22            | 8           | The New CARICOM Multilateral Air Services Agreement Concerning the Operation of Air Services within the Caribbean Community | CARICOM                 |

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iv – 9

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**Agenda Item 1            Adoption of the Provisional Agenda and Schedule**

1.1            The Secretariat presented WP/01 Rev.3 inviting the Meeting to approve the provisional agenda and schedule and referred to IP/01 with the list of associated documentation.

1.2            The Meeting amended the agenda as presented in the historical section of this report with the addition of Agenda Item 11 – *Panels*. The schedule presented in Appendix B to WP/01 Rev.3 was approved with minor changes.

**Agenda Item 2 Follow-up on Valid Conclusions and Decisions from NACC/DCA and Regional Implementation Groups Meetings**

***NACC/DCA Conclusions/Decisions***

2.1 Under WP/02, the Meeting reviewed the list of valid Conclusions and Decisions of the last NACC/DCA meeting (Valid conclusions: 6/1, 6/2, 6/5, 6/6, 6/10 and all of the ones pertaining to the NACC/DCA/7 meeting). From this review the Meeting concluded that all valid NACC/DCA/6 conclusions were considered as completed, except for Conclusion 6/1, which was superseded by the following:

| <b>CONCLUSION NACC/DCA/8/1 IMPLEMENTATION OF AN OPERATIONAL AND REGULATORY FRAMEWORK FOR UNMANNED AIRCRAFT SYSTEM(S) (UAS) AND RPAS OPERATIONS</b>   |   |
|--|---|
| <p><b>What:</b></p> <p>That, considering the use of emerging technologies in the industry for unmanned aircraft systems (UAS) and RPAS operations and the new ICAO guidance for their operation and regulation:</p> <p>a) the NAM/CAR States consider ICAO guidance and best practices available in the ICAO UAS/RPAS website in their implementation for regulatory framework;</p> <p>b) the ANI/WG consider recommendations from the forthcoming ICAO 13<sup>th</sup> Air Navigation Conference on this matter and support States in their efforts to ensure a harmonized implementation of UAS integration and RPAS operations in their respective airspace and international aerodromes under their jurisdiction; and</p> <p>c) States report progress of these efforts at the NACC/DCA/9 Meeting.</p> | <p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global<br/> <input checked="" type="checkbox"/> Inter-regional<br/> <input type="checkbox"/> Economic<br/> <input type="checkbox"/> Environmental<br/> <input checked="" type="checkbox"/> Operational/Technical</p> |
| <p><b>Why:</b></p> <p>To regulate UAS/RPAS operation in an orderly and harmonious way.</p>   |   |
| <p><b>When:</b> by NACC/DCA/9 Meeting</p>  | <p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>  |
| <p><b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>   | <p>ANI/WG</p>   |

2.2 Regarding the valid NACC/DCA/7 conclusions, they were all completed except for Conclusion 7/3, which remains valid and which follow-up will be reported at the NACC/DCA/9 meeting.

### ***Regional Implementation Groups Meetings***

2.3 Under WP/13, the Meeting reviewed and provided updates on the current status and follow-up on the implementation of conclusions and decisions of the regional implementation groups, integrated by the States to work on air navigation aspects in the NAM/CAR Regions, and noted the upcoming ANI/WG meeting that will be hosted by United States in Miami, from 20 to 24 August 2018, to discuss, inter alia, the following aspects:

- Improve the efficiency and effectiveness of the mechanism that supports the eANP implementation
- Ensure harmonization on ANS and ASBU implementation in the NAM/CAR Regions
- High priority on QMS in AIM and air navigation deficiencies resolution
- Complete the AIM transition
- Definition and support of a regional PBN implementation strategy
- Agreement on an ATFM and FUA implementation strategy
- Proposals to develop FPPs in support of PBN implementation
- Present the work done by the AIDC, MEVA, and SURV working groups
- Present the work agenda of each of the groups for the remainder of the year 2018 and first semester 2019
- Involve the States in the development of the MEVA IV network, which prepares the communications network for broadband services
- Involve the States in the work to protect the radio spectrum of the CAR Region for the coming years
- Promote the collaboration of radar data exchange
- Support the planned activities in the region to implement the recommendations to minimize errors in Flight Plans by the end of 2018

2.4 Under IP/02, the Meeting took note of the valid Conclusions and Decisions of regional NAM/CAR implementation groups (GREPECAS, RASG-PA, AVSEC/FAL/RG), noting that all of them were approved by the Directors and are being implemented.

### ***NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG)***

2.5 Under WP/12, the Meeting was informed by the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/ WG) of the results, work progress and agreements of its fourth Meeting, recalling that this group had not met in the last two years until this year in June, 2018 at the ICAO NACC Regional Office, Mexico City, Mexico. The Meeting took note of the NAM/CAR/CATC/WG conclusions and decisions. The following mechanisms were recognized for the improvement of the NAM/CAR/CATC/WG work:

- hold periodic teleconferences and assigning tasks to each member
- deliverables and main NAM/CAR/CATC/WG outcomes may be uploaded on the NAM/CAR/CATC/WG webpage – each deliverable must include deadlines for comments or acceptance under a SMART formulation.

2.6 Among the results achieved by the NAM/CAR/CATC/WG, a new chairperson and vice chairperson were elected, a new work programme was adopted and a list of agreements for training needs and training provisions were discussed. One of the main goals of this last meeting was the adoption of a Declaration of Intent on Regional Collaboration on Training (DoI) between the training centres of the North American (NAM), and Central America and Caribbean (CAR) Regions.

***Signing ceremony of the Declaration of Intent (DoI) for the Regional Collaboration on Training among the Civil Aviation Training Centres of the North America (NAM) Central America and Caribbean (CAR) Regions***

2.7 Cuba, Jamaica and Mexico were recognized for being the first signatories of this important collaboration. Barbados, Dominican Republic, Trinidad and Tobago, United States and COCESNA joined this important Declaration of Intent, which will help promote collaboration among national and regional training centres. The photos from the signing ceremony can be found on the ICAO NACC Regional Office Facebook account at [www.facebook.com/icaonacc](http://www.facebook.com/icaonacc)

2.8 The Meeting and ICAO GAT congratulated all Participating Training Centres and States on this regional collaboration, and reconfirmed their support for inviting other Centres to the DoI and the development of the respective actions to ensure the DoI performance as defined in Conclusion NAM/CAR/CATC/WG/4/01 and Decision NAM/CAR/CATC/WG/4/02 respectively.

**Agenda Item 3            ICAO Business Plan for the 2020-2022 Triennium**

3.1            Under P/20, an outline of the draft ICAO Business Plan for 2020 to 2022 was presented to the Meeting, including a listing of emerging issues as well as the consequential changes to the Organization's key activities.

3.2            A panel on the ICAO Business Plan for the 2020-2002 triennium was conducted and is reported under Agenda Item 11, para. 11.1.

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**Agenda Item 4                      Accountability Report of the ICAO NACC No Country Left Behind (NCLB) Strategy**

4.1                      Under P/01, the Secretariat presented the Accountability Report of the ICAO NACC Regional Office to States, and informed on the progress achieved to date by the ICAO NACC Regional Office No Country Left Behind (NCLB) Strategy in its third year of implementation, highlighting the following points:

- a)                      The evolution of the NCLB Assistance Programme into the NACC Systemic Assistance Programme (NACC SAP), with its core elements;
- b)                      The development of a fifth phase under the NACC SAP for 2019 and beyond for follow-up and sustainability;
- c)                      The fifth Phase encompasses:
  - o                      Continuity of Phase IV;
  - o                      Prioritization of SSP, SMS and SeMS in Action Plans;
  - o                      Tracking of CAAs institutional strength;
  - o                      Greater emphasis in political will and commitment;
  - o                      Set air transport in the political agenda of the States;
  - o                      ICAO involvement in high level regional meetings;
- d)                      All NACC States will complete Phase IV with Barbados receiving NACC SAP Technical Assistance Mission;
- e)                      The three major deficient areas and critical element challenges under the ICAO Universal Safety Oversight Audit Programme (USOAP): AGA (Licensing, certification, authorization and approval obligations); ANS (Technical personnel qualification and training) and AIG (Technical guidance, tools and the provision of safety-critical information);
- f)                      NACC USAP EI improvement from 60.68% to 74.22%;
- g)                      Continue increase in numbers of Aerodrome certifications and initiations;
- h)                      Contingency Planning and Response implementation;
- i)                      ICAO NACC Regional Office assumed the GREPECAS Secretariat and released the RASG-PA Secretariat to ICAO SAM Regional Office;
- j)                      A significant number of ANS Deficiency resolutions was achieved;
- k)                      Overview of ICAO NACC Regional Planning and 2019 and 2020-2022 triennium Plan;
- l)                      Increase joint assistance activities- Regional Collaboration;

- m) From last year (2017) deliverables and goals whose desired Performance Level were not achieved, actions have been taken as:
  - o New Approach for Haiti's SSC resolution with the support from Canada;
  - o Actions being taken for Haiti's SSeCs resolution;
  - o PBN, ATFM, SAR and other ATM matters;
  - o Declaration of Intent (DoI) for the regional collaboration on the training field among the training centres of the North American (NAM), Central America and Caribbean (CAR) regions
  - o AIG development and implementation that was projected to be formalized by 2017 ;
- n) To this date, the 2017 desired Performance Levels of the following deliverables and goals have not been achieved so far:
  - i. Pending Caribbean States (EI ≤ 80%) projected to have major advances in 2018 to ensure a USOAP EI of 80%. However, 2017 hurricane affectations impacted this performance and set the programme back approximately 18 months or more; and
  - ii. Focus on providing stronger support for the Territories.

4.2 Similarly, the Report emphasized the progress made on the regional performance such as:

- a) USOAP EI increase for the projected 2017 States;
- b) Significant percentage resolution of "U" type deficiencies, only 5 remaining;
- c) The increase in USAP Effective Implementation (EI) to December 2017;
- d) Progress on ICAO NACC Outreach to NGOs/Government Funding Entities;
- e) The following initiatives conducted for Safety improvements:
  - National Continuous Monitoring Coordinators (NCCM) Meetings;
  - Regional Accident and Incident Investigation Organizations (RAIOs);
    - o Central American Regional Aviation Accident Investigation Group (GRIAA);
    - o Caribbean Regional Accident Investigation Organization; and
  - Regional Aviation Safety Group — Pan American (RASG-PA) activities.

4.3 The Secretariat informed that the current assistance programme (NACC SAP) is under ISO certification process in order to ensure that it be controlled and assessed through parameters.

4.4 The Meeting congratulated the Secretariat on its achievements and the ISO certification process and formulated the following Decision:

| <b>DECISION NACC/DCA/08/2 ICAO CERTIFICATION PROCESS OF THE NACC SYSTEMIC ASSISTANCE PROGRAMME (SAP)</b>   |  |
|--|--|
| <b>What:</b><br><br>Considering the effectiveness and benefits of the current assistance programme NACC Systemic Assistance Programme (SAP), the NAM/CAR States support the current NACC NCLB SAP assistance system and its ongoing ISO certification project. | <b>Expected impact:</b><br><br><input type="checkbox"/> Political / Global<br><input type="checkbox"/> Inter-regional<br><input checked="" type="checkbox"/> Economic<br><input type="checkbox"/> Environmental<br><input checked="" type="checkbox"/> Operational/Technical |
| <b>Why:</b><br><br>Sustainability of the NACC SAP  |  |
| <b>When:</b> ASAP  | <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 type="checkbox"/> ICAO <input type="checkbox"/> Other:   |  |

4.5 Under NI/04 Rev., Cuba provided a summary of actions carried out by Cuba in the preparation process to improve the USOAP EI; this includes updates to the corrective action plan stemmed from the USOAP audit, the methodologies to implement the State Safety Programme (SSP) and the development of a regulatory framework aligned with Annex 19. Likewise, under NI/05, Cuba informed of the current situation of the implementation of the aerodrome certification process within the Cuban aviation system as well as the runway safety team (RST) implementation; which is the tool that acts as guidance for the functioning of these equipment in preventing runway incursions and excursions.

4.6 Under IP/13 Rev., Nicaragua informed of the steps being carried out for the establishment of an independent authority to carry out civil aviation accident and incident investigation occurrences in Nicaragua.

4.7 Under IP/21, the Meeting was informed of COCESNA’s initiative regarding the development and implementation of a Regional Aviation Accident Investigation Group denoted GRIAA Programme in Central America; its background, technical and basis and its development

***Signature of NCLB Champion States Memoranda of Cooperation (MoC)***

4.8 The commitment and support from States to the NCLB Assistance Programme was evidenced with the signature of the NCLB Champion State MoC established between Cuba and ICAO and Canada and ICAO respectively. The photos of the signature of these important MoCs are available at [www.facebook.com/icaonacc](http://www.facebook.com/icaonacc)

**Agenda Item 5 Global Aviation Needs and Challenges**

***Safety and Air Navigation overview – implementation***

5.1 The Secretariat presented P/14, which consolidated the latest updates on global aviation safety and air navigation implementation, complemented in P/16 and P/18.

5.2 P/14 provided a different approach for the implementation, with the aim to optimize these efforts. It was emphasized that the environment in which aviation currently exists is rapidly changing, not only due to an increased volume of traffic, but also with new emerging issues in aviation (drones, FL 600+). As a result, a new vision is required through careful planning for the aviation system as whole. This vision needs to be materialized through a mechanism of prioritization and needs analysis, defining tasks from concepts of operation to implementation in a project oriented manner with appropriate performance measurement throughout the duration of the project.

5.3 In order to obtain political will for aviation projects and obtain better funding, it was emphasized that ICAO projects should be linked to the United Nations Sustainable Development Goals (UNSDGs). Therefore, the following conclusion was adopted:

| <b>CONCLUSION NACC/DCA/8/3</b>   |  | <b>SAFETY AND AIR NAVIGATION IMPLEMENTATION STRATEGY</b>  |  |
|--|--|---|--|
| <b>What:</b>   |  | <b>Expected impact:</b>   |  |
| <p>That, given the fast growth in aviation and the advent of emerging issues, States/Territories</p> <p>a) prioritize thorough regional and national planning and implementation seamlessly linked to Global Planning;</p> <p>b) require a project management structure as a vehicle to address the process from planning to implementation; and</p> <p>c) in order to elevate political will and increase opportunities for funding, link projects to the United Nations Sustainable Development Goals (UNSDGs) and the National Development plans.</p> |  | <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p> |  |
| <b>Why:</b>  |  |   |  |
| Due to the increasing volume of traffic and new stakeholders in aviation.  |  |   |  |
| <b>When:</b>   | As soon as possible.   | <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 type="checkbox"/> ICAO <input type="checkbox"/> Other: |   |  |

**Safety Management Enhancing Support its Implementation**

5.4 The Meeting was informed through WP/15 of the tasks identified and completed by ICAO to enhance the support for the implementation of State Safety Programmes (SSPs) and Safety Management Systems (SMS) subsequent to the adoption of Amendment 1 to Annex 19.

5.5 The Meeting noted that the tasks that included ,a revision to the Safety Management Manual (SMM) (Doc 9859); the development of an ICAO Safety Management Implementation website with examples to complete the 4th edition of the SMM; updated SSP tools; an update to the ICAO Safety Management Training Programme; and implementation of promotional ICAO SSP activities.

5.6 The Meeting was informed that recognizing the challenges faced in implementing SSP and Safety Management System (SMS) “commensurate with the size and complexity” of each organization and the wide range of service providers addressed by Annex 19, the ICAO Safety Management Implementation website as a complement to the 4th edition of the Safety Management Manual would include some examples currently found in the third edition of SMM (updated) and provide a mechanism for the sharing of multiple tools and examples. Therefore, the Meeting adopted the following Conclusion

| <b>CONCLUSION NACC/DCA/8/4</b>                            |   | <b>SAFETY MANAGEMENT IMPLEMENTATION SUPPORT</b>   |  |
|---|---|---|--|
| <b>What:</b>  |   | <b>Expected impact:</b>   |  |
| That, States/Territories and International Organizations, |   | <input type="checkbox"/> Political / Global<br><input type="checkbox"/> Inter-regional<br><input checked="" type="checkbox"/> Economic<br><input type="checkbox"/> Environmental<br><input checked="" type="checkbox"/> Operational/Technical |  |
| a)  | inform ICAO on their tools and examples that support effective safety management implementation to be considered for posting on the ICAO safety management implementation website through an ICAO validation process; and |   |  |
| b)  | take into account the lessons learned from the Regional Safety Management Symposia.   |   |  |
| <b>Why:</b>   |   |   |  |
| Implementation of safety management                       |   |   |  |
| <b>When:</b>  | ASAP  | <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 type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:   | International Organizations   |  |

5.7 P/10 and WP/17 informed of the status and progress on the GASP. Similarly, P/12 provided an update on safety management symposia and workshops results. United States noted its full support for the objectives of the GASP. However, the United States does not support the introduction of the Safety Oversight Margin as the proposed performance measure for the GASP and encouraged ICAO to consider other alternative metrics. The United States will present a working paper at the 13th Air Navigation Conference to address its concerns with the Safety Oversight Margin.

5.8 Under P/09.1 and P/09.2, the Secretariat informed the Meeting of other updates on ICAO's agenda for safety and air navigation, including enhancement of the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP), evolving safety performance, evolution of data analysis, current and emerging issues and the development of the Global Aviation Safety Oversight System (GASOS). The Meeting commented on the legal implications for the GASOS and its implementation timeline. United States recognized the good work that has been conducted on GASOS, but voiced concerns about the risk of delegating certain safety oversight functions to safety oversight organizations without proper evaluation of their capabilities, and concerns that ICAO has not yet finalized the legal review of the GASOS concept. In addition, United States had concerns about the rush to present GASOS for endorsement at the 40th ICAO Assembly and offered that it may be more appropriate to slow down full implementation of GASOS until a later date. United States noted that it plans to submit a working paper on this topic at the 13th Air Navigation Conference to address its concerns. Therefore, the following Conclusion was adopted:

| CONCLUSION NACC/DCA/8/5  |  | GLOBAL AVIATION SAFETY OVERSIGHT SYSTEM (GASOS)  |  |
|--|--|--|--|
| <b>What:</b>   |  | <b>Expected impact:</b>  |  |
| <p>That,</p> <p>a) States review and take note of the development of the Global Aviation Safety Oversight System (GASOS) and consider the implications for safety oversight organizations, including Regional Safety Oversight Organizations (RSOOs), State Civil Aviation Authorities (CAAs) and other State-based mechanisms, by participating in GASOS as a means to expand and enhance the safety oversight support provided to States; and</p> <p>b) ICAO finalize the legal review of the GASOS concept and provide a report to States with adequate time to review before the 40<sup>th</sup> Assembly.</p> |  | <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p> |  |
| <b>Why:</b>  |  |  |  |
| Expand and enhance safety oversight support to States.   |  |  |  |
| <b>When:</b> As soon as possible.  |  | <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 type="checkbox"/> Other:  |  |  |  |

5.9 P/11 informed the Meeting that the ICAO Technical Cooperation Bureau continues to pursue improvement so as to offer Member States an opportunity to take advantage of its knowledge, expertise and economic benefits. TCB projects provide results that are in compliance with the ICAO SARPs as well as with the global and regional plans. As one of the five Bureaus of ICAO, TCB works in close coordination with the Regional Offices and other Bureaus within the Organization to provide integrated solutions which are delivered in accordance with the highest technical quality. TCB and the

ICAO NACC Regional office continue to work together to identify ways to assist NACC Member States and strengthen the aviation sector in the region.

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**Agenda Item 6            NAM/CAR Regional Safety/Air Navigation/Aviation Security/Facilitation  
Implementation**

**6.1            General**

6.1.1            Panels development is reported under Agenda Item 11.

**6.2            Safety Implementation Matters**

***State SSP/SMS Implementation***

6.2.1            Under P/13 and IP/14, Nicaragua informed on their current experience on SSP implementation and its relation with service providers through the implementation of SMS.

6.2.2            Under IP/17, Dominican Republic informed the Meeting of their implementation strategy of the SSP, denoted State Safety Management Program (PEGSO) that facilitates the predictive management of safety, with risk management processes, information management, assurance and promotion of safety, allowing the opportune identification of hazards and the proactive evaluation of safety events. The good progress achieved in PEGSO is due to the high commitment of senior management and the support of the highest levels of government.

6.2.3.            Similarly under IP/15 and IP/16, Dominican Republic informed on the status of SMS implementation of the Air Navigation Service Provider in the Dominican Republic, including the active role of the *Academia Superior de Ciencias Aeronáuticas* (ASCA) for the successful implementation of SSP and SMS.

***State Safety Initiatives***

6.2.4            Under IP/03, the Meeting was informed on the progress in the implementation of the Central American Safety Events Analysis Program (PASOC, for its acronym in Spanish), led by COCESNA, aligned with the initiative of the Regional Safety Program (RSP), through the chairmanship of the Technical Committee of COCESNA. PASOC aims to avoid duplication of efforts and improve the efficiency in managing and reducing safety risks in Central America. PASOC works using the basic principles of safety management and addressing aviation systems such as training organizations, operators, AMOs, aerodromes, and air traffic services as a whole. PASOC's activities and benefits were informed to the Meeting.

6.2.5            Under IP/20, Canada shared their lessons on the role of civil aviation safety inspectors as risk/hazard causal data collection agents in addition to their traditional role of regulatory compliance agents. Using targeted inspections as an evaluative information gathering tool, Canada has further realized the potential for integration of hazard identification and safety performance monitoring as a function of safety oversight; as for example, in mitigating risk through two separate strategies

- Surveyed airlines to understand whether they identify unstabilized approaches as hazards and how they manage the risk.

- Targeted inspections to verify the approaches taken.

6.2.6 The Regional Aviation Safety Group–Pan America (RASG-PA)/Pan America Regional Aviation Safety Team (PA-RAST) PA-RAST relies on data to make informed decisions on work priorities. Given the benefits State Safety Programs and Safety Management Systems bring to data sources that could be used by PA-RAST, the Meeting invites PA-RAST to explore and recommend a project they may be able to lead to support States and industry with safety data collection and analysis. Canada undertook to formalize this request on behalf of NACC Member States in a working paper for the next PA-RAST meeting.

#### ***Regional SSP Implementation Strategy***

6.2.7 The Secretariat under P/04 and WP/18, presented the ICAO NAM/CAR Regional State Safety Programme (SSP) implementation strategy for 2018-2023, following Conclusion NACC/DCA/07/6 - *NACC SSP Implementation Strategy*. The strategy encourages the participation in a project for the SSP implementation to those NAM/CAR member States with a solid SSP Foundation according to the Universal Safety Oversight Audit Programme - Continuous Monitoring Approach (USOAP CMA) and the SSP Foundation Tool. The Strategy is presented in **Appendix B**.

6.2.8 Champion States were encouraged to provide support for the NAM/CAR Regional SSP implementation. Those NAM/CAR States willing to participate in this SSP implementation pilot programme must be committed to comply with the SSP implementation programme as agreed in the proper timeframe. The ICAO NACC Regional Office will coordinate and monitor the strategy, and provide technical assistance on this matter. ICAO NACC Office thanked Canada for being a Champion State for this Strategy, planning to start the activities with a kick-off SSP implementation workshop/meeting by late 2018.

6.2.9 Considering the above mention, the Meeting adopted the following Conclusion:

| CONCLUSION NACC/DCA/8/6  |  | REGIONAL NAM/CAR SSP IMPLEMENTATION STRATEGY   |  |
|--|--|--|--|
| <b>What:</b><br><br>That, in order to facilitate and ensure a systematic implementation of the SSP in the NAM and CAR Regions, the NACC States:<br><br>a) approve the Regional SSP Implementation Strategy presented by ICAO NACC Office;<br><br>b) encourage the participation of Champion States; and<br><br>c) participate in the kick off Implementation workshop/meeting. |  | <b>Expected impact:</b><br><br><input type="checkbox"/> Political / Global<br><input type="checkbox"/> Inter-regional<br><input checked="" type="checkbox"/> Economic<br><input type="checkbox"/> Environmental<br><input checked="" type="checkbox"/> Operational/Technical |  |
| <b>Why:</b><br><br>Ensure a systematic and effective implementation of SSP among States.   |  |  |  |
| <b>When:</b> As soon as possible   |  | <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 type="checkbox"/> ICAO <input type="checkbox"/> Other:   |  |  |  |

### 6.3 Air Navigation Implementation Matters

#### *Air Navigation Planning Activities*

6.3.1 Under WP/20, Dominican Republic stressed the importance of using the guidance in ICAO documents, particularly Doc. 9750 *Global Air Navigation Plan*, Doc. 9883 *Manual on Global Performance of the Air Navigation System* and Doc. 9854 *Global ATM Operational Concept*, in order to apply the performance-based approach to establish clear regional performance objectives and Key performance indicators (KPI), necessary to up-date the Regional Performance Based Air Navigation Implementation Plan (RPBANIP) and the air navigation national plans.

6.3.2 Under WP/23, IATA informed to the Meeting that is expected that 7.2 billion passengers will travel in 2035, a near doubling of the 3.8 billion air travellers in 2016, and described the need for States to establish a collaborative framework of stakeholder engagement for all airport infrastructure development projects, to allow facing pressure on airport infrastructure that, in many cases, is struggling to cope with demand.

6.3.3 IATA also informed its promoting consultation strategy amongst airlines, airports and other stakeholders through working teams relates with airlines, airports, regulators, design and engineering consultants and others through a range of activities, and urged Civil Aviation Authorities to establish a collaborative framework of stakeholder engagement and consultation for all airport infrastructure development projects.

6.3.4 Under WP/24 United States presented the experience in the development of processes to support ICAO member States and Territories to implement and report the status of Aviation System Block Upgrades (ASBU) Elements in Block 0 Modules, including the development of regional and state Air Navigation Plans (ANPs) that are aligned with the Global Air Navigation Plan (GANP). This working paper also urged the Meeting to encourage working for the elaboration of the Electronic ANP (eANP) Vol III, to support the stable Element definitions in Block 0 Module and to continue supporting regions and States to develop and maintain ANPs.

6.3.5 Under P/05, the Secretariat informed the Meeting of the development of the RPBANIP Version 4.0 underlining the inputs of the ASBU Task Force of the ANI/WG and indicating the principal components that are included in the plan. It also presented the proposed Regional Performance Objectives, coordinated with the task forces delegated by the ANI/WG. Finally, The Secretariat described the Volume III components of the electronic air navigation plan and its relation with the RPBANIP. This version of the RPBANIP will establish the planning for 2019-2021 for regional ANS matters and States were urged to follow it. This version will be reviewed and technically approved by the ANI/WG/04 meeting in the end of August 2018 for its approval by the Directors by fast track by the end of this year.

#### ***State Air Navigation Implementation Activities***

6.3.6 Under P/19 Rev. and P/15, COCESNA presented its Strategic Plan showing the alignment with the objectives of the Global Navigation Plan, the RPBANIP and the ICAO “No Country left behind” Strategy. It also presented the strategic objectives and the master plan to modernize ATM, tending to ensure the capacity modernization and global interoperability. Moreover, under NI/07 Rev. COCESNA informed the Meeting the developments achieved with the assistance provided to Member States for the implementation of the ASBU Elements in Block 0 Modules, in particular the PBN, ATFM, AIM and AIDC initiatives and the environmental benefit obtained by fuel consumption reduction.

6.3.7 Cuba presented NI/06 Rev., which provided an up-date of the activities that the Cuban Aviation Authority and its Air Navigation Services Provider developed during the last year to improve the implementation of the ASBU Elements in Block 0 and ICAO SARP in the NCLB Strategy framework.

#### ***Regional Air Navigation Implementation Activities***

6.3.8 With WP/21, IATA presented a proposal for harmonization of FPL filling and processing procedures in the NACC Region, based on discussions and conclusions of the SAM/IG/20, NACC/WG/5 and AIM/FPL/AIDC/1 Meetings, among other meetings in which harmonized ways of solving presentation and processing problems of the FPL in the CAR / SAM Regions. It also emphasized that investment in new equipment and/or systems is not necessary to comply with the just mentioned requirements, taking into account that would suffice the implementation of more appropriate regulations and harmonized standard procedures, as well as their insertion in the regular aeronautical publications. It was suggested that this paper be presented to the forthcoming ANI/WG/04 meeting.

6.3.9 Under IP/10, United States provided information about the Aircraft Systems Integration Pilot Program (IPPP) under the Department of Transportation (DOT) and managed by the Federal Aviation Administration (FAA) the initiative will allow for the safe testing and validation of advanced UAS operations in partnership with state, local, and tribal governments in select jurisdictions across the United States. A variety of operational concepts, including night operations, flights over people, flights beyond the pilot's line of sight, package delivery, detect-and-avoid technologies, counter-UAS security operations, and the reliability and security of data links between pilot and aircraft will be evaluated.

6.3.10 Under the IP/23 the United States presented a training initiative to assist the NAM/CAR region and encourage a collaborative approach to Air Traffic Flow Management (ATFM) for the region; the Work Programme was developed by the Air Navigation Implementation Work Group (ANI/WG) North American and Caribbean (NAM/CAR) ATFM Implementation Task Force (TF) and provides specific initiatives to improve the development of a regional concept of ATFM implementation. The training encourages a collaborative and harmonized approach to ATFM amongst States, International Organizations and regional Air Navigation Service Providers (ANSPs) to enhance global ATFM. The ICAO NACC office, CANSO ATFM Data Exchange Network for the Americas (CADENA) and FAA are working together to develop a three-phase ATFM Training program for the NAM/CAR and regional Stakeholders

6.3.11 Under IP/12, United States recalled the Meeting about the Federal Aviation Administration (FAA) regulatory requirement for all aircraft operating within certain airspace to be equipped with Automatic Dependent Surveillance – Broadcast (ADS-B) Out technology by January 1, 2020, according to Title 14 of the U.S. Code of Federal Regulations (14 CFR) sections 91.225 and 91.227. The requirement will affect all flights in the designated airspace. To prepare the aviation community and prevent any operational disruptions, the FAA is promoting the new mandate to the international community so that foreign aircraft intending to operate within the affected airspace will be equipped with the appropriate ADS-B Out system by the compliance date. The Meeting was informed that the Region is also working on this same target date for ADS-B Out.

6.3.12 Under P/06 the Secretariat presented the ATFM-PBN/SAR Renewed Strategy and showed an analysis of the current situation, regional performance objectives and their relationship with implementation tasks, as well as the challenges within GREPECAS programmes. The presentation addressed the principal challenges, proposed actions and expected benefits in each of the three areas: ATFM, PBN and SAR. COCESNA informed on the existence and operation on SAR in Central America done by COBUSA. United States reiterated the importance of the Coast Guard for the SAR operations. The Meeting was invited to support the actions that will be proposed in the ANI/WG/4. Due to the abovementioned, and in view of the relevance of these implementations, the Meeting adopted the following conclusion:

| <b>CONCLUSION NACC/DCA/8/7      RENOVATED STRATEGY FOR PBN, ATFM AND SAR IMPLEMENTATION</b>  |  |
|--|--|
| <p><b>What:</b></p> <p>That, in order to support the coordinated and harmonized implementation of the renovated strategy for PBN, ATF; and SAR implementation in the CAR Region,</p> <p>a) States support this strategy with qualified technical personnel;</p> <p>b) the ICAO NACC Regional Office discuss, lead and assist States in the ANI/WG on the development of detailed implementation plans based on renovated strategy; and</p> <p>c) States present the plans and benefits of this implementation at the NACC/DCA/9 Meeting.</p> | <p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p> |
| <p><b>Why:</b></p> <p style="text-align: center;">Ensure coordinated and harmonized implementation</p>   |  |
| <p><b>When:</b>      NACC/DCA/9 Meeting.</p>   | <p><b>Status:</b>    <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>  |
| <p><b>Who:</b>        <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>  |  |

6.3.13            Under P/21 the Chairperson of GREPECAS highlighted the great achievements since the beginning of GREPECAS and shared the current activities and assessment on GREPECAS with the Meeting, showing the preliminary improvement recommendations and proposals for enhancing its mechanism of participation and operation for States and industry following the guidance of the GANP, GASP and regional Implementation Plans. This initial assessment is being worked out with the ICAO NACC and SAM Offices. The three lines of suggested actions are:

- Strengthen a strategic planning methodology and project management
- Support NCLB and NGAP initiatives
- Strengthen alliances and foster standardized compliance
- Seek synergies and alignment between GREPECAS and RASG-PA

6.3.14            The Meeting congratulated the active role and involvement of Dominican Republic as the new Chairman of GREPECAS and agreed to support the different improvements suggested for the GREPECAS.

**6.4 Aviation Security/Facilitation Implementation Matters**

***Aviation Security Implementation Matters***

6.4.1 Under WP/05 the Secretariat presented the results of the Regional Conference on Aviation Security for the Americas and the Caribbean and the Declaration for the implementation of the NAM/CAR and SAM Aviation Security Roadmap to comply with the ICAO Global Aviation Safety Plan, and expressed that the declaration highlights the Regional Roadmap as a living document, and designates the AVSEC/FAL/RG the responsibility for maintaining it updated; also encourages the coordination among ICAO, the NAM, CAR and SAM States and stakeholders to works toward the implementation of the five key priority outcomes of the GASeP:

- a. Enhance risk awareness and response;
- b. Develop security culture and human capability in Aviation Security;
- c. Improve technological resources and foster innovation;
- d. Improve oversight and quality assurance; and
- e. Increase regional cooperation and support

6.4.2 The Meeting recognised the importance of the GASeP implementation and adopted the following Conclusion:

| <b>CONCLUSION NACC/DCA/8/8 IMPLEMENTATION AND FOLLOW-UP OF THE NAM/CAR AND SAM AVIATION SECURITY ROADMAP</b>   |   |
|--|---|
| <p><b>What:</b></p> <p>That, in order to conduct the proper implementation and follow-up of the NAM/CAR and SAM regional security roadmap, NAM and CAR States:</p> <ul style="list-style-type: none"> <li>a) adhere to the Declaration (attached as Appendix A to WP/05) and Conclusions (Attached as Appendix B to WP/05) of the Regional Conference and endorse the NAM/CAR and SAM aviation security roadmap;</li> <li>b) encourage the participation of the civil aviation authorities and aviation security authorities at the upcoming AVSEC/FAL/RG/8 Meeting to be held at the ICAO NACC Regional Office from 13 to 17 August 2018, and</li> <li>c) request specific assistance on aviation security to the ICAO NACC Regional Office.</li> </ul> | <p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Political / Global</li> <li><input checked="" type="checkbox"/> Inter-regional</li> <li><input type="checkbox"/> Economic</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Operational/Technical</li> </ul> |
| <p><b>Why:</b><br/>Support implementation of ICAO GASeP.</p>   |   |
| <p><b>When:</b> AVSEC/FAL/RG/8</p>   | <p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>  |
| <p><b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>  |   |

***Report of the ICAO Implementation Support and Development – Security (ISD-SEC) Programme***

6.4.3 Under WP/14 a report on the ICAO Implementation Support and Development – Security (ISD-SEC) Programme, highlighting initiatives and activities undertaken to support States in implementing Annex 17 – *Security* and sustaining effective aviation security measures over time was presented by the Secretariat.

6.4.4 The paper highlighted actions taken to provide assistance to Member States and informed the NACC/DCA on developments relating to the capacity-building processes and activities of ICAO. The conducted work was described under the GASeP priority areas emphasizing the enhance risk awareness and response, the development of the security culture and human capability, the increase cooperation and support and the key challenges; the meeting was invited to review the information presented, to continue supporting the ICAO aviation security assistance programme; and to encourage States with difficulties in implementing ICAO Annex 17 or Annex 9 (security related) provisions, to contact the ICAO NACC Regional Office and the ISD-SEC and request assistance.

***Recent Developments in Aviation Security***

6.4.5 Through IP/08, the Secretariat presented the recent developments in aviation security policy and the Universal Security Audit Programme, including the Twenty-ninth Meeting of the Aviation Security Panel (AVSECP/29) that was convened in Montréal from 19 to 23 March 2018. The paper contained recent developments in aviation security and summarized the most relevant outcomes and discussions from AVSECP/29.

***Developments on Cybersecurity in Aviation Security***

6.4.6 Under WP/06 the Secretariat presented the recent cybersecurity developments to face the new threat of cyber terrorism and other cyber-related crimes, and urges appropriate authorities to consider the fact that it should not be presumed that the civil aviation industry is immune in this regard.

6.4.7 The meeting recalled the conclusions of the Civil Aviation Cyber Security Workshop that was held in Montego Bay, Jamaica, 20 to 23 March 2018 as part of the actions taken by the Cyber Security Programme of the ICAO and LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG). The Secretariat highlighted the initiatives of the United States to carry out a cybersecurity exercise and the interest of NAM CAR States in supporting this initiatives as well as the possible extension of scenarios to other air navigation areas that manage critical data in electronic/digital formats.

6.4.8 In attention to the requests of the States, the ICAO NACC Regional Office commented the preparation of a bilingual cybersecurity workshop for the NAM/CAR/SAM Regions, to be delivered in December 2018, where cyber-threats and possible mitigation measures will be addressed from the aviation security and air navigation points of view. Therefore, it was recommended that the States send their aviation security and/or air navigation specialist to this event and invited the meeting to share experiences on cybersecurity and cyber-attacks and how they have been solved/addressed.

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### **Cybersecurity and Cyber resilience**

6.4.9 Under the IP/18 the United States presented the work developed by FAA with partners at ICAO as well as with regional partners in accordance with ICAO Assembly Resolution A39-19, to identify threats and risks from possible cyber incidents on civil aviation operations and critical systems and to encourage the development of a common understanding of cyber threats, risks and cyber-incident mitigation among partners.

6.4.10 The United States proposed a model of regional cyber table top exercises utilizing facilitated discussion of scenarios designed to be an open, thought-provoking exchange of ideas on various issues regarding a hypothetical and simulated cyber incident. The exercise could be used to enhance general awareness, validate current plans and procedures, and assess the systems and activities that lie within the framework of cyber incident response and recovery.

6.4.11 Contracting States were invited to begin the development of a baseline framework to bolster cybersecurity and mitigate cyber-incidents. CANSO informed the Meeting that it will coordinate with ICAO to share its best practices and support on cybersecurity matters.

6.4.12 IP/22 presented by the United States provides an overview of outcomes from the 2018 Federal Aviation Administration (FAA) Caribbean Initiative Cybersecurity Exercise held in Washington, D.C., United States, from 17 to 19 July 2018 in. There were fifteen participants from the CAR/SAM Regions and ICAO.

6.4.13 Throughout the exercise, participants successfully achieved three objectives:

- Develop and promote common understanding of cyber threats, vulnerabilities, and resultant risk across the Aviation Ecosystem
- Identify gaps in State policies and operations
- Identify and promote regional partnerships and mechanisms for information sharing on emerging threats and incident response

6.4.14 As a Conclusion of the exercise, regional partners were provided with a valuable opportunity to confront a potentially significant cyber incident. It raised cybersecurity awareness and identified areas and opportunities to engage with each other and foster on-going development of both individual stakeholder and regional cybersecurity processes and capabilities.

### **Facilitation Implementation Matters**

6.4.15 Under WP/16 the Secretariat highlights recent developments in the Facilitation programmes describing the main changes introduced by the Amendment 26 of Annex 9 – Facilitation and presenting the status of the implementation of the ICAO Traveller Identification Programme (TRIP) strategy and the ICAO Public Key Directory (PKD).

6.4.16 The Meeting was informed that in order to comply with the Annex 9 new Standard to establish an Advance Passenger Information (API) system, Civil Aviation Authorities should coordinate with appropriate government entities to determine the national structure and assign one entity responsible for the administration and interoperability of the API, and in the future the Passenger Name Record (PNR) exchange information with foreign counterparts to ensure and increase protection of border security and counter terrorism.

6.4.17 The Meeting encouraged all Member States of the NAM/CAR Regions to ensure the correct implementation of provisions established in Doc 9303 – *Machine Readable Travel Documents* for the issuance of travel documents, and future electronic travel documents and invited contracting States to notify the NACC Regional Office if interested of receiving, under cost recovery basis, a Technical Assessment Mission (TAM) that will verify the effective implementation of Standards related with border security

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**Agenda Item 7                      Environmental Protection Matters**

***Preparation and Update of the States' Action Plans on Co2 Emissions Reduction Activities***

7.1                      With regard to the European Union Capacity-Building and Assistance Project, the Secretariat, under WP/07 emphasized the Capacity Building for the beneficiary States of the Caribbean Region, mentioning the mitigation measures included in the State Action Plans developed under the Project. Likewise, it stressed the results of the feasibility studies funded by the ICAO-EU project on the use of renewable energy to power airport operations in Trinidad and Tobago. The new opportunities for civil aviation authorities to implement low emissions aviation measures, as part of their Action Plans were also mentioned.

7.2                      The Meeting was also informed on the availability of an on-line training course for the development of State Action Plans designed with the support of the United Nations Institute for Training and Research (UNITAR) at <https://www.unclearn.org/news/new-e-tutorial-co2-emission-reduction-aviation-sector>.

7.3                      The States were also informed on the results of the ICAO-UNDP-GEF Capacity Building and Assistance Project (United Nations Development Programme/Environment fund), in particular the implementation of solar-at-gate pilot projects at two international airports in Jamaica and indicated the availability of guidance material on: renewable energy for Aviation – Practical Applications to achieve carbon reductions and cost savings, financing aviation emissions reductions, regulatory and organizational framework to address aviation emissions, and sustainable aviation fuels developed under the project and the Marginal Abatement Cost (MAC) curve tool.

7.4                      With regard to the sustainable aviation fuels, the Secretariat made reference to the adoption of Recommendations and the 2050 ICAO Vision for Sustainable Aviation Fuels Declaration.

7.5                      Finally, the Secretariat informed on the efforts of ICAO for the timely implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) SARPs, emphasizing the implementation of the monitoring, reporting and verification (MRV) mechanisms of CO2 emissions starting on 1 January 2019 in accordance with the Adoption of the First Edition of Annex 16, Volume IV.

7.6                      Canada stressed what was presented by the Secretariat and offered States the assistance both for the development/update of the Action Plans and for the implementation of CORSIA and explained the new ACT CORSIA mechanism designed by ICAO to assist States in view of time restrictions.

7-2

7.7 Costa Rica reported its interest in participating in the assistance mechanisms offered by Canada.

7.8 The Meeting urged States to designate the focal points to lead the development of the State Action Plan and the implementation of CORSIA and encouraged all the NACC States to participate in CORSIA's voluntary phase.

7.9 The Meeting urged all the NACC States to be ready to implement the SARPs contained in the First Edition of Annex 16, Volume IV.

7.10 In view of the discussions above, the Meeting adopted the following conclusion:

| <b>CONCLUSION NACC/DCA/8/9      STRENGTHENING OF ENVIRONMENTAL PROTECTION ACTIVITIES<br/>IN THE REGION</b>  |  |
|---|--|
| <p><b>What:</b></p> <p>That in order to enhance collaboration for the development and update of States' action plans on CO2 emissions reduction activities, and to facilitate the implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) from 1 January 2019, NACC States</p> <p>a) that have not yet nominated a Focal Point to lead the development of the State Action Plan, and a Focal Point to facilitate communication and provision of assistance for implementation of CORSIA, submit ICAO the nomination forms at their earliest convenience and no later than 14 September 2018; and</p> <p>b) be ready to implement the SARPs contained in the First Edition of Annex 16, Volume IV, and to integrate the new ICAO Assistance, Capacity-building and Training on CORSIA 'ACT CORSIA' initiative, expressing ICAO their willingness to participate in the mechanism.</p> | <p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Operational/Technical</p> |
| <p><b>Why:</b></p> <p>To enhance regional collaboration for the development and update of CO2 emissions reduction action plans and facilitate CORSIA implementation.</p>  |  |
| <p><b>When:</b> 14 September 2018</p>   | <p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>   |
| <p><b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>   |  |

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**Agenda Item 8            Air Transport Matters**

8.1            Under WP/08, the Meeting was informed on ICAO's work for economic development of air transport, providing an overview of ICAO's work related to air transport policy and regulation, as well as infrastructure management and funding/financing. It also presents ICAO's work related to aviation data and analyses, which focuses on big data, business analysis tools and air traffic forecasts, through the establishment of a joint venture model, at a specific project level, in collaboration with partners. The Meeting took note of the status of air transport of North American, Central American and Caribbean (NACC) States. **Appendix C** provides a list of air transport events and tools.

8.2            As such the Meeting agreed on the following actions:

- encourage States to apply and follow ICAO's policies and guidance in the air transport field in their regulatory practices;
- encourage States to attend ICAO upcoming meetings;
- coordinate with ICAO in meeting States' needs of data, analysis and tools to promote air transport development in the region; and
- encourage contributions to the voluntary Air Transport Fund.

8.3            Finally the Meeting took note of the importance to participate in the upcoming IWAF in Fortaleza, Brazil for the commitment for sustainability of Air Transport development agreement. ICAO urged the Meeting to participate in the IWAF for the intended signing of a non-binding declaration for air transport sustainability development.

***Multilateral Air Services Agreement (MASA)***

8.4            Under P/22, CARICOM provided an overview of the Multilateral Air Services Agreement (MASA) established among the member States of the Caribbean community, highlighting the benefits and impact foreseen for the Caribbean aviation development and socioeconomic growth. CARICOM explained the main elements of the new MASA, including the regulatory related articles such as Article 12 - safety (paragraphs 1 & 2) and Article 13- aviation security (paragraphs 1, 4, 5 & 7). The ongoing work was informed for the following matters under the elaboration of the MASA Protocol: Essential Services, Subsidies and the conditions for a single security check for direct transit passengers on multi-stop intra-community flights.

8.5            The Meeting took note of the opportunities that the MASA will bring to the region:

- Increased and improved transport services which will benefit businesses and passengers whilst supporting jobs and economic growth.
- Development and utilization of the third tier commuter/feeder carriers
- Development and expansion of inter-regional tourism; provision of more cargo options for exporters and importers and cost savings for airline operators
- Increased services on low density routes thereby providing increased access and flexibility in routing
- Creation of niche market opportunities

8.6 The Meeting welcomed this air transport development initiatives like MASA and support for its implementation was provided by the Meeting. ICAO is fully committed to support CARICOM and the MASA Agreement to be implemented and to this end, the strengthening and more resources to CARICOM bodies like CASSOS were recommended.

***Dominican Republic Air Transport Case Study***

8.7 Following the NACC NCLB Strategy, as part of the promotion of Aviation as a key enabler for socioeconomic growth and development of a State, under P/15, the Secretariat explained the study ongoing with industry, universities, IDB, the ICAO NACC Regional Office and Dominican Republic, which objective is to quantify the economic and social benefits from civil aviation to the Dominican Republic, examining data and analysis of the past two decades, seeking to demonstrate the direct empirical data (before and after) and the effects of aviation when a State chooses to make aviation a priority in its development and strategic plans as compared with when a State does not provide the political will or commitment to its aviation. The Case study will provide a more relevant and accurate representation of the before and after effects on the economies and sustainable developments of Small Developing Island States (SDIs) as well as other small developing economies, including meaningful insight to civil aviation planners and to line ministries (tourism, finance, transport) on the returns on investments generated in civil aviation sector. The Case study will be a specific side by side comparison of a before and after has not been conducted and it will show the effects of when a country does not have political will and commitment in establishing aviation as a national priority versus the effects of when a country does establish political will, commitment, and aviation as a national priority.

8.8 The Meeting congratulated the initiative of the Case Study and recognized the importance of such study serving as a template for other SIDS to consider in order to optimize their own air transport benefits. The Case Study is on its analysis phase and shall be completed by the 40th Session of the ICAO Assembly for its presentation to States.

**ICAO Policies on Charges**

8.9 Under WP/09 and WP/22, ALTA recalled the importance for following the guidance on ICAO policies on charges (Doc 9082) and the participation of industry on the definition of infrastructure uses and charges. The Meeting was very supportive of these initiatives and adopted the following Decision:

|  |  |   |  |
|--|--|---|--|
| <b>CONCLUSION NACC/DCA/8/10</b>  |  | <b>FOLLOW-UP TO PROPER APPLICATION OF ICAO POLICIES ON CHARGES</b>  |  |
| <b>What:</b><br><br>That, in order to follow-up and identify the proper application of ICAO guidelines on policies for charges, IATA and ICAO coordinate this application for further reporting to the NACC/DCA/9 meeting. |  | <b>Expected impact:</b><br><br><input type="checkbox"/> Political / Global<br><input type="checkbox"/> Inter-regional<br><input checked="" type="checkbox"/> Economic<br><input type="checkbox"/> Environmental<br><input type="checkbox"/> Operational/Technical |  |
| <b>Why:</b><br><br>In order to follow-up and identify the proper application of ICAO guidelines on policies for charges.   |  |   |  |
| <b>When:</b> NACC/DCA/9 meeting  |  | <b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed   |  |
| <b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:  |  | IATA  |  |

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**Agenda Item 9                    ICAO Thirteenth Air Navigation Conference (AN-Conf/13)**

9.1                    Under P/7, the Secretariat presented an overview of the Thirteenth ICAO Air Navigation Conference (AN-Conf/13), the two Committees that will handle the conference (Air Navigation and Aviation Safety Committees) and the 8 Agenda Items. The Meeting was invited to review the agenda items, submit national or Regional initiatives/ Projects and participate in the event.

9.2                    Under WP/04, Canada presented the areas of interest for the Thirteenth ICAO Air Navigation Conference and suggested the Meeting to coordinate and collaborate with Canada in identifying and advancing commonalities during the upcoming AN-Conf/13; highlighting:

- **True North Reference System:** That Member States switch their bearings, tracks and radials; and entire aviation operating system to a True North reference system by 2030.
- **Evolving Aviation Phraseology Challenges:** Suggestion for ICAO and States on phraseology proficiency.
- **Cyber Security In Aviation:** urges ICAO to develop a framework that directs states to implement measures to mitigate the threat or impact of a potential cyber-attack.
- **RPAS – What’s in a name?** To reconsider ICAO’s use of the term ‘unmanned’ to describe aviation without a crew, given the current social and technological environment.
- **USOAP Simulated Audits through Self-Assessment and Peer-Assessment:** recommends (1) recognition of the benefits of USOAP simulated audits through both self-assessment and peer-assessment; (2) provision of increased structure for a peer-assessment methodology; and (3) further encourage results of self-assessments as a precursor to expedited audits and bilateral agreements. The Secretariat clarified that the ICAO NACC Regional Office cannot undertake nor participate in any simulated audit or pre-audit of a State, as this would be contrary to its role and to ICAO policies.
- **The Global Aviation Safety Oversight System (GASOS):** Recommendations on GASOS
- **Challenges with the Implementation of the Concept of Acceptable Level of Safety Performance :** Canada will recommend noting the challenges faced by States in implementing ALoSP; and request that ICAO review the ALoSP concept, taking into consideration the experience of Member States that have sought to implement ALoSP.

- **Inventory of Safety Risk Management Practices** encourages Member States to facilitate the establishment of the ICAO Inventory of State Safety Risk Management Practices by providing documentation on their respective SRM practices.
- **Laser Attacks Strategy Promoting Aviation Safety in Canada:** This paper presents an overview of Canada's comprehensive Laser Attack Strategy to address the critical safety issue of hand-held laser attacks targeting aircraft.
- **Implementation of SARPS:** Canada recommendations on this matter.

9.3 Similarly, under WP/19, United States provided an overview of areas of interest for the United States for the 13<sup>th</sup> ICAO Air Navigation Conference in October 2018 and leading up to the 40<sup>th</sup> Session of the Assembly in 2019. The following topics were highlighted for the consideration of the Meeting:

- **Transition the work of the Unmanned Aircraft Systems (UAS) Advisory Group into the Global Air Navigation Plan (GANP):** recommends transferring the Advisory Group's work to the GANP to make it readily accessible as part of guidance supporting a harmonized and interoperable air navigation system, and will propose that any future work continue under the GANP structure.
- **Operations by non-certificated UAS in the high seas:** recommends an approach for ICAO and States to address this shortfall to accommodate the continued safe integration of these new, non-traditional entrants into the aviation sector.
- **Integration of the Remotely Piloted Aircraft Systems (RPAS) work program:** recommends that ICAO ensure Panels and expert groups work together to assess their current work programs and identify additional activities required to implement RPAS-related SARPs and guidance material into applicable Annexes and documents; and that ICAO assign appropriate tasks (job cards) to Panels and expert groups.
- **Certification of supersonic aircraft:** continue to develop SARPs to enable the development of supersonic aircraft.
- **Globally harmonized concepts for cyber security to reduce system vulnerabilities:** recommend actions to establish a global trust framework for Aviation Community Operational Resilient Network Services (ACORNS)
- **GANP:** The United States plans to discuss the new proposed structure of the Sixth GANP, and associated ASBUs, that should incorporate emerging air navigation technologies into future editions of the GANP while recognizing the importance of regional implementation mechanisms.

- **Evolution of the Provision of Aeronautical Meteorological Information in SWIM Compliant Formats**
- **Global SWIM**
- **Search and Rescue (SAR) and Implementation of Global Aeronautical Distress and Safety System (GADSS)**
- **Global Aviation Safety Plan**

9.4 Under IP/11, the Secretariat recalled the importance for States on the recent progress on RPAS and UAS as reflected in AN-Conf/13-WP/05 – *Very Low Altitude Operations*; and AN-Conf/13-WP/06 – *Remotely Piloted Aircraft System (RPAS)*. States will be requested to support the recommendations for a) smaller UAS on very low altitude (1000 feet above ground level and below) and b) continue development of RPAS.

**Agenda Item 10      40<sup>th</sup> Session of the ICAO Assembly**

10.1            Under P/08, the Secretariat presented an overview of the ICAO Assembly, the 40<sup>th</sup> Session of the ICAO Assembly as well as its previous session. The Meeting was invited to review the draft agenda as soon as the Secretary General sends the State Letter and to participate in this 40<sup>th</sup> Session.

10.2            Considering the importance of State’s participation at the aforementioned event, the Meeting agreed on the following Conclusion:

| <b>CONCLUSION NACC/DCA/8/11      COORDINATED SUPPORT TO STATE PAPERS FOR THE 40TH SESSION OF THE ICAO ASSEMBLY</b>  |  |
|---|--|
| <p><b>What:</b></p> <p>That, in order to support States in a coordinated manner on their inputs for the 40<sup>th</sup> Session of the ICAO Assembly,</p> <p>a) States coordinate with the ICAO NACC Regional Office their proposed papers by 30 May 2019;</p> <p>b) ICAO coordinate the papers to have the support by other States and entities (i.e. LACAC); and</p> <p>c) ICAO and States present coordinated papers by the NACC/DCA/09 meeting for support.</p> | <p><b>Expected impact:</b></p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p> |
| <p><b>Why:</b></p> <p>to support States in a coordinated manner on their inputs for the 40<sup>th</sup> Session of the ICAO Assembly</p>  |  |
| <p><b>When:</b>    NACC/DCA/09</p>  | <p><b>Status:</b>   <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>   |
| <p><b>Who:</b>      <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>   |  |

10.3            COCESNA and the Central American States will jointly present papers to ICAO by the end of May 2019.

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**Agenda Item 11            Panels**

**11.1                    PANEL 1: ICAO Business Plan for the 2020-2022 Triennium**

11.1.1                The objectives of this Panel were the following:

- Explain and raise awareness on ICAO Business plan for the new triennial 2020-2022
- Exchange ideas and perspectives on the business plan
- Collect comments and adjustments for ICAO Business Plan
- Gain support from States for ICAO Business plan

11.1.2                The Moderator was Mr. Mitchel Fox, Chief, Strategic Planning and Regional Affairs Coordination, ICAO. The Panel members were Dr. Fang Liu, ICAO Secretary General, Mr. Armando Luis Daniel López, President, IACC, Cuba, Ms. Dulce Maria Valle, Alternate Representative Permanent Mission of Mexico to ICAO, Mexico, Ambassador Thomas L. Carter, Representative of United States to the Council of ICAO United States, and Mr. Melvin Cintron, Regional Director, ICAO NACC.

11.1.3                The ICAO Business Plan defines the resources and the capacity of the organization to perform in benefit of the States. As such a deficient business Plan will limit the assistance being provided to States, non-timely response to States needs and in general impact the full mechanism of ICAO to support States and the continuous development of air Transport/ aviation.

11.1.4                ICAO has drafted the proposal of Business Plan for the upcoming triennial of 2020-2022, which is on the process of review and comments with States and shall be presented for approval in the upcoming 40<sup>th</sup> Session of the Assembly. Opportunities like the NACC/DCA Meeting are excellent to conduct an active exchange and discussion between ICAO and States for this proposal awareness and understanding.

11.1.5                Under P/20, the Secretariat introduced the proposal of the ICAO Business Plan, and the Meeting:

- a) noted the current draft version of the next triennial ICAO Business Plan including the emerging issues, as well as the Key Activities that would need to be expanded in scope or added to meet the needs of Member States;
- b) noted that the Business Plan would be developed in an iterative manner and further modifications to the draft version would be needed following consideration by Council during its next session and in light of the 13th Air Navigation Conference, High Level Security Conference and the 40th Assembly.
- c) reviewed and commented on the initial listing of expanded and new Key Activities, identified by the Secretariat, for implementation on a global and NACC specific level.
- d) noted that the implementation of the Business Plan in its totality would be contingent upon the availability of financial and in-kind resources. The Meeting also noted that in light of budgetary limitations it may be necessary to identify activities that should be discontinued in order to fund the new activities associated with the emerging issues.

- e) discussed the need for identifying cost saving sources for the next triennium, which could then be used to fund the development of emerging issues.

11.1.6 The Panel suggested to prioritize the emerging issues as not all need to be thoroughly worked in the triennium. The Meeting also discussed the role and contribution of industry to the work programme of the Organization.

11.1.7 The Secretary General commented the recommendations/observations which will be used to update the ICAO Business Plan proposal. The Secretariat thanked the Panel for this discussion.

11.2 **PANEL 2: ICAO NACC Regional Office Transformational Approach to Performance-based -Sustainability of the performance of ICAO Systematic Assistance Programme**

11.2.1 The objective of this Panel was to exchange among States the outcomes and perspectives for ICAO to continue and sustain optimum support and assistance to States for the continuation of States/Territories compliance with ICAO SARPS and Global/Regional Plans.

11.2.2 The Moderator was Mr. Melvin Cintron, Regional Director, ICAO NACC, and Panel members were the Directors Messrs. Charles Beneby, Bahamas, Jorge Puquirre, El Salvador and Nari Williams-Singh, Jamaica.

11.2.3 Since 2015, the ICAO NACC Regional Office has implemented a new approach on assistance to States and a performance-based/result-oriented leadership. Such approach has been reported annually by the Director of the ICAO NACC Regional Office. The Panel sought to open the discussion for a sincere feedback on the performance of this approach by the NACC Regional Office, to receive the perspective of States to improve and amend as needed the mechanism of assistance and overall, sustainability of the good performance addressed to maximize States' benefits and continuous compliance of States with ICAO SARPs.

11.2.4 The ICAO NACC NCLB Assistance Programme has worked very successfully to NACC States in their three years of implementation. Based on this success the Programme has evolved into a Systematic Assistance Programme, renewing some of its content and lines of work with the States to continue satisfying the hands-on assistance to States. The Panel sought to capture the users' perspectives, and recommendations for continuing the activities and the work toward an efficient and effective support to States, focusing on best practices and ways to achieve the sustainability of the results and best performance to States.

11.2.5 This panel allowed the exchange among States regarding the outcomes and perspectives for ICAO to continue and sustain optimum support and assistance to States for the continuation of States/Territories compliance with ICAO SARPs and Global/ Regional Plans. In this regard, the Panel concluded that:

- a) The NACC SAP has performed satisfactory covering the States expectations and needs

- b) The timely validation of USOAP and USAP progress by ICAO needs to be improved for States to show their progress
- c) The difference of USOAP/USAP Protocol Questions (PQs) requirement and auditor's interpretation of those requirements needs to be reviewed to ensure consistent and standard interpretation of the criteria for successful compliance of the requirements as interpreted from one ICAO auditor to another ICAO auditor and from one State audit to another State audit.

11.2.6 The ICAO Secretary General welcomed the feedback on ICAO performance and recognised the actions to be conducted in order to act on the conclusions made during this Panel. She answered positively to these conclusions.

### 11.3 **PANEL 3: Effectiveness of Civil Aviation Authorities**

11.3.1 The objective of this Panel was to:

- Exchange ideas and best practices for effectiveness of CAA
- Provide Directors a forum for identifying improvement in their management and leadership
- Establish networking among Directors for exchanges best practices and tools for effective leadership/management

11.3.2 The Moderator was Mr. John Gradec, McGill University, and Panel Members were Messrs. Francois Collins, Director General, Aviation Safety Oversight and Transformation, Civil Aviation, Transport Canada, Canada, Santiago Rosa, Deputy Director, IDAC, Dominican Republic, Carlos Salazar, Director General, INAC, Nicaragua, Francis Regis, Director General of Civil Aviation, Trinidad and Tobago and Carl Burleson, Acting Deputy Administrator, FAA, United States.

11.3.3 CAAs need to efficiently and effectively perform to face the different challenges that the continuous growth in operation, the high demand for services and emerging aviation matters require; under an environment of limited resources and constant changes. The panel sought to give the CAA DCAs a forum to exchange ideas and best lessons for being effective in their leadership and management of their administrations.

11.3.4 Under a constant changing world, where aviation is rapidly growing on requirements for keeping safety level while traffic of passengers and cargo increase annually and the efficiency of services and the enhancement of capacity is required, the effective management of the Civil Aviation Authority faces many challenges that request States to implement more efficient ways of managing resources and proactively plan the future activities for continuing the participation in the socioeconomic growth of their countries.

11.3.5 This panel exchanged ideas and best practices for effectiveness of CAA, providing the Directors a forum for identifying improvement in their management and leadership, establishing networking among Directors for exchanges best practices and tools for effective leadership/management. Relevant considerations from this Panel were:

- a) the importance of a clear leadership with a vision and mission
- b) the need to establish a strategic vision of the Administration
- c) the importance to have the alignment of the Head of the organization and a comprehensive understanding of the CAAs' goals and targets
- d) the effective communication techniques and a culture based on values

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**Agenda Item 12      Other Business**

***States Outstanding Contributions to ICAO***

12.1            Under WP/11, *States Outstanding Contributions to ICAO*, Directors were reminded that ICAO depends on State assessments to carry out its mandate. As such, the Secretariat urged States to take the necessary measures to fulfil their financial obligations to the organization in an urgent manner. State Letter A1/8-18/62 dated 11 June 2018 signed by the ICAO Secretary General refers. The working paper included the amounts payable by Member States for 2018 and outstanding amounts due for prior years were included for States' reference.

***2019 ICAO NACC Regional Office Calendar of Events***

12.2            For States planning and participation, and considering the commitment made at the Fifth Steering Committee Meeting of the Regional Technical Cooperation Project for the Multi-Regional Civil Aviation Assistance Programme (MCAAP) (RLA/09/801 SCM/5) held in Nassau, Bahamas, 11 to 12 May 2016, the Meeting took note of the 2019 ICAO NACC Regional Office Calendar of Events (IP/09 refers).

***Invitation for 37<sup>th</sup> Session of the Legal Committee***

12.3            Under IP/19, the Meeting was reminded of the invitation for attending the 37th session of the ICAO Legal committee.

***Training courses by United Kingdom***

12.4            United Kingdom informed the Meeting of its support to the region with the provision of training and workshops in 2018 and 2019, targeted to specific States. The ICAO NACC Regional Office is coordinating this Initiative and thanked United Kingdom for this support.

***Recognition to Mr. Argimiro Ojeda Vives***

12.5            In recognition to a long work trajectory and achievements in the CAR Region and Cuba, ICAO presented a special recognition to Mr. Argimiro Ojeda Vives, former Vice-President of the Instituto de Aeronáutica Civil de Cuba (IACC) - Civil Air Institute of Cuba.

***Regional Collaboration and Assistance by COCESNA***

12.6            COCESNA reiterated its commitment to support the region and the States concerning safety and ANS expertise, as done in recent times.

***Aviation Security Matters***

12.7 Canada encouraged ICAO to ensure that regional ICAO fora, including the NACC/DCA continue to make efforts to ensure that aviation security matters are included within regional meeting programmes and agendas with a view to increasing focus on regional and global aviation security matters.

***Next NACC/DCA Meeting***

12.8 Under WP/10, in accordance with the Terms of Reference agreed during the NACC/DCA/07 meeting, the NACC/DCA meets as per the following rotational scheme: Central America, North America, Eastern Caribbean and Central Caribbean. Trinidad and Tobago kindly offered to host the NACC/DCA/09 meeting in June 2019.

**APPENDIX A  
EXECUTIVE LIST OF CONCLUSIONS/DECISIONS**

| Number     | Conclusion/Decision   | Responsible for action | Deadline           |
|------------|---|------------------------|--------------------|
| <b>C/1</b> | <b>IMPLEMENTATION OF AN OPERATIONAL AND REGULATORY FRAMEWORK FOR UNMANNED AIRCRAFT SYSTEM(S) (UAS) AND RPAS OPERATIONS</b>  |                        |                    |
|            | That, considering the use of emerging technologies in the industry for unmanned aircraft systems (UAS) and RPAS operations and the new ICAO guidance for their operation and regulation:  |                        |                    |
|            | a) the NAM/CAR States consider ICAO guidance and best practices available in the ICAO UAS/RPAS website in their implementation for regulatory framework;  | NAM/CAR States         |                    |
|            | b) the ANI/WG consider recommendations from the forthcoming ICAO 13th Air Navigation Conference on this matter and support States in their efforts to ensure a harmonized implementation of UAS integration and RPAS operations in their respective airspace and international aerodromes under their jurisdiction; and | ANI/WG                 |                    |
|            | c) States report progress of these efforts at the NACC/DCA/9 Meeting.   | States and ANI/WG      | NACC/DCA/9 Meeting |
| <b>D/2</b> | <b>ICAO CERTIFICATION PROCESS OF THE NACC SYSTEMIC ASSISTANCE PROGRAMME (SAP) ASSISTANCE PROGRAMME</b>  |                        |                    |
|            | Considering the effectiveness and benefits of the current assistance programme NACC Systemic Assistance Programme (SAP), the NAM/CAR States support the current NACC NCLB SAP assistance system and its ongoing ISO certification project.  | NAM/CAR States         |                    |

| Number   | Conclusion/Decision   | Responsible for action                             | Deadline |
|--|---|--|----------|
| C/3  | <b>SAFETY AND AIR NAVIGATION IMPLEMENTATION STRATEGY</b>  |  |          |
|  | That, given the fast growth in aviation and the advent of emerging issues, States/Territories<br>a) prioritize thorough regional and national planning and implementation seamlessly linked to Global Planning;<br>b) require a project management structure as a vehicle to address the process from planning to implementation; and<br>c) in order to elevate political will and increase opportunities for funding, link projects to the United Nations Sustainable Development Goals (UNSDGs) and the National Development plans. | States/Territories                                 |          |
| C/4  | <b>SAFETY MANAGEMENT IMPLEMENTATION SUPPORT</b>   |  |          |
|  | That, States/Territories and International Organizations,   | States/Territories and international organizations |          |
|  | a) inform ICAO on their tools and examples that support effective safety management implementation to be considered for posting on the ICAO safety management implementation website through an ICAO validation process; and  |  |          |
| b) take into account the lessons learned from the Regional Safety Management Symposia.   |   |  |          |
| C/5  | <b>GLOBAL AVIATION SAFETY OVERSIGHT SYSTEM (GASOS)</b>  |  |          |
|  | That,   |  |          |
|  | a) States review and take note of the development of the Global Aviation Safety Oversight System (GASOS) and consider the implications for safety oversight organizations, including Regional Safety Oversight Organizations (RSOOs), State Civil Aviation Authorities (CAAs) and other State-based mechanisms, by participating in GASOS as a means to expand and enhance the safety oversight support provided to States; and   | States   |          |
| b) ICAO finalize the legal review of the GASOS concept and provide a report to States with adequate time to review before the 40th Assembly. | ICAO  | before the 40th Assembly.                          |          |

| Number     | Conclusion/Decision  | Responsible for action    | Deadline               |
|------------|--|---------------------------|------------------------|
| <b>C/6</b> | <b>REGIONAL NAM/CAR SSP IMPLEMENTATION STRATEGY</b>  |                           |                        |
|            | That, in order to facilitate and ensure a systematic implementation of the SSP in the NAM and CAR Regions, the NACC States:  | NACC States               |                        |
|            | a) approve the Regional SSP Implementation Strategy presented by ICAO NACC Office;   |                           |                        |
|            | b) encourage the participation of Champion States; and   |                           |                        |
|            | c) participate in the kick off Implementation workshop/meeting.  |                           |                        |
| <b>C/7</b> | <b>RENOVATED STRATEGY FOR PBN, ATFM AND SAR IMPLEMENTATION</b>   |                           |                        |
|            | That, in order to support the coordinated and harmonized implementation of the renovated strategy for PBN, ATF; and SAR implementation in the CAR Region,  |                           |                        |
|            | a) States support this strategy with qualified technical personnel;  | States                    |                        |
|            | b) the ICAO NACC Regional Office discuss, lead and assist States in the ANI/WG on the development of detailed implementation plans based on renovated strategy; and  | ICAO NACC Regional Office |                        |
|            | c) States present the plans and benefits of this implementation at the NACC/DCA/9 Meeting.   | States                    | NACC/DCA/9 Meeting     |
| <b>C/8</b> | <b>IMPLEMENTATION AND FOLLOW-UP OF THE NAM/CAR AND SAM AVIATION SECURITY ROADMAP</b>   |                           |                        |
|            | That, in order to conduct the proper implementation and follow-up of the regional security roadmap NAM and CAR States:   | NAM and CAR States        |                        |
|            | a) adhere to the Declaration (attached as appendix A to WP/05) and Conclusions (Attached as Appendix B to WP/05) of the Regional Conference and endorse the NAM/CAR and SAM aviation security roadmap;               |                           |                        |
|            | b) encourage the participation of the civil aviation authorities and aviation security authorities at the upcoming AVSEC/FAL/RG/8 Meeting to be held at the ICAO NACC Regional Office from 13 to 17 August 2018, and |                           | AVSEC/FAL/RG/8 Meeting |
|            | c) request specific assistance on aviation security to the ICAO NACC Regional Office.  |                           |                        |

| Number  | Conclusion/Decision  | Responsible for action | Deadline           |
|---|--|------------------------|--------------------|
| C/9   | <b>STRENGTHENING OF ENVIRONMENTAL PROTECTION ACTIVITIES IN THE REGION</b>  |                        |                    |
|   | That in order to enhance collaboration for the development and update of States' action plans on CO2 emissions reduction activities, and to facilitate the implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) from 1 January 2019, NACC States                   | NACC States            |                    |
|   | a) that have not yet nominated a Focal Point to lead the development of the State Action Plan, and a Focal Point to facilitate communication and provision of assistance for implementation of CORSIA, submit ICAO the nomination forms at their earliest convenience and no later than 14 September 2018; and |                        | 14 September       |
|   | b) be ready to implement the SARPs contained in the First Edition of Annex 16, Volume IV, and to integrate the new ICAO Assistance, Capacity-building and Training on CORSIA 'ACT CORSIA' initiative, expressing ICAO their willingness to participate in the mechanism.                                       |                        |                    |
| C/10  | <b>FOLLOW-UP TO PROPER APPLICATION OF ICAO POLICIES ON CHARGES</b>   |                        |                    |
|   | That, in order to follow-up and identify the proper application of ICAO guidelines on policies for charges, IATA and ICAO coordinate this application for further reporting to the NACC/DCA/9 meeting.   | IATA and ICAO          | NACC/DCA/9 meeting |
| C/11  | <b>COORDINATED SUPPORT TO STATE PAPERS FOR THE 40TH SESSION OF THE ICAO ASSEMBLY</b>   |                        |                    |
|   | That, in order to support States in a coordinated manner on their inputs for the 40th Session of the ICAO Assembly,  |                        |                    |
|   | a) States coordinate with the ICAO NACC Regional Office their proposed papers by 30 May 2019;  | States                 | 30 May 2019        |
|   | b) ICAO coordinate the papers to have the support by other States and entities (i.e. LACAC); and   | ICAO                   |                    |
| c) ICAO and States present coordinated papers by the NACC/DCA/09 meeting for support. | ICAO   | NACC/DCA/09 meeting    |                    |

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**APPENDIX B**  
**ICAO NAM/CAR REGION STATE SAFETY PROGRAMME (SSP) IMPLEMENTATION STRATEGY**  
**FOR 2018-2023**

**Objective:**

Assist member States to comply with the requirements for the implementation of State Safety Programmes (SSPs) by States and safety management systems (SMS) by service providers as established in the GASP.

1. Near Term Objective: 50% NAM/CAR member States to achieve SSP implementation by 2020.
2. Mid Term Objective: All CAR member States to achieve SSP implementation by 2023.

**Activities:**

The activities comprise direct actions to assist NAM/CAR member States to complete the implementation of every element required for the SSP implementation, including, meet with State high level decision makers to establish and empower the SSP implementation team, support to complete the SSP gap analysis, agree and approve a SSP implementation plan, technical assistance missions and collaboration with champion States to tailor specific SSP elements as required by the States, periodic follow-up implementation teleconferences. Additional activities may include courses, workshops, seminars, personnel training, and/or technical cooperation as required.

**Benefits:**

The main benefits are:

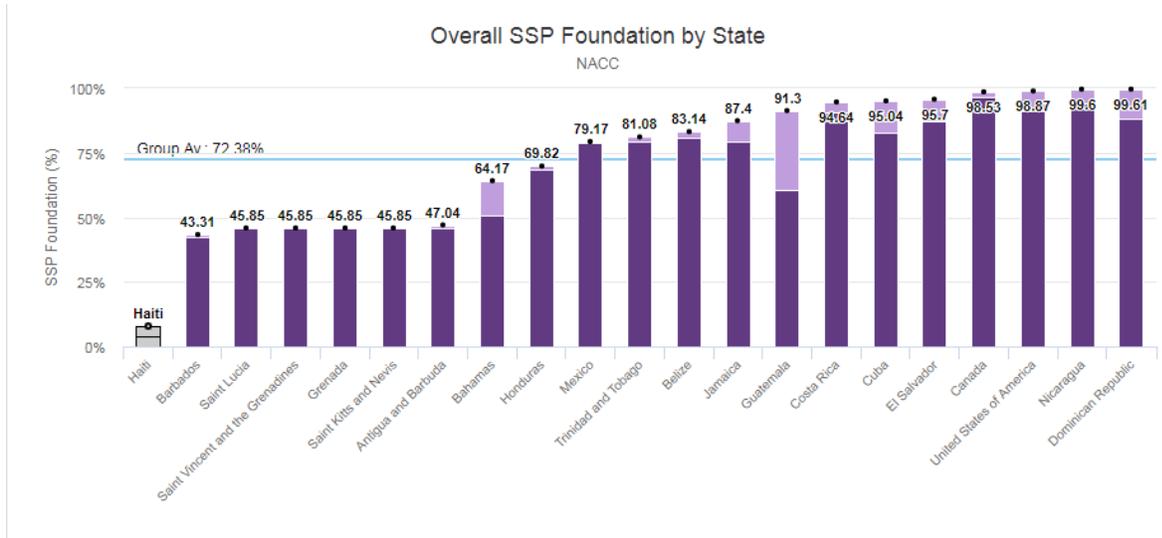
1. Enhance the effectiveness of safety oversight by member States
2. Increase NAM/CAR Region level of implementation on the Annex 19 SARPs
3. Prepare States for the USOAP CMA SSP assessments
4. Increase level of implementation of State Safety Programme (SSP) and Safety Management Systems (SMS) in member States
5. Reduce fatality risk in the CAR Region

**Beneficiaries:**

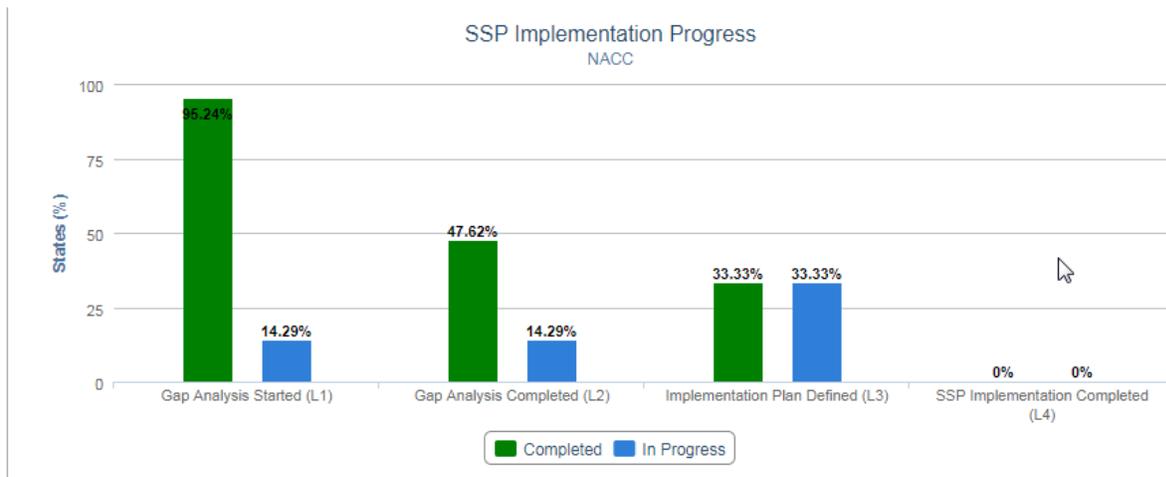
The main beneficiaries are member States and their associated civil aviation systems.

**NAM/CAR Regional Status**

**SSP Foundation**



**SSP Implementation Progress (Gap Analysis)**



| Code | State Name                       | Progress                    | Level (Up %)  | Search: <input type="text"/> |
|------|----------------------------------|-----------------------------|---------------|------------------------------|
| CAN  | Canada                           | Implementation Plan Defined | L3 / 80% L4   |                              |
| CUB  | Cuba                             | Implementation Plan Defined | L3 / 50.9% L4 |                              |
| DOM  | Dominican Republic               | Implementation Plan Defined | L3 / 76.4% L4 |                              |
| GTM  | Guatemala                        | Implementation Plan Defined | L3 / 65.5% L4 |                              |
| HND  | Honduras                         | Implementation Plan Defined | L3 / 61.8% L4 |                              |
| NIC  | Nicaragua                        | Implementation Plan Defined | L3 / 34.5% L4 |                              |
| USA  | United States of America         | Implementation Plan Defined | L3 / 98.2% L4 |                              |
| ATG  | Antigua and Barbuda              | Gap Analysis Started        | L1 / 54.5% L2 |                              |
| BHS  | Bahamas                          | Gap Analysis Started        | L1 / 94.5% L2 |                              |
| CRI  | Costa Rica                       | Gap Analysis Started        | L1 / 63.6% L2 |                              |
| SLV  | El Salvador                      | Gap Analysis Started        | L1 / 32.7% L2 |                              |
| GRD  | Grenada                          | Gap Analysis Started        | L1 / 54.5% L2 |                              |
| JAM  | Jamaica                          | Gap Analysis Started        | L1 / 16.4% L2 |                              |
| MEX  | Mexico                           | Gap Analysis Started        | L1            |                              |
| KNA  | Saint Kitts and Nevis            | Gap Analysis Started        | L1 / 54.5% L2 |                              |
| LCA  | Saint Lucia                      | Gap Analysis Started        | L1 / 54.5% L2 |                              |
| VCT  | Saint Vincent and the Grenadines | Gap Analysis Started        | L1 / 56.4% L2 |                              |
| BRB  | Barbados                         | Gap Analysis Completed      | L2 / 98.2% L3 |                              |
| BLZ  | Belize                           | Gap Analysis Completed      | L2 / 96.4% L3 |                              |
| TTO  | Trinidad and Tobago              | Gap Analysis Completed      | L2 / 20% L3   |                              |
| HTI  | Haiti                            | -                           |               |                              |

Showing 1 to 21 of 21 entries

The NAM/CAR Regions Status according to overall SSP Foundation Protocol Questions (PQs) results by State (iSTARS March 2018) showed the following:

1. Above 95% (6 States): Dominican Republic, Nicaragua, United States of America, Canada, El Salvador and Cuba;
2. Between 85-94.9% (3 States): Costa Rica, Guatemala and Jamaica;
3. Between 75-84.9% (3 States): Belize, Trinidad and Tobago, and Mexico;
4. Below 75% (9 States): Honduras, Bahamas, Saint Vincent and Grenadines, Saint Lucia, Antigua and Barbuda, Grenada, Saint Kitts and Nevis, Barbados, and Haiti

ICAO NACC Regional Office proposes the following grouping scheme of States for the SSP implementation:

1. Tier 1: States that currently have a SSP Foundation Index Above 95%, agree with the ICAO NACC Regional Office a SSP Implementation Plan, and receive technical assistance as required to implement SSP by 2020;
2. Tier 2: States that have a SSP Foundation Index Above 85%, agree with the ICAO NACC Regional Office a SSP Implementation Plan, and receive technical assistance as required to implement SSP by 2021;
3. Tier 3: States that have a SSP Foundation Index Above 75%, agree with the ICAO NACC Regional Office a SSP Implementation Plan, and receive technical assistance as required to implement SSP by 2022;

4. Tier 4: States that have a SSP Foundation Index Above 60%, agree with the ICAO NACC Regional Office a SSP Implementation Plan, and receive technical assistance as required to implement SSP by 2023;
5. NAM/CAR States that complete any phase of the SSP implementation can be considered as Champion States to support other States in the implementation of the phases that have already implemented

*Note: we expect that no State has an EI below 60% by 2022.*

ICAO NACC Regional Office will monitor the progress of the CAR Region SSP Implementation Programme 2018-2023 as follows:

1. Indicator: progress in SSP implementation
2. Metrics:
  - a. Percentage of completed Protocol Questions (PQs) from the SSP Foundation PQs from iSTARS
  - b. Number of implementation SSP Phases accomplished SSP based on ICAO Safety Management Manual (SMM) (Doc 9859)

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**APPENDIX C**  
**STATE OF AIR TRANSPORT OF THE NORTH AMERICA, CENTRAL AMERICA AND CARIBBEAN (NACC)**  
**STATES**

**AIR TRANSPORT POLICY AND REGULATION achievements**

- ICAO's long-term vision for air transport liberalization.
- Market access, air cargo and air carrier ownership and control
- Fair competition: ICAO's efforts focused on developing tools to enhance the transparency of States' competition rules, and to foster cooperation, dialogue and regulatory compatibility.
- Consumer protection.

**INFRASTRUCTURE MANAGEMENT:**

- ICAO has been working with Member States on the funding and financing of development of quality aviation infrastructure, especially through the ICAO World Aviation Forum (IWAF), a platform that brings together States' policy makers, development partners, and investment and financial institutions.
- developing and updating its policies in the area of airport and air navigation services economics, and financing and management

**AIR TRANSPORT MEETINGS**

- Air Cargo Development Forum
- ICAO World Aviation Forum (IWAF)
- ICAN event

**AVIATION DATA AND ANALYSIS**

- The ICAO Statistics Programme
- joint venture, at the specific project level, in partnership with UN agencies, international organizations and academia.
- Big data.
- Business analysis tools.
- ICAO single set of long-term traffic forecasts.
- advanced traffic forecast application which enables States to visualize detailed traffic forecasts under various scenarios, including forecasts by country of departure, forecasts at country-pair level or the number of movements by Flight Information Region (FIR).
- Aviation satellite account. The Secretariat is currently preparing the draft methodological framework document on the Aviation Satellite Account (ASA) to measure the economic contribution of aviation such as, for example, the size of aviation-related direct gross domestic product (GDP) and jobs created.
- Airport reporting form

- Collection of aviation personnel data by gender.
- Global indicator for UN SDGs.

### **AIR TRANSPORT FUND**

The Air Transport Fund, established in 2014 by ICAO (State letter 2014/32 refers), serves as a mechanism for the collection and use of voluntary contributions from States and other donors to support ICAO's activities in the air transport field: <http://www.icao.int/sustainability/Pages/TRAF.aspx>. The outstanding projects to be possibly undertaken by ICAO under the voluntary contributions of the Air Transport Fund include the "Air Transport Eliminating Poverty: ICAO's Essential Services and Connectivity Improvement (ESCI) Scheme", "iPLAN: Planning for Travel Disruptions", "Business Aviation: A Productive Booster", "Air Freight Indices", and "Targeting Cargo Theft and Delay".