



ICAO

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

Tenth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation

(NACC/DCA/10)

Final Report

Fort-de-France, Martinique, France, 21-23 June 2022

Prepared by the Secretariat

August 2022

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HISTORICAL

ii.1 Place and Date of the Meeting

The Tenth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/10) was held at La Batelière hotel, in Fort au France, Martinique, France, from 21-23 June 2022.

ii.2 Opening Ceremony

Mr. Juan Carlos Salazar, Secretary General of the International Civil Aviation Organization (ICAO) provided opening remarks virtually. He mentioned that heads of State should provide political will to their State, understanding and supporting aviation as a national priority given the much needed socio-economic growth and contributions that aviation enables for a State, their economy and their citizens. He also mentioned the importance of political commitment, with the government putting forth the needed budgetary resources and human capital to ensure the implementation of that national priority for the State's aviation system. He finally referred to the leadership of the NACC Civil Aviation Authorities (CAAs) Directors General, supported by their associated ministers, in implementing the State's political will and commitment for a sustainable, resilient and internationally compliant aviation system. He invited the Directors General to the forthcoming ICAO events: the High-level Meeting on the feasibility of a long-term aspirational goal for international aviation CO2 emissions reductions and the 41th Session of the Assembly. He finally thanked France for hosting the meeting. Mr. Serge Letchimy, President of the Executive Council of Martinique provided opening remarks and Mr. Damien Cazé, Director General of French Civil Aviation, welcomed the participants to Martinique and officially opened the meeting.

ii.3 Officers of the Meeting

The meeting elected Mr. Cazé, France, to chair the meeting plenary. Mr. Melvin Cintron, Regional Director of the ICAO NACC Regional Office served as Secretary of the Meeting, assisted by Julio Siu, Deputy Regional Director, Mr. José María Peral, Regional Officer, Aviation Security and Facilitation all from the ICAO NACC Regional Office.

The following personnel from the ICAO Headquarters also participated in the Meeting:

- Mr. Jorge Vargas, Director, Technical Cooperation Bureau
- Mr. Thomas Mistos, Chief, Oversight Support Unit/Monitoring & Oversight/ANB
- Ms. Dawn Flanagan, Implementation Support Officer
- Ms. Nicole Mikel-Brumfield, Technical Officer

ii.4 Working Languages

The working languages of the Meeting were English and Spanish. The working papers, information papers, presentations and 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 the NACC/DCA

Agenda Item 3: Status of Aviation Recovery and 2022 and new 2023-2025 Triennium Priorities for the NAM/CAR Regions

Agenda Item 4: 2020-2022 NACC Regional Office Performance and Accountability Report to the States

Agenda Item 5: NAM/CAR Regional Safety/Air Navigation Implementation

- 5.1 Executive Briefing Session on Universal Safety Oversight Audit Programme (USOAP)**
- 5.2 Safety Implementation Matters**
- 5.3 Air Navigation Implementation Matters**

Agenda Item 6: NAM/CAR Regional Aviation Security/Facilitation Implementation

Agenda Item 7: Air Transport Matters

Agenda Item 8: Environmental Protection Matters

Agenda Item 9: Preparation for the 41st Session of the ICAO Assembly

Agenda Item 10: Other Business

ii.7 Attendance

The Meeting was attended by 19 States/Territories from the NAM/CAR Regions and 11 International Organizations/industry, totalling 84 delegates as indicated in the list of participants.

ii.8 Conclusions and Decisions

The Directors of Civil Aviation of the 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 the North America, Central America and Caribbean.

An executive summary of these conclusions/decisions will be presented in **Appendix A** to the final report.

ii.8.1 List of Conclusions

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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-2022-naccdca10.aspx>

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01 Rev. 4	1	Agenda Rev. 3 and Schedule Rev. 2	07/06/22	Secretariat
WP/02	2	Follow-Up on Valid Conclusions and Decisions of NACC/DCA Meetings	31/05/22	Secretariat
WP/03	3	Overview of the 2020 and 2021 COVID-19 Related Actions and High-Level Conference on COVID-19 (HLCC 2021)	08/06/22	Secretariat
WP/04	5.2	RASG-PA Progress Report and Projects	15/06/22	Secretariat
WP/05	5.2	Safety Implementation Matters	10/06/22	Secretariat
WP/06 Rev.	5.3	Interference in Aeronautical Operations due to Implementation of 5G Technology	17/06/22	Secretariat
WP/07	6	NAM/CAR Regional Aviation Security And Facilitation Implementation	17/06/22	Secretariat
WP/08	10	States Outstanding Contributions to ICAO	03/06/22	Secretariat
WP/09	10	Next NACC/DCA Meeting	11/03/22	Secretariat
WP/10	5.2	Aeronautical Training and <i>Virtuality</i> in Times of COVID-19	09/06/22	Rapporteur & Vice-Rapporteur NAM/CAR/CATC/WG
WP/11	3	Challenges And Priorities for the NAM/CAR Regions 2022 and New 2023-2025 Triennium Priorities	03/06/21	Secretariat
WP/12	3	Recovery of Air Services in the Dominican Republic: Memorandum of Understanding with the Latin American Civil Aviation Commission for the Seventh Freedom of the Air in Cargo	07/06/22	Dominican Republic
WP/13	3	Contribution of COCESNA/ICCAE to the Training of Civil Aviation Personnel in the Region during COVID-19 Pandemic Period	15/10/21	Central American States
WP/14	8	Contributions of Central America in the Implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)	17/03/22	Central American States
WP/15	5.3	Development of a Regional Regulation for the Use of Unmanned Aircraft Systems (UAS) in the Member States of Central America	28/04/22	Central American States

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/16	5.3	Impact on Cuba's Civil Aviation Resulting from the Updates to the Global Air Navigation Plan (GANP)	11/04/22	Cuba
WP/17	5.2	Experience of the Central American Region States in the Role of COCESNA/GRIAA as a Coordination Mechanism and its Contribution toward the AIG Effective Implementation Improvement	22/04/22	Central American States
WP/18	3	Experience in the Central American Region on the Continuity of Aeronautical Services through COCESNA during the COVID19 Pandemic	22/04/22	Central American States
WP/19	5.2	Implementation of the Regional Collaborative Group on State Safety Management of COCESNA Member States	22/04/22	Central American States
WP/20	5.3	Response Planning to Face Emergencies and Contingencies in Central America	22/04/22	Central American States
WP/21	3	Biosafety Procedures for Airport Protocols	21/04/22	Central American States
WP/22	5.3	Implementation Process of the Global Reporting Format for Runway Surface Conditions (GRF) in the Member States of Central America	15/10/21	Central American States
WP/23	5.2	Proposal for Contribution to the NAM/CAR/CATC/WG Work Programme	21/04/22	France
WP/24	5.3	CAR/SAM Planning And Implementation Regional Group (GREPECAS) Projects And Progress Report	26/05/22	Secretariat
WP/25	6	ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group Progress Report	13/06/22	Secretariat
WP/26	8	Views and Priorities of the United States on Climate Change and Opportunities for Collaboration	03/05/22	United States
WP/27	9	Areas Of Interest for the United States at the 41st Session of the International Civil Aviation Organization (ICAO) Assembly	06/05/22	United States
WP/28	5.2	Documenting Compliance with the Model Civil Aviation Regulations (MCRs) in the ICAO Electronic Filing Of Differences (EFOD) System	02/06/21	United States
WP/29	5.3	Continuous Support to CAR Region ANS Contingency Planning and Response	02/06/22	Secretariat
WP/30	8	France's Sustainable Aviation Fuel (SAF) Policy Development as a LTAG Enabler	03/06/22	France
WP/31	5.3	Air Navigation Activities in the NAM/CAR Regions	10/06/22	Secretariat
WP/32 Rev.	6	Developments in the Facilitation Programmes	17/06/22	Secretariat
WP/33	7	ICAO'S Work on Economic Development of Air Transport	13/06/22	Secretariat

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/34	8	Latest Developments on ICAO's Work On Climate Change	13/06/22	Secretariat
WP/35	8	Latest Developments on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)	13/06/22	Secretariat
WP/36	6	Progressing Developments Towards Accessible Air Transport	16/06/22	IATA
WP/37	6	Innovative, Practical, Interoperable Solutions for Travel Acceptance	16/06/22	IATA

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01 Rev.	---	List of Working, Information Papers and Presentations	23/06/22	Secretariat
NI/02	6	Impacto derivado de las actualizaciones del Plan Global para la Seguridad de la Aviación (GASEP) <i>(available in Spanish only)</i>	11/04/22	Cuba
IP/03	3	IATA Views on Response to Pandemics and Public Health Emergencies	16/06/22	IATA
IP/04	6	Unruly & Disruptive Passenger Incidents in the Context of the Covid-19 Pandemic	16/06/22	IATA
IP/05		CANCELLED		
IP/06	7	UN/ICAO and CARICOM Regional Collaboration	07/06/22	Secretariat
IP/07 Rev.	10	Civil Aviation Authorities Directors General Questionnaire	20/06/22	Secretariat
NI/08	5.1	Impacto del Programa Sistémico de Asistencia (SAP) de la Oficina NACC de la OACI y la experiencia de Cuba en las actividades realizadas enmarcadas en la evolución del Programa Universal de Auditoría de la Vigilancia de la Seguridad Operacional (USOAP) con un Enfoque de Observación Continua (CMA) <i>(available in Spanish only)</i>	11/04/22	Cuba
NI/09	5.2	Implementación del GASP por el Estado cubano en sus condiciones específicas <i>(available in Spanish only)</i>	11/04/22	Cuba
IP/10	7	Results for the Indicators on the Governance of Sector Regulators: ICAO SAM and NACC Civil Aviation Authorities	13/06/22	OECD
IP/11	5.3	Update on the United States Federal Aviation Administration's Unmanned Aircraft Systems Security Activities	17/05/22	United States
NI/12	6	Accesibilidad y Diseño Universal en la Facilitación del Transporte Aéreo; Establecimiento de Directrices Generales y Mejores Prácticas para Pasajeros/as con Discapacidad <i>(available in Spanish only)</i>	07/06/22	Dominican Republic

INFORMATION PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
NI/13	6	Certificación del personal de seguridad de la aviación civil en República Dominicana (available in Spanish only)	15/06/22	Dominican Republic
IP/14	6	Development the Dominican Republic in the Matter of Civil Aviation Security	15/06/22	Dominican Republic
IP/15	5.3	Safety Assurance of Ground-Based Associated Elements of Unmanned Aircraft Systems	16/06/22	United States
NI/16	3	Experiencia De Cuba En El Tratamiento De La Covid-19 Y La Recuperación De La Aviación En La Nueva Etapa (available in Spanish only)	17/06/22	Cuba
IP/17	7	The Multilateral Air Services Agreement (MASA) Report of the Caribbean Community (CARICOM) Secretariat	22/06/22	CARICOM

PRESENTATIONS				
Number	Agenda Item	Title	Presented by	
P/01 Rev.	5.3	Caribbean Aviation Resilience & Recovery Group (CARRG) - Airport-to-Airport Mutual Assistance Program	United States	
P/02 Rev.	4	Accountability Report of the NACC Regional Office	Secretariat	
P/03 Rev.	5.1	Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA)	Secretariat	
P/04	4	ICAO NACC Dashboards	Secretariat	
P/05	9	41th Session of the ICAO Assembly Preparation discussion for States	Secretariat	
P/06	6	Video of the Administrator for the United States Transportation Security Administration.	United States	
P/07	5.3	5G Radio Altimeter Interference	Boeing	
P/08	7	Economic Development of Air Transport	Secretariat	
P/09 Rev.	5.2	Cooperation in Latin America & Caribbean Region (LAC) from a EU regional safety oversight organization (RSOO)	EASA	
P/10	6	ICAO Aviation Security Panel Working Group on Threat and Risk	United States	
P/11 Rev.	5.2	Standardizing Implementation Support	Secretariat	
P/12 Rev.	5.2	One-ICAO Approach for Implementation Support	Secretariat	

PRESENTATIONS			
Number	Agenda Item	Title	Presented by
P/13	7	Taxes, Fees & Charges - Impact and Best Practices	IATA
P/16	8	El Desarrollo de la Política Francesa de Combustibles de Aviación Sostenibles (SAF), como Facilitador del LTAG (available in Spanish only)	France
P/17	5.2	Proposal for Contribution to the NAM/CAR/CATC/WG Work Program	France

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Agenda Item 1 Adoption of the Provisional Agenda and Schedule

1.1 The Secretariat presented WP/01 Rev. 4 inviting the Meeting to approve the provisional agenda and schedule. The Meeting approved the agenda and schedule.

1.2 The documentation for the meeting is listed under IP/01 Rev.

Agenda Item 2: Follow-up on Valid Conclusions and Decisions from the NACC/DCA

2.1 Under WP/02, the Meeting reviewed the list of valid Conclusions and Decisions of previous in-person NACC/DCA meetings, and from the Virtual Meetings on COVID-19 Aviation Recovery and restart and noted that:

- a) all four valid conclusions from the virtual meetings were considered completed having the States taken measures as agreed for the COVID-19 aviation recovery; and
- b) all the previous conclusions from the in person meetings were considered completed. This resulted from the Meeting discussion on ICAO policies for fees and charges, the adoption of tasks under the work plan on Unmanned aircraft system(s) (UAS) and cybersecurity, implementation of several projects such as the Accident investigation and prevention (AIG) Turn Key Project, the State Safety Programme (SSP) implementation, the Safety Oversight System (SOS) Project review, and the adoption of the Traveller Identification Programme (TRIP) Strategy and Public Key Director (PKD) follow-up by States.

Agenda Item 3: Status of Aviation Recovery and 2022 and new 2023-2025 Triennium Priorities for the NAM/CAR Regions

3.1 Under WP/03, the Secretariat recalled the actions taken by the NACC Civil Aviation Authorities (CAA) Directors General (DG) to face the COVID-19 Pandemic since 2020 through Teleconferences and the latest agreement by States on this matter in the High Level COVID-19 Conference (HLCC), highlighting the following:

- a) the five videoconferences conducted from 2020-2021 with the NAM/CAR Civil Aviation Authorities (CAA) Directors General (DGs), for assistance and support to the implementation of COVID-19 measures and the aviation recovery in the region, which details are included at: <https://www.icao.int/NACC/Pages/NACC-C19Meetings.aspx>
- b) the coordinated implementation of the CART Recommendations and its *Take-Off* Document, as well as the follow-up report of progress in implementation in the COVID-19 Response and Recovery Implementation Centre (CRRIC)
- c) Assist States with the business continuity of their aviation sector as well as with their responses to aviation aspects of COVID-19
- d) Provide emergency advice to States, Territories and International Organizations
- e) Provide a regional forum to serve NACC States to discuss and share actions and best practices
- f) Guidance to States and Territories on regulatory, operational and other implementation matters
- g) Personalized State support on implementation of CART measures and their reporting
- h) Guidance to States on regulatory compliance deviations
- i) Sharing of individual State/Territory decisions that may affect international operations
- j) Funding support strategies assistance
- k) guidance material to support Air traffic services (ATS) provision in a COVID-19 context

3.2 The Meeting recalled the several webinars and meetings conducted by the NACC Regional Office to assist CAR states on the Aviation Recovery Activities:

- ICAO COVID-19 Response and Recovery Implementation Centre (CRRIC) Webinar – Recent Updates, 20 January 2021.
- CAR/SAM Webinar on “Operations restart, fighting COVID-19, what is next...?” - Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) - 22 April 2021
- Virtual Meeting on "Implementation of Public Health Corridors (PHC) in the CAR Region – Presentation of Declaration of Intent (DoI), for central America States, 14 September 2021
- Virtual Meeting on the Aviation Recovery - Public Health Corridors (PHC) Implementation in the CAR Region, for Caribbean states, Presentation of DoI, 23 September 2021
- Webinar on the implementation of ICAO's Aviation Recovery Task Force (CART) Recommendation 10 - Economic and Financial Measures on 3 March 2021
- Webinar: Air Navigation Services (ANS) Provision and Oversight in a COVID-19 Context on 23 April 2021.

3.3 The Meeting recognized that all these meetings focused on supporting States in the process of recovery of aviation operations after COVID-19, ensuring the implementation of CART Recommendations, biosecurity measures, PHC measures, among others, with the objective of boosting the recovery of operations and avoiding the spread of COVID-19. At the same time, a set of different iPacks for aviation recovery were funded at no cost to States by several donor States, ICAO and Systemic Assistance Programme (SAP) "Champion States" in the region as detailed under Appendix B of WP/03.

3.4 The Meeting recalled the 2021 High Level Conference on Covid-19 (HLCC), which had the theme "One Vision for Air Transport Sustainability beyond the Global Pandemic". It addressed various COVID-19-related items under a single umbrella, replacing the originally planned Third High-level Safety Conference (HLSC 2021), the High-level Facilitation Conference (HLFC 2021) and the High-level event envisaged by the Council Aviation Recovery Taskforce (CART) to strengthen States commitments to leading the recovery from the pandemic. The Conference was held from 12 to 22 October 2021, in a virtual setting.

3.5 Finally, from the common consensus and agreement by the State Ministers and representative, the HLCC agreed on a Declaration (**Appendix B** to this report) and a list of recommendations. To follow up on the support to the HLCC recommendations and actions for aviation recovery, a Global Webinar on the Outcomes of the High-Level Conference on COVID-19 (HLCC 2021) was held on 15 December 2021. During the A41 session, a specific agenda item for States' discussion and exchange on the status of the COVID-19 recovery actions will be conducted under Item 12: Outcomes of High-level Conference on COVID-19. A proposal will be provided on prioritization of the actions by ICAO, taking into account the urgency and the resources available for the next triennium.

3.7 Dominican Republic presented WP/12 and emphasized the importance of the cargo flights for the recovery of civil aviation subsequent to the COVID-19 pandemic, and the initiative of the Latin American Civil Aviation Commission (LACAC) by signing a Memorandum of Understanding between its member States foreseeing the right of the seventh freedom of the air in cargo flights. In this regard, the Meeting formulated the following Conclusion to support this experience for the other States:

CONCLUSION	
NACC/DCA/10/1	ADOPTION OF AGREEMENTS FOR THE EXERCISE OF SEVENTH FREEDOM OF THE AIR ON CARGO
<p>What:</p> <p>That, as part of promoting the development of the States civil aviation, through the liberalization of Air Transport Policy:</p> <p>a) CARICOM States and the rest of CAR States take note of the benefits observed by States like Dominican Republic due to application of the seventh Freedom of the Air for exclusively cargo flights;</p> <p>b) CARICOM States and the rest of CAR States review the options and benefits of joining the reciprocal exercise of granting the seventh freedom of air for cargo service;</p>	<p>Expected impact:</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>

<p>c) CARICOM States and the rest of CAR States implement the agreement necessary for reciprocally exercise seventh freedom of air for exclusively cargo service by the NACC/DCA/12 meeting; and</p> <p>d) The ICAO NACC Regional Office provide an engagement forum between the NACC and the SAM States in support of expanding this initiative for the benefit of cargo aviation within the NACC and SAM States.</p> <p>Note: 20% increase on this implementation is expected.</p>	
<p>Why: Promote the development of the States civil aviation, through the liberalization of air transport policy</p>	
<p>When: NACC/DCA/12</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

3.8 Under WP/13, the States of Central America presented the contributions and efforts made by COCESNA/ICCAE on the continuity of the training processes under the competency-based approach for professionals involved in the development of civil aviation in order to proactively mitigate safety risks that could arise due to the prolonged interruption of face-to-face training caused by the COVID-19 pandemic.

3.9 Under this experience, the Meeting was recommended that the on-line and face-to-face classes process be inclusive and accessible in all their phases with no without long term suspension. Therefore, the Meeting agreed on this recommendation and formulated the following conclusion:

CONCLUSION	
NACC/DCA/10/2	ENHANCEMENT OF NAM/CAR TRAINING CENTRES PERFORMANCE
<p>What:</p> <p>That, in order to enhance the performance of the Training Centres in the CAR Region, learning from the COVID-19 Pandemic affectations and for the sustainability of the training services:</p> <p>a) the NAM/CAR Training Centres and the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG) design contingency measures to anticipate a long-term suspension, focusing efforts on ensuring the continuity of training and the validity of the competencies of professionals involved in civil aviation by the NACC/DCA/11 meeting;</p> <p>b) the NAM/CAR Training Centres and the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG) document and share the experiences of the different Civil Aviation Training Centres regarding how they overcame the limitations presented by the COVID-19 pandemic (document delivery);</p> <p>c) the NAM/CAR Training Centres and the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG) promote the option of virtual training for those courses that allow it and maintain the face-to-face modality, prioritizing recurrences, complying with the established biosafety protocols; and</p> <p>d) the NAM/CAR/CATC/WG Secretariat ensure development of specific deliverables and expected outcomes.</p>	<p>Expected impact:</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>
<p>Why:</p> <p>To enhance the performance of the Training Centres in the CAR Region, learning from the COVID-19 Pandemic affectations and for the sustainability of the training services</p>	
<p>When: NACC/DCA/11</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>NAM/CAR Training Centres and NAM/CAR/CATC/WG</p>

3.10 Under WP/18, the Central American States reported the experience in the Central American subregion, through the Central American Corporation for Air Navigation Services, on the measures adopted for the continuity of COCESNA's air services during the pandemic while maintaining safety levels required by the Member States. In this regard, the Meeting agreed on the importance of learning of these best practices and the development of guidelines to face future events in coordination with the States, taking into account the global experiences, so as to act in the fastest manner possible and with the least impact on aviation, and agreed on the following conclusion:

CONCLUSION	
NACC/DCA/10/3	ENHANCE PREPAREDNESS OF AIR NAVIGATION SERVICES
<p>What:</p> <p>That, in order to maintain the continuity of Air Navigation Services (ANS) while guaranteeing the required safety levels, learning from the COVID-19 pandemic experiences and for the enhanced preparedness of the ANS services, the North American, Central American and Caribbean Working Group (NACC/WG) :</p> <p>a) take into consideration the best practices and initiatives carried out by Air Navigation Services Providers (ANSPs) for the efficient management of ANS under its responsibility during the COVID-19 Pandemic; and</p> <p>b) develop guidelines for responding to future events, in coordination with States and taking into account global experiences, in order to act as quickly as possible and with the least possible impact on aviation by the NACC/DCA/11 meeting.</p>	<p>Expected impact:</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>
<p>Why:</p> <p>To maintain the continuity of air navigation services while guaranteeing the required safety levels, learning from the COVID-19 Pandemic experiences and for the enhanced preparedness of the ANS services</p>	
<p>When: NACC/DCA/11</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>NACC/WG</p>

3.11 Under WP/21, COCESNA presented the components of the Biosafety Protocols established in the Central American subregion for the gradual and harmonized reactivation of air transport, following the closure of air operations through the establishment and implementation of the "Plan for the gradual and harmonized reactivation of air transport in the region". Similarly, COCESNA developed a sample procedure model in order to support the subregion so that it may be used by the industry and States Civil Aviation Authorities to improve and/or develop their own harmonized and measurable procedures in each of the systems related to international and domestic civil aviation, that will ensure business continuity. Likewise, these procedures should be included into the airport emergency plans.

3.12 In this regard, the Meeting supported the recommendation on the establishment of Acceptable Levels of Biosafety Performance (Bio-ALOSP) in States, which enable regulators to monitor the effectiveness of biosafety procedures, the evaluation of results, identify the weakest barriers and thus establish a surveillance system based on risk management. The Meeting identified the support of the AVSEC/FAL/RG to this end and formulated the following conclusion:

CONCLUSION	
NACC/DCA/10/4	ACCEPTABLE LEVELS OF BIOSAFETY PERFORMANCE
What: That, to harmonize the effectiveness of the biosafety protocols across the NAM/CAR Regions based on biosafety performance indicators, the ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) define the acceptable levels of Biosafety performance (Bio-ALoSP) so that they be accomplished by the NAM/CAR Regions States and Territories by the NACC/DCA/11 meeting.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: To harmonize the effectiveness of the biosafety protocols across the NAM/CAR Regions based in the biosafety performance indicators.	
When: NACC/DCA/11	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	AVSEC/FAL/RG

3.13 Under IP/03, IATA recognized the work undertaken by ICAO and CAPSCA in responding to the challenges of the COVID-19 pandemic. IATA reaffirmed the continuing commitment of airline members to implementing globally agreed biosafety protocols to ensure that air travel is not a meaningful vector for further international spread of COVID-19 or other communicable diseases. In order to enhance coordination at national level, IATA considers that it will be important to make much better use of and leverage more effectively States' National Air Transport Facilitation Programme (NATFP) and to strengthen the role of National Air Transport Facilitation Committees (NATFC). Effective cross-sectoral coordination and reliable public-private cooperation are essential to an effective global response to pandemics and public health emergencies.

3.14 Under NI/16, Cuba mentioned its experience facing the COVID-19 pandemic, developing its national health protocol; its CAA, IACC, issued a health protocol based on it and in line with the Council Aviation Recovery Taskforce (CART)'s recommendation and the application of actions for the recovery of aviation.

3.15 Under WP/11, the Secretariat presented the main challenges and priorities for 2022 and new 2023-2025 Triennium Priorities for the CAR and NAM Regions. In this regard, the NACC Systemic Assistance Programme (SAP) has proved to be an efficient tool to support implementation, having been responsible for ensuring tailored and comprehensive assistance to States. With the support of the SAP Programme to face the enormous challenges presented, the Secretariat has established a series of priorities:

-
- a) Post-COVID-19 Aviation recovery Activities
 - b) Estados OECS, Barbados and Bahamas- Priority States for USOAP/USAP Enhancement
 - c) Haiti – Priority State for USOAP System development
 - d) Safety Indicators and enhancement (safety), which includes the safety high risk areas through the implementation of Runway Safety Teams, safety data exchange mechanism, etc.
 - e) NACC SAP effectiveness- State CAA Strength and Efficient SARP compliance
 - f) USAP Target States for enhancement of their compliance - assistance efforts to increase the level of compliance with the USAP programme have as priorities: Belize, Cuba, and Mexico (in addition to Haiti and the OECS, already mentioned above)
 - g) Active Secretariat lead of GREPECAS with enhanced GANP compliance: GREPECAS work programme and CAR/SAM Air Navigation Plan ANP update
 - h) Airspace optimization/PBN and ATFM leadership role
 - i) Contingency leading role – Command Centre implementation
 - j) AIG Strategy: Building national capacity and Regional Cooperation (GRIAA and CASSOS). The NACC AIG Turnkey Project is being carried out, in support to all the States of Central America and the Caribbean
 - k) Regional initiatives/NACC Assistance Projects like SOS and Harmonization of Regulatory Framework Projects
 - l) Support to CARICOM/CASSOS

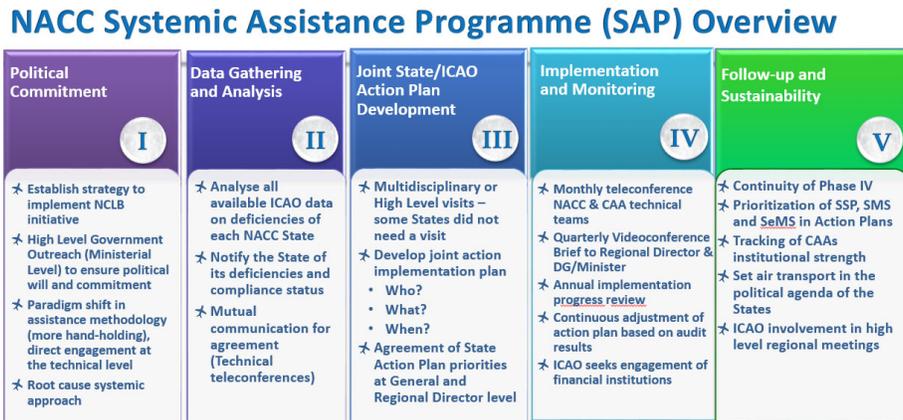
3.16 The Meeting was informed that a review of the processes related to SAP is under way, with a view to further improving its effectiveness and, consequently, accelerating the strengthening of the civil aviation authorities (CAA) and the level of compliance with the ICAO Standards and Recommended Practices (SARPs).

3.17 Cybersecurity, Unmanned aircraft system(s)/Remote piloted aircraft system (UAS/RPAS) implementation and other recent requirements will be part of the priorities as well.

Agenda Item 4: 2020-2022 NACC Regional Office Performance and Accountability Report to the States

4.1 Under P/02, ICAO provided the Accountability Report of the NACC Regional Office under which information was provided as follows:

a) NACC SAP overview:



- b) NACC SAP enhancements: Simplification and streamlining of procedures, USOAP/USAP PQs Sampling 10%/20%/30% to determine sustainability, SAP Action Plan directly linked with online USOAP/USAP Corrective Action Plans (CAPs) and public monitoring through the ICAO NACC Dashboard.
- c) After the NACC SAP implementation in USOAP-CMA, the number of States with an Effective Implementation (EI) \geq 80% almost doubled.
- d) Delays in implementing SAP methodology in USAP-CMA led to delays in a more NACC effective assistance in AVSEC/FAL areas resulting in a poor overall EI% that shall be addressed in the short-term.
- e) SAP support on assistance activities to mitigate the COVID-19 pandemic (CART measures, iPacks, seek for donors to support States, etc.)
- f) Annually 20 aerodrome certifications are initiated and around 10 aerodrome certifications are completed. Since the implementation of the SAP, 31 airports have been certified in the region
- g) SSC and SSeC Resolution
- h) AIG Turnkey Project started in April (CAR States)
- i) Restarted projects in 2022: State Safety Programme (SSP) Implementation and WG and Regulatory Framework Comparison
- j) Safety Oversight System (SOS) – activities resumed by 3Q 2022
- k) Reactivation of the NCMC Working Group

- l) Development of Model Civil Aviation Regulation (MCAR) iPack: FAA support and ICAO
- m) Enhance AVSEC assistance approach: AVSEC SME Groups for ACSA and ECCAA States
- n) Restarted projects in 2022: passengers with disabilities, risk assessments, ABC cost-benefit analysis
- o) AVSEC Workshops: Security Culture, Innovation, Cybersecurity
- p) Navigation deficiencies have reduced significantly from 364 deficiencies recorded in 2019 to 101 deficiencies remaining in June 2022.
- q) High priority on Region`s preparedness for crisis / contingency management
- r) CANSNET Project to improve communications network
- s) Combined work with CADENA (CANSO ATFM Data Exchange Network for the Americas)
- t) Results of Optimization of NAM/CAR Regions` Airspace
- u) NAM/CAR States continue to progressively adhere to the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)
- v) Total cost of iPacks delivered \geq \$540.000
- w) State specific support: Strengthening of ECCAA and the oversight system of Eastern Caribbean States (\geq \$350.000) and Haiti technical assistance with Canada.

4.2 The Meeting congratulated the work and achievements made by the ICAO NACC Regional Office and the SAP enhancements, with States reiterating their commitment and support for the continuation of these activities in support of the States and Territories.

4.3 Under P/04 and through a live demo, together with the SAP, the Secretariat presented the *ICAO NACC Dashboard*, emphasizing that Dashboards:

- a) are intended to report, monitor and follow up on the implementation of the different aviation matters: safety, security, Facilitation (FAL), Air Transport (AT), Air Navigation (AN), and environmental protection;
- b) seek to serve the States (CAA DGs and Technical Team) and the Regional Implementation Groups to support their follow-up to the implementation progress and serve as for the Annual Regional Safety, Air Navigation Reports and others;
- c) will allow the implementation of a measurement system allowing the State to visualize the actual implementation status, the expectations and/or the implementation goals;
- d) will provide relevant information from the aviation areas, giving important data and information for planning, decision-making and the development of future activities based on coherent, easy to use information established according to a common language; y
- e) represent a measurement mechanism comprising collection, processing, storage, as well as the graphical presentation of indicators/metrics, timely available to States and is essential for the success of a result-oriented/performance-based approach.



4.4 The NACC Dashboard will be implemented under the ICAO iSTARS 4.0 Platform where each State will have access to the secure portal of the NACC dashboard for its use and reporting. The following features are planned from the NACC Dashboards:

- a) provide a representative data report with a continuous collection of data and measurement;
- b) show the status of implementation through dynamic and interactive graphs that are available on the dashboard; and
- c) generate ad hoc reports, which will illustrate the collected data in the dashboard.

4.5 The Meeting was pleased with the progress and deployment of the NACC Dashboards, and recognized the critical importance of the provision of data by States. Therefore, the following conclusion was formulated by the Meeting:

CONCLUSION	
NACC/DCA/10/5	DEPLOYMENT OF NACC DASHBOARDS
<p>What:</p> <p>That, considering the value and benefits of the implementation of the NACC Dashboards to report, monitor and follow up on the implementation of the different aviation matters, States and Territories:</p> <ul style="list-style-type: none"> a) provide a Point of Contact (PoC) to access the NACC Dashboards by 30 October 2022; b) support on the provision of the data needed to feed the dashboards; and c) provide comments and ideas to enhance the NACC Dashboards. 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<p>Why:</p> <p>NACC Dashboards will support States and other parties to report, monitor and follow up on the implementation of the different Aviation matters</p>	
<p>When: 30 October, 2022</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

Agenda Item 5: NAM/CAR Regional Safety/Air Navigation Implementation

5.1 Executive Briefing Session on Universal Safety Oversight Audit Programme (USOAP)

5.1.1 Under P/03 Rev., the Meeting was briefed on the updates to the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA), highlight the following topics:

- a) Objective and evolution of the USOAP CMA Programme
- b) State Responsibilities under USOAP CMA
- c) Role of the National Continuous Monitoring Coordinator (NCCM)
- d) Effective State Participation in the USOAP CMA
- e) Introduction of USOAP CMA State Dashboard
- f) Key USOAP CMA Messages for the 41st Assembly

5.1.2 The Meeting was recalled that all Contracting States are to:

- sign a USOAP CMA bilateral Memorandum of Understanding (MOU) with ICAO
- submit and update regularly information through the USOAP CMA Online Framework (at least every 12 months)

5.1.3 ICAO emphasized its support to Regional and sub-regional Safety Oversight Organizations (RSOO) to overcome the Audit deficiencies through the pooling of resources, particularly the use of appropriately qualified and experienced personnel. The importance of the NCCM role was mentioned, explaining the required qualifications, training and experience, urging the Meeting to ensure support for their State's NCCM by:

- appointing an effective NCCM and a NCCM team, as needed;
- ensuring NCCMs and their teams, as appropriate, can coordinate with their local audit area expert teams to ensure timely updates to the OLF; and
- supporting NCCM participation in the NACC's NCCM group.

5.1.4 The Meeting had a live demonstration of the USOAP OLF State Dashboard.

5.1.5 With regard to the A41, the Meeting was informed that the USOAP CMA's evolution will be presented. Two WPs will be presented on the prior triennium and the endorsement of the work under the streams. States were encouraged to support the Assembly's endorsement of the streams of work associated with the USOAP CMA transformative efforts.

5.1.6 Under NI/08, Cuba informed on the impact of the ICAO NACC Systemic Assistance Programme and its experience on activities done under the umbrella of the evolution of the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) to incorporate the analysis of the risk factors of the State safety.

5.2 Safety Implementation Matters

5.2.1 Under P/11, the Secretariat explained the Standardizing Implementation Support concept of ICAO for the “One-ICAO” Approach to the Development and Delivery of Technical Cooperation (TC) activities in the 4 services areas for supporting NACC States in their SARPs compliance: Project Management, Aviation Training, Provision of expertise and procurement.



5.2.2 The Meeting was informed of the over 350 training packages to support SARPs compliance and COVID-19 Recovery (www.icao.int/training) in the different training areas; the evolution of the TC Activities and the diversification of the Portfolio of Products and Services under ICAO TC Bureau. An overview of the iPack funding and deployment in 2021 and in 2022 in the NACC States was provided.

Funding Received for iPack Deployments

Sources of iPack Funding 2020-2021

Donors	Amount (USD)
Canada	39,750
Haiti	59,650
ICAO Reprogrammed	1,059,103
MCAAP	135,230
Qatar	96,000
Republic of Korea	193,800
USA	558,384
Grand Total	2,141,917

5.2.3 The NACC States appreciated the support provided by United States, Canada and other donors States with the iPacks.

5.2.4 Finally, the Secretariat explained the Implementation Support Programme (ISP) as a standardized, multi-phased, longer term, thematic implementation support programme aimed at providing a comprehensive array of activities to facilitate the implementation of relevant ICAO provisions.

5.2.5 Under P/12, the Secretariat explained the One-ICAO Approach for Implementation Support, which aligns all technical implementation support activities (ANB, TCB, ROs) from inception of new standard to full implementation. Implementation support activities will be developed and implemented to support the needs of the State to ensure compliance with ICAO SARPs.

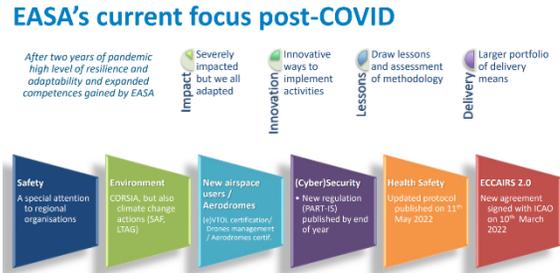
Delivering as One ICAO



5.2.6 The Voluntary Funds will be critical to support Implementation Support Activities and the IPAV mechanism to provide Subject Matter Experts for these activities. This Implementation Support will provide the following benefits to States:

- Increase State Implementation
- Prioritize and Enhance Support
- Align Management
- Efficient Use of Resources

5.2.7 Under P/09, EASA briefed the Meeting on its cooperation in Latin America & Caribbean Region (LAC) as a Regional Safety Oversight Organization (RSOO), ensuring the highest common level of aviation safety and environmental protection, safe and sustainable connectivity between Europe and LAC; and providing assistance during COVID-19. EASA's current focus post-COVID was presented as in the image.



5.2.8 EASA support given in the NAM/CAR Regions was presented, as well as the new phase of the EU-EASA - LAC Aviation Partnership Project (APP) Project. The Project started in 1 June 2022 for 36 months duration (31 May 2025), funded by the European Union by 4 million Euros and whose partners are: Argentina, Brazil, Chile, Colombia, Mexico, Dominican Republic, Panama and the 3 RSOOS : ACSA, CASSOS and SRVSOP. EASA also reported its collaboration with the ICAO NACC Regional Office in the Regulatory comparison Project.

5.2.9 Under WP/04, the Meeting was informed that the Regional Aviation Safety Group – Panamerica (RASG-PA) in its Thirty Seventh Executive Steering Committee (ESC/37) meeting approved funding for the following projects of benefit to the CAR Region:

- a) CAR/SAM Implementation Project for “Visual to Performance-Based Navigation (PBN)”: the ICAO NACC Regional Office, in coordination with Mexico, the RASG-PA Team involved in the first Visual to PBN Pilot Project, will conduct/deploy an enhanced implementation of the “visual to PBN” in Mexico. The enhanced implementation will follow the lessons learned and best practices observed in the SAM Region project experiences, and to emulate the trial and testing in the CAR Region Airports.
- b) State Safety Programme (SSP) Implementation Project: to foster the implementation of the SSP with an initial phase to start in the second semester of 2022 and is expected to be completed by May 2023. The main project deliverables will be:
 - i. Develop an SSP Policy document for at least 10% of CAR States;
 - ii. Implement SSP working groups for Spanish and English-speaking countries;
 - iii. Increase SSP implementation – GAP analysis of the CAR States;
 - iv. Conduct workshops and virtual and on-site assistance.
- c) CAR/SAM Runway Safety Team (RST) Implementation Project: RASG-PA approved the Project proposal for the support of implementation of effective Local Runway Safety Teams in the CAR/SAM regions with the support of the RASG-PA members and Runway Safety Partners (RSP). The Project seeks to enhance the establishments of RSTs and review the effectiveness of the existing RST. The execution of the Project is planned for 2022-2023 as an initial phase.

- d) IATA/ICAO (NACC/SAM) CFIT Detailed Implementation Plan (DIP) Support Project: CFIT is marked as the third cause of fatal accidents. Accident data shows that CFIT accidents are much lower than decades ago, and the number of aircraft that have landed safely after an Enhanced Ground Proximity Warning System (EGPWS) warning is growing every year. Nevertheless, CFIT accidents continue to occur. The mandate of EGPWS and immediate response to EGPWS warnings has proved to be a great barrier to prevent CFIT accidents when used as intended. Operators need to ensure that they keep updating their systems. A detailed implementation plan has been drafted which contains specific recommended actions to different stakeholders. IATA and ICAO will develop a regional action plan with specific objectives, targets, timeline and deadlines to reduce the LATAM/CAR CFIT year average.

5.2.10 Other RASG-PA Projects, were reviewed: a) ICAO NACC Accident Investigation (AIG) Turnkey Project; b) CAR/SAM Language Proficiency Project; and c) Safety Risk Mitigation actions in the Mexico City Valley Terminal Control Area (TCA). RASG-PA recognized the need to support the region and States on these initiatives and agreed on the involvement of their Pan America Regional Aviation Safety Team (PA-RAST) to assist in their review as indicated in the respective conclusions.

5.2.11 Under WP/05, the Secretariat presented the progress and actions taken on the NACC safety implementation projects and initiatives:

- a) State Safety Programme (SSP) implementation project- 3 phases, including SSP Points of Contact (PoCs) Working Groups (WG) and National Aviation Safety Plan (NASP) implementation project (details on Appendix A of WP/05). This is being supported by RASG-PA Project funds, FAA CAP Project and by the *National Aviation Safety Plan (NASP) Implementation Project* (ICAO Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme -MCAAP).
- b) *National Continuous Monitoring Coordinators Working Groups*: The establishment of separate WGs for Spanish and English speaking States, under the coordination of the NACC Regional Office. The respective rapporteurs are in the process of election in accordance with the new ToRs. The NACC RO to provide support on the implementation of the self-assessment to Dominican Republic, ECCAA, Haiti and Mexico.
- c) Regulatory framework comparison project: will cover a range of regulations such as Maintenance Organizations, (spearhead), foreign operator approval, commercial air operators, etc. The project is supported by SMEs from FAA, EASA, International Air Transport Association (IATA), and SAP “Champion States”. The objective of the Project is to provide the CAR Region States with a framework to assist them in recognizing and identifying where the States regulations are the same, different but equivalent, or are fundamentally different. This will allow States to enter into bilateral or multilateral agreements on recognizing or accepting each other’s regulations as if they were fully harmonized.
- d) *The Safety Oversight System (SOS) Improvement Project (Appendix B of WP/05)* : The Group of Experts headed by the ICAO NACC safety implementation Regional Officers will receive training in the safety oversight area such as Government Safety inspector (GSI), IASA audit methodology, USOAP, and EASA-SAFA. These training are to be provided in the 2nd semester 2022.

- e) *Project to Develop Guidance to Support ANS Safety Oversight*: regional template to support the development of an ANS inspector manual and training programme.

5.2.12 In this regard, the Meeting agreed to formulate the following Conclusion to support the active involvement and participation of the States in these safety projects and initiatives:

CONCLUSION NACC/DCA/10/6		STATE AND TERRITORY PARTICIPATION ON SAFETY IMPLEMENTATION FOR THE NAM/CAR REGIONS
<p>What:</p> <p>That, in order to increase States and Territories' participation and maximize States and Territories' benefits and safety implementation and initiatives, States and Territories:</p> <p>a) support the implementation of safety projects and initiatives approved by the NACC Regional Office and the Regional Aviation Safety Group–Pan America (RASG-PA) (Appendix C), assessing the outcomes on risk mitigation by NACC/DCA/11;</p> <p>b) participate in RASG-PA's events; and</p> <p>c) support State Points of Contact (PoCs) and National Continuous Monitoring Coordinators (NCMCs) to continue participating and collaborating with the NACC Regional Office safety implementation projects and initiatives.</p> <p>At least 70% increase in Project participation by States</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>	
<p>Why:</p> <p>Increase State participation and maximize State benefits on safety implementation project and initiatives</p>		
<p>When: NACC/DCA/11</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>	
<p>Who: <input checked="" type="checkbox"/> States and Territories <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>		

5.2.13 Under WP/17, the Central American States presented a description of the role that GRIAA has been playing as a coordination mechanism in contribution to COCESNA Member States, towards the effective implementation improvement of accidents investigation. The Meeting took note that COCESNA/GRIAA has established agreements that will allow to support States, either before of the GRIAA activation or to provide assistance to other international organizations, as the Transportation Safety Board (TSB) of Canada, *Junta de seguridad en el transporte* (JIAAC), which changed its name to *Junta de Seguridad en el Transporte* (JST) from Argentina, the South American AIG Regional Cooperation Mechanism (ARCM), and recently with *Centro para la Prevención de los Desastres en América Central y República Dominicana* (CEPREDENAC) an organization of *Sistema de la Integración Centroamericana* (SICA).

5.2.14 The Meeting recognized that for COCESNA Member States, counting with GRIAA as a Coordination Mechanism represents many advantages because its Member States rely in COCESNA/GRIAA to straighten their accident investigation systems and to carry out investigation processes:

- Straightening of critical elements in the accidents investigation area (CE-AIG)
- Constant assistance for the monitoring of their accidents investigation critical elements
- Improvement Projects contributing to solve deficiencies in the States AIG
- Connection with the Member States SSP
- Support for training and equipment

5.2.15 Finally, the Meeting was informed that ICAO NACC Regional Office through the AIG Turnkey Project will seek to have the necessary accidents investigation guidance to include the Coordination Mechanisms as a supporting method for States in AIG matters; and the promotion of major approach of AIG with the SSP implementation.

5.2.16 Under WP/19, the Central American States presented the legal and procedural support for the implementation of mechanisms to establish and implement the Regional Collaborative Group on State Safety Management (GCCA - GESO) at the Central American level to avoid duplication of efforts and harmonize in safety matters.

5.2.17 The benefit of collaboration, the exchange of lessons learned and best practices through the establishment of the GCCA - GESO, will avoid duplication of efforts by Civil Aviation Authorities in Central America, as well as more effective sharing of safety information and improved oversight of multinational organizations. The regional industry will also benefit from the harmonization of SMS requirements among regulators, as many maintain multiple certificates in different States.

5.2.18 The GCCA - GESO employs basic principles of safety management, and seeks to strengthen the implementation of the region's SSP by refocusing on regional management in order to avoid duplication of efforts as well as increase efficiency in handling and reducing operational risks in Central America. Through the implementation of GCCA - GESO, the Central American States will be able to:

- Establish safety indicators at the Central American level.
- Identify safety deficiencies in Central America.
- Monitor safety hazards affecting our countries and the region.

- Share information with ICAO, other regional groups such as RASG-PA and other regions.
- Exchange GCCA - GESO experiences acquired.

5.2.19 Under WP/28, United States briefed on their Model Civil Aviation Regulations (MCARs), as a widely used regulatory framework. MCARs provide regulators a template for use in complying with ICAO's Standards and Recommended Practices (SARPs) for ICAO Annexes 1, 2, 6 (all three parts), 7, 8, 18, and 19. Although many States incorporate all or portions of the MCARs as the basis for their national aviation regulatory systems, each of these States must individually identify and notify ICAO and other Contracting States of differences in their national aviation regulatory systems in the Electronic Filing of Differences System (EFOD).

5.2.20 The Meeting noted that the Model Civil Aviation Safety Act (Act) and the MCARs are published to assist regulators in carrying out their oversight responsibilities. At ICAO's request, the United States published the first MCARs in 1998. MCARs were to serve as the basis for the ICAO Endorsed Government Safety Inspector (GSI) Training Program. As referenced in ICAO Document 10052, *TRAINAIR PLUS Operations Manual (TPOM)*, the GSI program is a special subset of the ICAO TRAINAIR Plus program that seeks to provide high quality, standardized training to flight standards inspectors of all CAAs worldwide. The goal of the Act and the MCARs is to focus on the performance of inspector tasks based on laws and regulations that are fully compliant with ICAO SARPs. All MCAR development and changes are approved by ICAO.

5.2.21 The Meeting recognized that the MCARs were used by over half of its Contracting States. As a result, ICAO developed a data collection program aimed at documenting compliance with SARPs. While the outcome of that effort, the EFOD System, has been in use for years, there currently exists no mechanism to input the MCARs into the EFOD System in order to easily document compliance with Standards.

5.2.22 The Act and MCARs are proven by worldwide utilization, to serve as the foundation for an effective safety oversight system through aviation legislation and regulations. The MCARs are available in three languages (English, French, and Spanish) at no cost to States or ICAO. The United States seeks the opportunity to enhance this resource further by providing on-demand access to up-to-date details about MCARs compliance with ICAO Standards using the EFOD System, which is an interface already familiar to CAAs.

5.2.23 United States proposed to add the MCARs to the EFOD System, thereby enabling a master set of current differences to be made available with each release of the MCARs for States to leverage as part of their obligation to file their regulatory differences with ICAO. Such accommodation by ICAO could expedite the individual State's compliance with filing of differences and assist ICAO's efforts to strengthen RSOOs. The Meeting was supportive of United States proposal and agreed on formulating the following conclusion:

CONCLUSION NACC/DCA/10/7		MODEL CIVIL AVIATION REGULATIONS (MCARs) IN THE ICAO ELECTRONIC FILING OF DIFFERENCES (EFOD) SYSTEM	
What: That, a) States endorse in principle the proposal to include the Model Civil Aviation Regulations (MCARs) into the ICAO Electronic Filing of Differences (EFOD) System and consider supporting this proposal at the 41 st Session of the Assembly; and b) ICAO NACC Regional Office bring this proposal to the attention of appropriate bodies/offices at ICAO Headquarters prior to the 41 st ICAO Assembly.		Expected impact: <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: The inclusion of MCARs in the EFOD System will provide States with greater visibility to review MCAR compliance with ICAO Standards and Recommended Practices (SARPs), and offer benefits to Regional Safety Oversight Organization (RSOOs) by documenting common regulations into the EFOD System, which ultimately allows for more efficient and effective use of limited resources and greater harmonization worldwide.			
When:	As soon as possible and prior to the 41 st ICAO Assembly	Status:	<input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who:	<input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:		

5.2.24 Under NI/09, Cuba reported progress and essential aspects of its GASP implementation in its specific conditions, highlighting the progress in its safety national plan, the implementation of its SSP, and compliance with the GASP. The Meeting noted that, in Coordination with the NACC Regional Office, with its consulting, support and Oversight, Cuba has implemented progressively the strategy designed by ICAO on the GASP, obtaining positive results in the effective implementation of critical elements and progressing on the SSP. There are still some aspects to continue strengthening as part of continuous improvement.

5.2.25 Under WP/10, the NAM/CAR/CATC/WG presented the efforts made by the different training centres of the NAM/CAR Regions (Members of the NAM/CAR/CATC/WG), to overcome difficulties caused by the COVID-19 pandemic, in order to guarantee the continuity of the training processes aimed at professionals involved in the development of civil aviation and proactively mitigate risks that affect operational safety that could arise due to the interruption of face-to-face training.

5.2.26 The Meeting note that most CATCs, during the pandemic period, had three fundamental partners, namely: course preparers, instructors, and virtuality, understanding the latter as all the human, technological, and documentary resources necessary to provide instruction in the non-face-to-face mode. The evolution in the offer of face-to-face courses was accompanied by a series of mitigating factors in relation to the pandemic, such as: the maintenance of social distance in classrooms and simulators, the possibility of staggering class shifts, the reduction in the degree of face-to-face interaction between

participants and people outside the course, the inclusion of distance classes, administrative control provisions, in addition to the geographical isolation of the host location. Each course began with an awareness talk for the participants, generating a culture of prevention and self-care during their stay at the centre.

5.2.27 The inclusion of Universities in the Group NAM/CAR/CATC/WG has allowed the formation of bilateral alliances with Training Centres of the civil aviation authorities, which potentially means an advance in the offer of aeronautical training. This inclusion has been possible thanks to the Declaration of intent (DoI) for the Regional Collaboration of training among the Civil Aviation Training Centres of the North America (NAM) Central America and Caribbean (CAR) Regions. This reinforces the importance of the commitment and participation of training centres in regional activities, particularly in the meetings of the Working Group, to allow the development of synergistic actions for the benefit of the NAM/CAR Regions.

5.2.28 The Meeting recognized the role for Civil Aviation Authorities to promote the development of their training centres' capabilities and, consequently, provide their training centres with adequate resources to fulfil their functions, also providing them with opportunities to develop strategies that allow the sustainable evolution of aviation at the regional level. Moreover, the Directors were urged to provide support to aeronautical training centres to expand the participation of their representatives in future meetings to be held, in order to generate collective awareness and a sense of adaptability to conditions that require it.

5.2.29 Under WP/23, In the frame of the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG), ENAC proposed to contribute to the work program by addressing with the WG the following two objectives: a) to determine the gap between current and future training demand and b) to establish a plan to meet the training needs based on a regional approach.

5.2.30 In addition, ENAC offers a wide range of advanced master programs, in France or abroad. These postgraduate programs are well adapted to address the needs of professionals seeking to expand or update their skills. In particular, ENAC has developed the advanced master in aviation safety management in partnership with ICAO.

5.2.31 The Meeting took note of ENAC capabilities and training portfolio, as well as a recognised partner of ICAO, in particular a Corporate Partner of the ICAO Trainer Plus program, and is a provider of training solutions in the frame of the EU technical assistance program managed by EASA.

5.2.32 ENAC has joined mid 2020 the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG) with the quality of observer. ENAC, as French DGAC's partner for aviation training, wishes to develop cooperation activities in the NAM/CAR Regions. In this regard, the Meeting thanked ENAC for these proposal and will look to have the NAM/CAR/CATC/WG to work with ENAC on them.

5.2.33 Seeking to enhance the training Centres performance and the regional collaboration among them. The Meeting agreed the following conclusion:

CONCLUSION	
NACC/DCA/10/8	ENHANCEMENT ON PROVISION AND REGIONAL COLLABORATION FOR TRAINING IN THE CAR REGION
<p>What:</p> <p>That, to enhance the sustainable training provision and the continuous regional collaboration on training support:</p> <ul style="list-style-type: none"> a) States support the activities of the Civil Aviation Training Centres (CATCs) of their States, providing them with the appropriate resources; b) States ensure the participation of the representatives of the CATCs in the meetings of the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG), including the next meeting, scheduled from 6 to 8 September 6 to 8 in the NACC Regional Office; c) NAM/CAR/CATC/WG, together with the <i>Ecole Nationale de l'Aviation Civile</i> (ENAC), explore the development of the advanced masters in Aviation Safety Management for the CAR Region by NACC/DCA/11; d) the NAM/CAR/CATC/WG coordinate initiatives with the ICAO Global Aviation Training (GAT) Office by NACC/DCA/11 to: <ul style="list-style-type: none"> i. the development of guidelines to guide the design of conventional courses that can be implemented in the virtual modality; ii. design instruction to develop skills for course developers for the creation of instructional designs and content production applicable to courses taught in virtual mode; and iii. prepare a guide that defines the documentation, regulatory and technical requirements for the implementation of aviation training solutions in virtual mode. 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<p>Why:</p> <p>To enhance the sustainable training provision and the continuous regional collaboration on training support.</p>	
<p>When: NACC/DCA/11</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>NAM/CAR/CATC/WG together with the <i>Ecole Nationale de l'Aviation Civile</i> (ENAC)</p>

5.2.34 The Meeting also discussed on the technological updates and progress that the training area is facing, and particularly the availability of simulators to facilitate pilot and crew training in the CAR Region. Nevertheless, the State CAA in most cases has not regulated or amended their regulations to have the possibility of using simulator training as a valid option for the training of pilots and other aviation personnel. Some States had progress on the regulation or application of simulator training. In this regard, the Meeting agreed to formulate the following conclusion:

CONCLUSION		HARMONIZED	APPROVAL	GUIDANCE	FOR
NACC/DCA/10/9		SIMULATOR/TRAINING DEVICES			
What: That, considering the benefits that flight simulations and the recent training technology for aviation is offering to States and the aviation industry for pilot training and States inspector, while keeping the necessary safety assurance of these type of Training; States and ICAO: a) analyse the common needs and requirements that flight simulators can offer in expediting pilot and aviation training by the NACC/DCA/11; b) develop a guidance document on a harmonized approach on amending national regulations and procedures to make use of the flight simulation as a valid tool/ media for this training by the NACC/DCA/11; and c) make use of good practices and lessons learned of similar deployment for its adoption in the CAR Region to include it as part of the guidance by NACC/DCA/11.		Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical			
Why: Reduce costs and resources on pilot and CAA staff training with the use of Flight Simulations and the Training Technology for Aviation					
When: NACC/DCA/11			Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed		
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:			United States, Central American States (COCESNA) and ICAO		

5.3 Air Navigation Implementation Matters

Progress in ANS Implementation

5.3.1 Under WP/24 the Secretariat presented the review of GREPECAS projects as conducted during the meeting of the GREPECAS Programmes and Projects Review Committee (PPRC). This review is a continuous task of the PPRC to adjust the objectives, efficiency and expected benefits of the Projects, which were identified as a key area of improvement for GREPECAS, under the Improvement Plan, accepted by the participants at the PPRC/5 Meeting, held from 16 to 18 July 2019, in Mexico City, Mexico.

5.3.2 This initiative of the GREPECAS Dashboard in support of Programmes and Projects was reported as a means of monitoring, control and measurement of the efficiency of such Programmes and Projects and the reports on the status of implementation of Air Navigation Services (ANS), in the region, highlighting the goals for this year:

INITIAL GOALS TO THE YEAR 2022	
Goal 1	Increase the annual percentage of effective implementation of the projects proposed in the Working Groups.
Goal 2	Link the needs of the CAR/SAM States with the implementation projects of the regions, contributing to regional initiatives, through the training of Human Resources.
Goal 3	Establish an effective work methodology that ensures the continuity of the work and the fulfilment of current and future goals.
Goal 4	Establish a programme for the exchange of good practices among the States, based on the objectives of the Global Air Navigation Plan (GANP) and the ICAO Global Aviation Safety Plan (GASP), through the GREPECAS and the Regional Aviation Safety Group–Pan America (RASG-PA) implementation projects.

5.3.3 The Meeting took note of the analysis and updates to the Projects made in the GREPECAS meetings, highlighting:

- a) that since the GREPECAS/19 virtual meetings and the PPRC were held, the continuous review of the Programmes and Projects, and their results, were maintained. In the review committee, guidance was provided for said review, analysis and adoption of Conclusions/Decisions to ensure that the Projects remain valid in support of the implementation in the Air Navigation of the region;
- b) the revision of the GREPECAS Programmes and Projects has been adapted to the emerging needs and priorities imposed both by the COVID-19 pandemic and by the updates of the latest edition of the GANP (6th edition);
- c) the virtual meetings of the PPRC concluded that, despite the context of the pandemic, the Projects of the Region related to the Air traffic management (ATM), Aerodromes and ground aids (AGA), Aeronautical Information Management (AIM), and communications, navigation and surveillance (CNS) Programmes continued, and were restructured and/or updated; and
- d) Concerning CAR Region Projects:
 - i. *ATM related projects (A1, B1 and B2) remain valid*
 - ii. *Projects related to CNS, (C and D) are still valid*
 - iii. *The creation of a new Project under the F Aerodrome Program for the CAR/SAM Regions on Airport Collaborative Decision Making (CDM) and SM Aerodrome maintenance and certification*
 - iv. *Projects related to AIM (G1 and G2) were replaced by a new Project for the implementation of the AIM Collaborative Plan*

- v. For MET, the previous Projects (H2, H3 and H4) were reported as completed and no new Project was proposed for now, but new proposals are being studied and will be presented soon.

5.3.4 The current status of the GREPECAS Projects is shown in **Appendix D** of this report.

5.3.5 The Meeting took note that in consideration of the development of the CAR/SAM Air Navigation Plan (ANP) Vol. III, and the review of the ASBU, the Programmes and Projects would be reviewed to ensure their consistency, coherence, and continuity. Similarly, the progress of GREPECAS improvements was mentioned as follows:

Tasks by area	Number of tasks	Percentage	Observations
Diagnosis	2	75%	<p>Of the 19 tasks in total, defined in the Appendix Table, which represent 100%, the following progress behaviour is observed:</p> <ul style="list-style-type: none"> 10 tasks are between 50% and 100% of progress, representing 34.28% of progress on tasks. Other 5 tasks have between 10% and 35% of progress, which represent 54.28% of the total. <p>And only 4 tasks did not start, so their progress was 0%, which represents 11.42% of tasks without progress.</p>
		50%	
System Requirements Replaced by the dashboard	7	10%	
		Initial phase In progress	
System Software Replaced by the dashboard	9	10%	
		Initial phase In progress	
GREPECAS Structure	3	100%	
	1	90%	
	2	0%	
GREPECAS Webpage	3	90%	
		75%	
		65%	
GREPECAS Change of Image	2	80%-65%	
	2	35%-20%	
	1	0%	
Activities towards the GREPECAS/19 Meeting	1	80%	
	1	30%	
	1	0%	

5.3.6 The Meeting noted that the GREPECAS Secretariat has prioritised the activities and tasks related to the Programmes and Projects for their improvement through a dashboard, for monitoring and measuring efficiency, through indicators of the GANP, and the information provided by the Group of Data Analysis (DAWG), of recent creation, regarding the state of implementation of the ANS.

5.3.7 Under WP/31 the Meeting was informed on the air navigation activities carried out in the different areas of air navigation in the NAM/CAR Regions, along with the actions taken by the NACC/WG Task Forces, as well as the status of the Caribbean Air Navigation Services Network (CANSNET) communications network project and the new air navigation challenges facing the States.

5.3.8 The Meeting recalled that the ICAO NACC Regional Office, through the Regional Implementation Task Forces of the NACC/WG, coordinates the air navigation activities. These groups are the regional implementation arm and contribute to the execution of regional objectives through the development of the GREPECAS projects. The detailed activities of these groups (ATFM, Airspace

Optimization, SAR, AIDC, Surveillance, ASBU, AIM, AGA and MET) are available at the NACC/WG website: <https://www.icao.int/nacc/Pages/default.aspx>.

5.3.9 The Meeting noted that the ATS Voice Link Improvements Technical Management Group (MEVA/TMG) is working on the CANSNET project, which has the objective of modernizing the regional communications network of the current MEVA. The project is in the phase of developing the terms of reference to proceed during 2023 to the project tender. To date, 14 States and Organizations belong to the MEVA network. In this regard, ICAO provided the MEVA Network members present in the meeting a collective MSA document for the tender process for their review.

5.3.10 The ICAO NACC Regional Office, in collaboration with the NAM/CAR States and International Organizations, has established the work plans to face the operations of remotely piloted aircraft and cybersecurity, for both aviation safety and air navigation.

5.3.11 Under WP/16, Cuba informed on its activities for the implementation of: a) the airspace optimization initiatives; b) a regionally-harmonised Air Traffic Flow Management (ATFM); c) the signature of SAR collaboration agreements; and d) the efforts concerning the implementation of data communication interphases for Air Traffic Services Inter-facility Data Communication (AIDC).

5.3.22 Cuba is devoted to updating the National Air Navigation Plan in order to align it with the sixth edition of the GANP/ASBU and welcomed the support of the ICAO NACC Regional Office to assist the development activities of their plan.

5.3.13 The Meeting recognized the importance of the active participation of the States in the implementation of air navigation matters, especially with the continuous aviation recovery, and formulated the following conclusion:

CONCLUSION	
NACC/DCA/10/10	STATE PARTICIPATION ON AIR NAVIGATION IMPLEMENTATION FOR THE NAM/CAR REGIONS
<p>What:</p> <p>That,</p> <p>a) States support the implementation of the Air Navigation Implementation Groups (NACC/WG, MEVA, etc.) and GREPECAS Projects and initiatives (Appendix D), assessing the outcomes on their implementation;</p> <p>b) States participate in GREPECAS events and meetings;</p> <p>c) States support their PoCs, to continue participating and collaborating with the Air Navigation Implementation Projects and Initiatives; and</p> <p>d) the North American, Central American and Caribbean Working Group (NACC/WG) ensure the coordination of ANS actions to achieve more efficiency when implementing the safety targets and support on National Air Navigation Plan development by the NACC/DCA/11.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>

Why: Increase State participation and maximize State Benefits on Air Navigation Implementation Project and Initiatives.	
When: NACC/DCA/11	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States and Territories <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	NACC/WG

NAM/CAR Contingency and Crisis management

5.3.14 Under WP/29, the Secretariat provided an update of the situation regarding contingency planning and response for ANS in the CAR Region and requested support to address contingency planning, outlining the different collaborations by States and International organizations, emphasizing that the main 2019-2021 contingencies were: Hurricanes and tropical storms, social demonstration and civil unrest, Air Traffic Control (ATC) industrial actions, Communications Navigation and Surveillance (CNS) systems failures, earthquakes and volcanic eruptions, and the COVID-19 pandemic.

5.3.15 The lack of adequate planning and implementation of contingency procedures is the main limitation for States/Territories and Service Providers in the CAR Region. Another aspect to be taken into consideration is the lack of rehearsal or trials of the already developed plans. The Meeting recognized the ICAO NACC Regional Office support on the preparedness on crisis and contingency management in the CAR Region, and welcomed the different efforts conducted in the region.

5.3.16 The Meeting took note of the Humanitarian Assistance and Disaster Response in Aviation (HADRA) initiative, which objective is to enhance preparedness and response capabilities of States, aviation and humanitarian stakeholders in the event of a disaster. The activities the group undertakes are intended to incentivize the integration of airport preparedness in countries' disaster preparedness planning and other sectoral Programmes of relevance.

5.3.17 ICAO also informed on United States FAA's Caribbean Aviation Resilience and Recovery Group (CARRG), whose mission is to enhance, encourage, and work collaboratively on further developing disaster resilience plans and partnership among the States in the Caribbean.

5.3.18 The Meeting also noted the 3rd Miami Aviation Safety Campaign to be held in the IATA Americas Office, Miami, United States, from 7 to 8 July 2022 sponsored by WFP, IATA and ICAO. The campaign seeks to raise the safety awareness and disaster response preparedness towards humanitarian assistance and response to disasters and enhance regional cooperation in time of crises and state oversight challenges in Central America and the Caribbean.

5.3.19 Under WP/20, COCESNA informed the Meeting of its work with the Central American States to establish, document and socialise the response before contingencies and emergency situations, having a back-up control centre located in El Salvador for provision of air traffic services in case that the ACC CENAMER located in Honduras is not available. Currently, the States of Central America, together with COCESNA, count with planning in case of experiencing “zero ATC”. Contingency operational agreements have been signed among Central American States and with Cuba and Dominican Republic for service provision of COCESNA NOTAM. Finally, an application to process centralized flight plans at a sub-regional level (Central America) serves as a back-up to receive and send of flight plans in order to ensure fluidity of aeronautical information.

5.3.20 Under P/01 Rev, United States CARRG presented its proposal for the Airport-to-Airport Mutual Assistance Program, to a) assist in the restore of an airport to operational capacity for civil operations as quickly as possible; and b) establish in advance protocols, processes, and procedures for aiding affected airports. The proposal will provide the following benefits:

- expedited resumption of “normal” airport operations for commercial relief/evacuation flights
- affected airports obtain resources to respond to influx of emergency assistance and increased traffic flow
- may provide employees in affected country time to attend to their families during an emergency
- closer coordination with Caribbean neighbours
- sharing of information and best practices across the region
- lower costs – travel expenses, equipment loans/donations, communication platform

5.3.21 In this regard, the Meeting recognized the importance of the CARRG proposal for airport support and agreed on the following conclusion:

CONCLUSION	
NACC/DCA/10/11	AIRPORT TO AIRPORT MUTUAL ASSISTANCE PROGRAMME
<p>What:</p> <p>That,:</p> <p>a) Caribbean States each designate 2-3 airport/emergency operations personnel to participate in the Caribbean Aviation Resilience and Recovery (CARRG) Task Force by 30 July 2022;</p> <p>b) CARRG Task Force host a meeting to identify a plan to develop an airport mutual assistance strategy by 30 September 2022;</p> <p>c) CARRG Task Force finalize the strategy, conduct a pilot test, and implement strategy by 30 October 2023; and</p> <p>d) Caribbean States engage with respective airport operators to participate in programme.</p> <p>At least 70% State response expected for this conclusion</p>	<p>Expected impact:</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>
<p>Why:</p>	

To support the timely response following an emergency resulting in saving lives and accelerates response, recovery and reconstitution efforts.	
When: 30 July 2022 and 30 October 2023	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	Caribbean States and CARRG

Unmanned Aircraft Systems (UAS)/Remote Piloted Aircraft Systems (RPAS) Implementation

5.3.22 Under WP/15, the Central American States reported that since May 2021, the Regional UAS has been formed with the COCESNA Member States, which has the participation of the six Member States, achieving three meetings by September 2021. This Group had the support and accompaniment of EASA. The development of regional regulations will be carried out jointly with the Member States; ICAO and EASA and will take place in parallel with the development of the UAS inspector profile documents and the UAS inspector training program.

5.3.23 Under IP/11, the Meeting was updated on the United States (U.S.) Federal Aviation Administration’s (FAA) activities and coordination on security matters related to the safe integration of UAS into the U.S. National Airspace System (NAS), providing an UAS security overview and updates on UAS-related rulemaking, detection and mitigation coordination, remote identification, and Congressionally mandated research. Finally, United States reported that they would continue to collaborate closely with ICAO Member States, their security partners, law enforcement, academia, and private industry to produce a comprehensive and collaborative approach to UAS security in order to support the safe integration of UAS into the aviation ecosystem. The FAA’s UAS [website \(www.faa.gov/uas\)](http://www.faa.gov/uas) for more detailed information was informed.

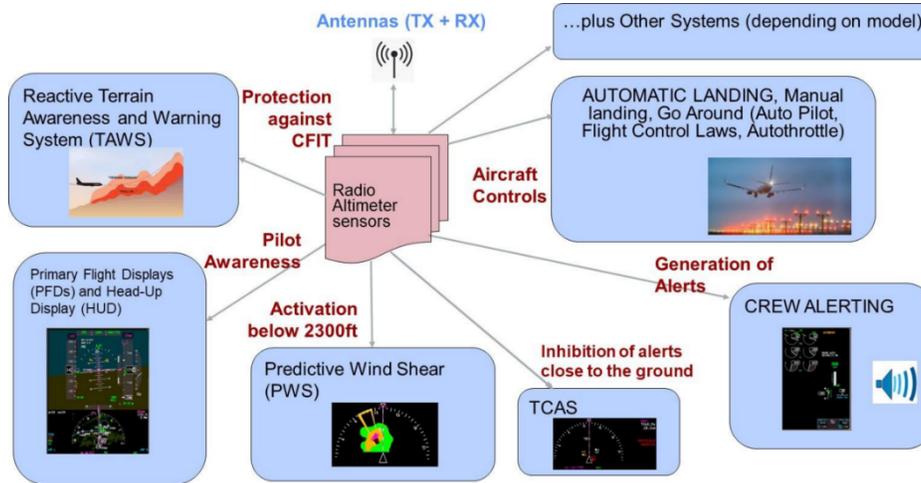
5.2.24 Similarly, under IP/15, United States informed on its policy memo “FAA Approval of UAS Special Class Unmanned Aircraft (UA) Projects and their Associated Elements”, which details the policy for type certification of low-risk drones using the Durability and Reliability Means of Compliance; outlining the FAA’s approach to limit the boundary of type certification to the drone only, and approve the ground-based Associated Elements (AE) through an operational approval.

Global Reporting Format for Runway Surface Conditions (GRF) Implementation

3.2.25 Under WP/22, COCESNA explained that for the implementation of the global runway surface condition (GRF) reporting format established in Annexes 6, 10 and 14, it is necessary to establish a sheet regional route that addresses the implementation elements in a comprehensive and effective manner. As such, generating the support and guidance of ICAO in the implementation process becomes a necessity for the region in order to ensure the best practices and recommendations of ICAO. ICAO NACC Regional Office will continue the guidance and assistance for the GRF implementation through the NACC/WG.

5G Radio Altimeter Interference

5.2.26 Under P/07, Boeing shared its view on the risks imposed by the 5G Radio altimeter interference. The aviation industry and aviation regulators are concerned the 5G cellular systems deployments will cause interference to radio altimeters operating in the radio frequency band 4.2 - 4.4 GHz, emphasizing the potential impacts to airplane systems:



5.2.27 Boeing explained its participation with aerospace industry and aviation regulator 5G related efforts to develop modifications to existing altimeters to be more robust against interference and the States actions to regulate this situation.

5.2.28 The Meeting recalled that ICAO issued a State Letter on 25 March 2021 to raise awareness and encourage safety considerations. As such, the Interference to Radio Altimeters is a public safety issue that may cause numerous aircraft safety hazards.

5.2.29 Likewise, under WP/06 Rev, the Secretariat complemented this issue indicating that the radio altimeter is a critical and mandatory safety system on many aircraft, used to determine the height of an aircraft above the ground. Its information is essential to enable various flight operations (approaches and take-offs, mainly) and functions that support the safety of navigation, installed on all commercial aircraft, as well as on a wide range of non-commercial aircraft.

5.2.30 It was concluded that restricting deployment and providing mitigations along flight paths and airports will help significantly. States support is critical to maintaining public safety. As such, the following conclusion was formulated:

CONCLUSION	
NACC/DCA/10/12	EXPERIENCE, LESSONS AND GOOD PRACTICES EXCHANGE ON MITIGATIONS TO THE 5G RADIO ALTIMETER INTERFERENCE
What: That, in order to support all the CAR States and Territories on the timely adoption of mitigations and preventive measures for the 5G radio altimeter interference, ICAO organize a virtual workshop for the sharing of experiences, lessons learned and good practices by 30 November 2022.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: Timely adoption of mitigations and preventive measures for the 5G Radio altimeter interference.	
When: 30 November 2022	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input type="checkbox"/> States and Territories <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

Agenda Item 6: NAM/CAR Regional Aviation Security/Facilitation Implementation

6.1 Under P/06, United States Transportation Security Administration (TSA) Administrator, Mr. David P. Pekoske, provided opening remarks to the aviation security and facilitation agenda.

6.2 The Secretariat presented several on Aviation Security and Facilitation (AVSEC/FAL) through the following three working papers:

- WP/07 details the activities and assistance conducted by the NACC Regional Office on Aviation Security and Facilitation (AVSEC/FAL);
- WP/25 describes the work programme on Aviation Security and Facilitation (AVSEC/FAL) developed under the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG); and
- WP/32 Rev. focuses on recent developments in the ICAO Facilitation Programme particularly regarding the Public Key Directory (PKD) and Traveller Identification Programme (TRIP).

6.3 During the COVID-19 pandemic, ICAO AVSEC/FAL on-site assistance was halted and most of the efforts were concentrated in developing guidance material and sharing good practice on health measures and sanitary protocols. ICAO also developed the Implementation Packages (iPacks), bundles of standardized guidance material, training tools and expert support which aim to facilitate and guide the implementation of ICAO provisions. Current iPack portfolio covers four subjects related with aviation security and facilitation and, under the management of the ICAO NACC Regional Office, six AVSEC/FAL iPacks have been conducted in the region.

6.4 In the context of the COVID-19 consequences, IATA shared two papers:

- IP/04, informing on the growth in frequency and severity of unruly and disruptive passenger incidents despite the decline of air traffic. The numbers were aligned with the research conducted by a dedicated task group of the AVSEC/FAL/RG chaired by LACAC and drove to the same conclusions: States should develop a robust legal framework, which contemplates administrative penalties for such behaviours and should sign the Montreal Protocol 2014 (MP14).
- WP/37, asking States for a collaborative approach regarding acceptable methods of communicating health data in order to expedite travel formalities and enable the complete recovery of the air transport from the COVID-19 crisis.

6.5 The ICAO NACC Regional Office has developed the NAM/CAR 2022 AVSEC/FAL work programme, which comprises several key goals, as the reformulation of the Global Aviation Security Plan (GASeP) Regional Roadmap (supported by Cuba with IP/02); the resuming of the risk assessment project in the region; and the promotion of CAPSCA (Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation) on-site activities.

6.6 The successful execution of activities mentioned above would require resources and commitment of Directors General towards their AVSEC and FAL units. Examples of this support were described in IP/13 and IP/14, where the Dominican Republic offered a summary of its status on diverse aviation security aspects and informs on its efforts for establishing a verifiable certification system for security staff.

6.7 TSA, as member of the ICAO AVSEC Panel Working Group on Threat and Risk (WGTR) informed the meeting in P/10 on the work conducted by this group, which has the mandate of evaluating potential threats on civil aviation and evaluate the risks at global level. The next version of ICAO Doc 10108, the Aviation Risk Context Statement, will have changes in the risk associated with certain threats (e.g. cyber threats) and will consider new scenarios as airport disruptions caused by activism.

6.8 IATA presented WP/36 on the next steps given by the airlines towards facilitating the access of persons with disabilities to air transport and pointed out inconsistent policies implemented by the States in this area due to the lack a specific ICAO programme on accessibility. In this regard, ICAO clarified that several actions are being conducted on this matter, explaining the current Project on “Establishment of General Guidelines and Best Practices for Passengers with Disabilities”. This point was complemented with IP/12, through which Dominican Republic described the developments regarding passengers’ accessibility. The project initiated in 2022 by the ICAO NACC Regional Office on the “Establishment of General Guidelines and Best Practices for Passengers with Disabilities” will certainly help in harmonizing States’ approach to the topic.

6.9 Based on these discussions, the Meeting formulated the following Conclusions:

CONCLUSION	
NACC/DCA/10/13	
STATE ACTIVE PARTICIPATION AND INVOLVEMENT ON AVIATION SECURITY MATTERS	
<p>What:</p> <p>That,</p> <p>a) States consider the use of advanced security equipment where appropriate in accordance to ICAO Annex 17 Recommendation 2.5.4;</p> <p>b) the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) review the Global Aviation Security Plan (GASeP) aspirational targets and update the GASeP Roadmap by the NACC/DCA/11 meeting;</p> <p>c) the AVSEC/FAL/RG organize a multi-State cybersecurity tabletop exercise by the NACC/DCA/11 meeting;</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>

Agenda Item 7: Air Transport Matters

7.1 Under WP/33 and P/08, the Secretariat recalled the importance of the economic development of Air transport, to foster a sound and economically viable civil aviation system that provides the freedom to travel affordably, enhances economic efficiency and transparency, facilitates access to funding and financing for aviation infrastructure development, promotes technology transfer and capacity building to support the growth of air transport for the benefit of all stakeholders.

7.2 The economic development of air transport seeks to remove regulatory impediments to international air transport and to elevate the issue of funding and financing of aviation infrastructure in national economic development plans. This means that States can use aviation as an effective development tool by placing it at the centre of their national/regional development framework, resulting in: a) improving air connectivity; b) creating more competitive business opportunities; c) increasing consumer's benefits and choices; and, at the same time, d) reducing financial burden and costs in performing their regulatory oversight functions. As such, the Meeting was briefed on the relevant topics to follow (**Appendix E** to this report).

7.3 Based on the discussions and updates provided, the Meeting agreed on the following conclusion:

CONCLUSION	
NACC/DCA/10/15	STATES ACTIVE PARTICIPATION AND INVOLVEMENT IN AIR TRANSPORT MATTERS
<p>What:</p> <p>That, States,:</p> <p>a) support ICAO's work on economic development of air transport by the NACC/DCA/11;</p> <p>b) apply and follow ICAO's policies and guidance on the air transport field with their regulatory practices and on infrastructure management including the charging policies by the NACC/DCA/11;</p> <p>c) provide statistics required by ICAO in a timely manner by the NACC/DCA/11;</p> <p>d) use ICAO data, tools and analysis by the NACC/DCA/11; and</p> <p>e) actively participate in ICAO's upcoming meetings by the NACC/DCA/11.</p>	<p>Expected impact:</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 checked="" type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>So that States have a more active awareness and participation and involvement in Air Transport matters.</p>	
<p>When: by the NACC/DCA/11</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States and Territories <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

7.4 Under P/13, IATA emphasized that the demand for air travel is highly sensitive to changes in prices. IATA shared their position on Taxes, Fees and Charges (TFC): strongly opposing to any form of tax or fee where the resulting revenue is not reinvested in the aviation industry and is merely meant to increase general government revenues. Taxes, fees and charges should follow ICAO principles (Doc 9082), where fees charged on air transport are to be associated with services provided in support of aviation (e.g., the provision of airport services).

7.5 IATA indicated that TFC should be transport-based: Implemented with a future effective date (purchase/travel dates), the introduction of, or changes to TFCs should be notified in advance, and the application rules and Exemptions should follow industry standards

7.6 Under IP/06, ICAO informed the Meeting on the continuous coordination and participation of ICAO in the UN mechanism towards working with CARICOM. This partnership is a clear demonstration of regional collaboration by the UN System to support and enhance CARICOM States socio-economic development, highlighting:

- a) that since the UN-CARICOM General Meeting of 2019, the aviation was recognized as a key factor and enabler of the socio-economic development for the Caribbean Region and States -as shown in the UN –CARICOM General Statement of 2019;
- b) the regional collaboration with CARICOM Member States after the 2019 UN-CARICOM meeting, the eleventh General Meeting between the Caribbean Community (CARICOM) and its Associated Institutions and the United Nations (UN) system was held on line on 21 and 22 July 2021. The overarching objective was addressing the challenges and seizing the opportunities for enhancing the partnership between CARICOM and Associated Institutions and the UN system. ICAO, as the specialized UN agency on aviation matters, participated in the development of this meeting and on the discussions to enhance aviation recovery and assistance to States; and
- c) that since this last meeting the participants agreed to hold smaller follow-up, focused meetings between the two organisations during the two-year period between the 11th and the 12th General Meetings, that would allow for the identification of more specific goals and associated actions, as well as more in-depth discussions on specific clusters of topics.

7.7 Under IP/10, OECD shared the results of the exercise conducted in partnership between ICAO (NACC and SAM Regional Offices) and the Organisation for Economic Co-operation and Development (OECD), in applying OECD Indicators on the Governance of Sector Regulators to 29 civil aviation authorities in the NAM/CAR/SAM Regions. Results suggested:

- a) that certain *de jure* provisions could help strengthen the independence of the authorities, fewer than half of which are legally independent bodies;
- b) bolstering financial and decision-making independence can help maintain confidence in the objectivity and impartiality of decisions;
- c) there is room to improve arrangements affecting leadership to reduce political influence and conflicts of interest, such as those related to selection and appointment, termination of mandate, and post-employment restrictions; and
- d) stakeholder engagement and performance reporting may be particular areas for attention

7.8 An initial version of this document was presented as an information paper at the 2021 ICAO High-level Conference on COVID-19. OECD is currently working on a proposal for this “phase II” for ICAO and is available for any comments or question to the results provided.

Agenda Item 8: Environmental Protection Matters

8.1 On environmental protection matters, the Secretariat brought the attention to the upcoming ICAO High-level Meeting on the feasibility of a long-term aspirational goal for international aviation CO₂ emissions reductions (HLM-LTAG) which would take place in Montreal from 19 to 22 July 2022. The HLM-LTAG meeting would set the stage for the deliberations at the 41st ICAO Assembly Session on a Long-Term Aspirational Goal (LTAG) on aviation CO₂ emissions reductions.

8.2 Under WP/34, ICAO detailed its plans on focused assistance, capacity-building, and training to support the development and use of Sustainable Aviation Fuels (SAF) and Lower Carbon Aviation Fuels (LCAF). ICAO also established the ICAO Global Coalition for Sustainable Aviation to share environmental innovative solutions and accelerate the adoption of cleaner energy sources for aviation.

8.3 Regarding States' obligations on environmental protection matters, ICAO Member States need to update and submit their State Action Plans on CO₂ Emissions Reduction Activities as it would enormously help ICAO in developing comprehensive and tailored environmental strategies in this field. Currently 14 of 22 ICAO NAM/CAR States have submitted their action plans and only three updated them in the last triennium (2020-2022). Those States with difficulties in developing their action plans can benefit from the ICAO Buddy Partnerships on Environment, which matches States that have not prepared their State Action Plans with Supporting States through an agreement of cooperation. To date, nine partnerships have been established among NAM/CAR States.

8.4 Under WP/35, the Secretariat provided an overview of recent developments under the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). CORSIA is the first global market-based measure that offers a harmonized way to reduce emissions from international aviation. Currently the participation in CORSIA is voluntary and, as reported by ICAO Council, a total number of 115 States will participate by 1 January 2023, with 15 States from the NAM/CAR region. In order to assist in the implementation of CORSIA-related SARPs (Annex 16, Volume IV), ICAO launched the ACT-CORSIA (Assistance, Capacity-building and Training for CORSIA) which also has as a cornerstone the ICAO Buddy Partnerships on Environment.

8.5 Regarding the participation in CORSIA, the Central American Corporation for Air Navigation Services (COCESNA) presented WP/14 detailing the development of the Central American Action Plan for the Emissions Reduction from International Aviation (CAAPER). The CAAPER applies, in air traffic management, ICAO recommended measures on environment. The next step is the design of a Central American strategy for the sustainable development of air transport with low emissions in the region.

8.6 Tackling the climate crisis with strong and meaningful actions in all transport sectors, including aviation, is a high priority for United States as explained in WP/26. United States is pursuing a range of domestic initiatives (e.g. SAF Grand Challenge) to contribute in achieving an ambitious LTAG at the 41st ICAO Assembly Session and offers collaboration with NAM/CAR States to operationalize shared climate goals.

8.7 France also detailed in WP/30 its actions aimed to reduce the environmental footprint in aviation and also supports an ambitious LTAG on aviation CO₂ emissions reductions, alongside the European Union (EU) currently involved in the discussions on the “Refuel Europe - Aviation” regulation. France has launched a SAF roadmap with blending targets for 2025 and 2030 of biofuels produced from resources that do not compete with food production.

8.8 From the discussion, the Meeting formulated the following conclusion:

CONCLUSION	
NACC/DCA/10/16	STATES ACTIVE PARTICIPATION AND INVOLVEMENT ON ENVIRONMENTAL MATTERS
<p>What:</p> <p>That States:</p> <ul style="list-style-type: none"> a) attend the ICAO High-level Meeting on the feasibility of a Long-Term Aspirational Goal for international aviation CO₂ emissions reductions (HLMLTAG) in Montréal, Canada, from 20 to 22 July 2022, as a hybrid event (in-person and virtual participation) and register online by 6 July 2022; b) express interest in joining the new ICAO assistance, capacity building and training programme (ACT-SAF), to further facilitate the development and deployment of Sustainable Aviation Fuels (SAF) and cleaner energy sources for aviation; c) submit the report of 2021 CO₂ emissions through the CORSIA Central Registry, prior to the deadline of 31 July 2022; d) consider voluntary participation in CORSIA from 1 January 2023, noting the need to notify the ICAO Secretariat no later than 30 June 2022; e) express the interest in joining ICAO’s new assistance, capacity building and training programme to further facilitate the development and deployment of Sustainable Aviation Fuels (SAF) and cleaner energy sources for aviation; f) develop and update Action Plans on CO₂ emission reduction (CAP) in order to communicate their long-term strategy on climate change for the international aviation sector, including the assistance needed for the implementation of identified action to reduce aviation CO₂ emissions, for submission prior to the 41st ICAO Assembly; and g) who have already submitted and updated their SAP to establish buddy partnership (ACT-CORSIA buddy 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical

partnerships) with other States, develop their SAP and if already partner, continue participating and if not, join the programme.	
Why: For State to have a more active awareness and participation/ involvement of Environmental matters	
When: 41 st ICAO Assembly	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	

Agenda Item 9: Preparation for the 41st Session of the ICAO Assembly

9.1 The 41st Session of the ICAO Assembly will take place in Montreal from 27 September to 7 October at ICAO Headquarters. The Assembly is ICAO's sovereign body in charge of approving the budget and establishing ICAO objectives for the upcoming triennium. During the Assembly sessions, the ICAO Member States review the complete work programme and vote on Assembly decisions, which are normally adopted by majority.

9.2 With P/05 the Secretariat explained the functioning of the Assembly and gave basic guidelines for the submission of working papers (deadline 2 August 2022) and information papers (deadline 13 September 2022, no translation); describing the agenda items and the relevant topics for the Assembly. The Secretariat recommended to coordinate positions and support among NAM/CAR and SAM States.

9.3 In this regard, to further support the preparedness for the Assembly of the CAA Directors General, the Secretariat mentioned the upcoming event on Directors General of Civil Aviation (DGCAs) Programme on Aviation Resilience and Workshop on ICAO SARPs Compliance, Assembly Preparations and Technical Cooperation Activities to be held in Punta Cana, Dominican Republic, from 16 to 18 August 2022. This event will be a good opportunity for further discuss some topics of interest by the States.

9.4 United States shared in WP/27 its expectations and areas of interest at the 41st Session of the ICAO Assembly and was looking forward to exchange viewpoints during the upcoming events mentioned above. The critical areas identified by United States were:

- Climate change, with CORSIA implementation and the adoption of a LTAG on aviation CO2 emissions reductions;
- Advancing the International Aviation Trust Framework (IATF) to properly address information security risks and guarantee the secure exchange and integrity of digital information;
- Optimizing timelines for implementation of ICAO provisions, reducing delays in the applicability of key technical aviation safety solutions or adopting an ad-hoc approach on a case-by-case basis;
- Aviation security, in which United States support to conduct a root cause analysis to streamline processes and perform an holistic review of the GAsEP; and
- Information and data sharing in evolving areas as aviation medical research, pilot training, Unmanned Aircraft Systems (UAS) or the implementation of national safety plans.

9.5 Some States informed on their paper proposals for the Assembly, like Canada, for which they expect the support of other States in the positions to be managed in the Assembly. The ICAO NACC Regional Office will facilitate the exchange of documentation proposals among States for further State-to-State support of the papers. Likewise, the Assembly's side events such as the ICAO Innovation Fair (Montreal, 24-26 September 2022) are good opportunities to exchange views and share expected goals.

9.5 The Meeting formulated the following conclusion:

CONCLUSION	
NACC/DCA/10/17	STATE PREPAREDNESS FOR ATTENDING 41TH SESSION OF THE ICAO ASSEMBLY
<p>What:</p> <p>That, for the best preparedness and outcomes of the 41st Session of the ICAO Assembly (from 27 September to 7 October 2022), States:</p> <ol style="list-style-type: none"> review with their respective experts the different Agenda Items of the Assembly for timely submission of papers and registration; consider and exchange with their counterparts from other States common positions of support for the different Assembly Agenda Items; support the Assembly's endorsement of the streams of work associated with the USOAP transformative efforts; participate, as possible, on the side events, such as the ICAO Innovation Fair (from 24 to 26 September 2022); and participate in the Directors General of Civil Aviation (DGCA's) Programme on Aviation Resilience and Workshop on ICAO SARPs Compliance, Assembly Preparations and Technical Cooperation Activities that will be held in Punta Cana, Dominican Republic from 16 to 18 August 2022. 	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>So that States get the best preparedness and outcomes of the 41st Session of the ICAO Assembly.</p>	
<p>When: 41st ICAO Assembly</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

Agenda Item 10: Other Business

10.1 Under IP/07, the Secretariat recalled the need to focus on the key elements and factors for a successful performance of a Civil Aviation Authority (CAA), as mentioned during the NACCDCA/9 meeting as assistance and support for the NACC CAA Directors General (DGs) to share their valuable input and leadership experience. In this regard, a questionnaire was sent to the DGs on 12 October 2010 to the NACC CAAs DGs. Due to the COVID-19 pandemic this preparation was delayed. Appendix B of IP/07 showed the results obtained based on the specific questions made. This questionnaire is to be considered in the upcoming Directors General of Civil Aviation (DGCAs) Programme on Aviation Resilience and Workshop on ICAO SARPs Compliance, Assembly Preparations and Technical Cooperation Activities, to be held in Punta Cana, República Dominicana, 16 to 18 August 2022.

10.2 Under WP/08, ICAO HQ presented the current outstanding contributions to ICAO for consideration by the corresponding States as at 31 March 2022. The Secretariat urged States to take the necessary measures to fulfil financial obligations to ICAO in an urgent manner and thanked those States that had already taken action in this regard.

10.3 Under WP/09, the Secretariat recalled the planned rotational scheme for States and Territories hosting the NACC/DCA meetings as agreed at the Sixth and Seventh Meetings of the North American, Central American and Caribbean Directors of Civil Aviation: Central America, North America, Eastern Caribbean and Central Caribbean. In this regard, the next area to host the NACC/DCA meeting corresponds to the Central Caribbean. The Meeting thanked Cuba and Dominican Republic postulations in this regard, and congratulated the agreement achieved on being Cuba the host the NACC/DCA/11 meeting, to be held in Varadero, Cuba in early June 2023.

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

Numb	Conclusion/Decision	Responsible for action	Deadline
C/01	<p>ADOPTION OF AGREEMENTS FOR THE EXERCISE OF SEVENTH FREEDOM OF THE AIR ON CARGO</p> <p>That, as part of promoting the development of the States civil aviation, through the liberalization of Air Transport Policy:</p> <p>a) CARICOM States and the rest of CAR States take note of the benefits observed by States like Dominican Republic due to application of the seventh Freedom of the Air for exclusively cargo flights;</p> <p>b) CARICOM States and the rest of CAR States review the options and benefits of joining the reciprocal exercise of granting the seventh freedom of air for cargo service;</p> <p>c) CARICOM States and the rest of CAR States implement the agreement necessary for reciprocally exercise seventh freedom of air for exclusively cargo service by the NACC/DCA/12 meeting; and</p> <p>d) the ICAO NACC Regional Office provide an engagement forum between the NACC and the SAM States in support of expanding this initiative for the benefit of cargo aviation within the NACC and SAM States.</p> <p>Note: 20% increase on this implementation is expected.</p>	CARICOM States and the rest of CAR States, ICAO	NACC/DCA/12
C/02	<p>ENHANCEMENT OF NAM/CAR TRAINING CENTRES PERFORMANCE</p> <p>That, in order to enhance the performance of the Training Centres in the CAR Region, learning from the COVID-19 Pandemic affectations and for the sustainability of the training services:</p> <p>a) the NAM/CAR Training Centres and the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG) design contingency measures to anticipate a long-term suspension, focusing efforts on ensuring the continuity of training and the validity of the competencies of professionals involved in civil aviation by the NACC/DCA/11 meeting;</p> <p>b) the NAM/CAR Training Centres and the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG) document and share</p>	NAM/CAR Training Centres, the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG) and the NAM/CAR/CATC/WG Secretariat	NACC/DCA/11

Numb	Conclusion/Decision	Responsible for action	Deadline
	<p>the experiences of the different Civil Aviation Training Centres regarding how they overcame the limitations presented by the COVID-19 pandemic (document delivery);</p> <p>c) the NAM/CAR Training Centres and the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG) promote the option of virtual training for those courses that allow it and maintain the face-to-face modality, prioritizing recurrences, complying with the established biosafety protocols; and</p> <p>d) the NAM/CAR/CATC/WG Secretariat ensure development of specific deliverables and expected outcomes.</p>		
C/03	<p>ENHANCE PREPAREDNESS OF AIR NAVIGATION SERVICES</p> <p>That, in order to maintain the continuity of Air Navigation Services (ANS) while guaranteeing the required safety levels, learning from the COVID-19 pandemic experiences and for the enhanced preparedness of the ANS services, the North American, Central American and Caribbean Working Group (NACC/WG) :</p> <p>a) take into consideration the best practices and initiatives carried out by Air Navigation Services Providers (ANSPs) for the efficient management of ANS under its responsibility during the COVID-19 Pandemic; and</p> <p>b) develop guidelines for responding to future events, in coordination with States and taking into account global experiences, in order to act as quickly as possible and with the least possible impact on aviation by the NACC/DCA/11 meeting.</p>	NACC/WG	NACC/DCA/11
C/04	<p>ACCEPTABLE LEVELS OF BIOSAFETY PERFORMANCE</p> <p>That, to harmonize the effectiveness of the biosafety protocols across the NAM/CAR Regions based on biosafety performance indicators, the ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) define the acceptable levels of Biosafety performance (Bio-ALoSP) so that they be accomplished by the NAM/CAR Regions States and Territories by the NACC/DCA/11 meeting.</p>	AVSEC/FAL/RG	NACC/DCA/11

Numb	Conclusion/Decision	Responsible for action	Deadline
C/05	<p>DEPLOYMENT OF NACC DASHBOARDS</p> <p>That, considering the value and benefits of the implementation of the NACC Dashboards to report, monitor and follow up on the implementation of the different aviation matters, States and Territories:</p> <p>a) provide a Point of Contact (PoC) to access the NACC Dashboards by 30 October 2022;</p> <p>b) support on the provision of the data needed to feed the dashboards; and</p> <p>c) provide comments and ideas to enhance the NACC Dashboards.</p>	States and Territories	30 October 2022;
C/06	<p>STATE AND TERRITORY PARTICIPATION ON SAFETY IMPLEMENTATION FOR THE NAM/CAR REGIONS</p> <p>That, in order to increase States and Territories' participation and maximize States and Territories' benefits and safety implementation and initiatives, States and Territories:</p> <p>a) support the implementation of safety projects and initiatives approved by the NACC Regional Office and the Regional Aviation Safety Group–Pan America (RASG-PA) (Appendix C), assessing the outcomes on risk mitigation by NACC/DCA/11;</p> <p>b) participate in RASG-PA's events; and</p> <p>c) support State Points of Contact (PoCs) and National Continuous Monitoring Coordinators (NCMCs) to continue participating and collaborating with the NACC Regional Office safety implementation projects and initiatives.</p> <p>At least 70% increase in Project participation by States</p>	States and Territories	By NACC/DCA/11;
C/07	<p>MODEL CIVIL AVIATION REGULATIONS (MCRs) IN THE ICAO ELECTRONIC FILING OF DIFFERENCES (EFOD) SYSTEM</p> <p>That,</p> <p>a) States endorse in principle the proposal to include the Model Civil Aviation Regulations (MCRs) into the ICAO Electronic Filing of Differences (EFOD) System and consider supporting this proposal at the 41st Session of the Assembly; and</p> <p>b) ICAO NACC Regional Office bring this proposal to the attention of appropriate bodies/offices at ICAO Headquarters prior to the 41st ICAO Assembly.</p>	States and ICAO	Prior to the 41 st ICAO Assembly.

Numb	Conclusion/Decision	Responsible for action	Deadline
C/08	<p>ENHANCEMENT ON PROVISION AND REGIONAL COLLABORATION FOR TRAINING IN THE CAR REGION That, to enhance the sustainable training provision and the continuous regional collaboration on training support:</p> <p>a) States support the activities of the Civil Aviation Training Centres (CATCs) of their States, providing them with the appropriate resources;</p> <p>b) States ensure the participation of the representatives of the CATCs in the meetings of the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG), including the next meeting, scheduled from 6 to 8 September 6 to 8 in the NACC Regional Office;</p> <p>c) NAM/CAR/CATC/WG, together with the <i>Ecole Nationale de l'Aviation Civile</i> (ENAC), explore the development of the advanced masters in Aviation Safety Management for the CAR Region by NACC/DCA/11;</p> <p>d) the NAM/CAR/CATC/WG coordinate initiatives with the ICAO Global Aviation Training (GAT) Office by NACC/DCA/11 to:</p> <p>i. the development of guidelines to guide the design of conventional courses that can be implemented in the virtual modality;</p> <p>ii. design instruction to develop skills for course developers for the creation of instructional designs and content production applicable to courses taught in virtual mode; and</p> <p>prepare a guide that defines the documentation, regulatory and technical requirements for the implementation of aviation training solutions in virtual mode.</p>	States and NAM/CAR/CATC/WG, together with the <i>Ecole Nationale de l'Aviation Civile</i> (ENAC)	By NACC/DCA/11
C/09	<p>HARMONIZED APPROVAL GUIDANCE FOR SIMULATOR/TRAINING DEVICES That, considering the benefits that flight simulations and the recent training technology for aviation is offering to States and the aviation industry for pilot training and States inspector, while keeping the necessary safety assurance of these type of Training; States and ICAO:</p> <p>a) analyse the common needs and requirements that flight simulators can offer in expediting pilot and aviation training by the NACC/DCA/11;</p>	States and ICAO:	By the NACC/DCA/11;

Numb	Conclusion/Decision	Responsible for action	Deadline
	<p>b) develop a guidance document on a harmonized approach on amending national regulations and procedures to make use of the flight simulation as a valid tool/ media for this training by the NACC/DCA/11; and</p> <p>c) make use of good practices and lessons learned of similar deployment for its adoption in the CAR Region to include it as part of the guidance by NACC/DCA/11.</p>		
C/10	<p>STATE PARTICIPATION ON AIR NAVIGATION IMPLEMENTATION FOR THE NAM/CAR REGIONS</p> <p>That,</p> <p>a) States support the implementation of the Air Navigation Implementation Groups (NACC/WG, MEVA, etc.) and GREPECAS Projects and initiatives (Appendix D), assessing the outcomes on their implementation;</p> <p>b) States participate in GREPECAS events and meetings;</p> <p>c) States support their PoCs, to continue participating and collaborating with the Air Navigation Implementation Projects and Initiatives; and</p> <p>d) the North American, Central American and Caribbean Working Group (NACC/WG) ensure the coordination of ANS actions to achieve more efficiency when implementing the safety targets and support on National Air Navigation Plan development by the NACC/DCA/11.</p>	States and NACC/WG	By the NACC/DCA/11.
C/11	<p>AIRPORT TO AIRPORT MUTUAL ASSISTANCE PROGRAMME</p> <p>That,:</p> <p>a) Caribbean States each designate 2-3 airport/emergency operations personnel to participate in the Caribbean Aviation Resilience and Recovery (CARRG) Task Force by 30 July 2022;</p> <p>b) CARRG Task Force host a meeting to identify a plan to develop an airport mutual assistance strategy by 30 September 2022;</p> <p>c) CARRG Task Force finalize the strategy, conduct a pilot test, and implement strategy by 30 October 2023; and</p> <p>d) Caribbean States engage with respective airport operators to participate in programme.</p>	Caribbean States, United States	By 30 July 2022

Numb	Conclusion/Decision	Responsible for action	Deadline
	At least 70% State response expected for this conclusion		
C/12	<p>EXPERIENCE, LESSONS AND GOOD PRACTICES EXCHANGE ON MITIGATIONS TO THE 5G RADIO ALTIMETER INTERFERENCE</p> <p>That, in order to support all the CAR States and Territories on the timely adoption of mitigations and preventive measures for the 5G radio altimeter interference, ICAO organize a virtual workshop for the sharing of experiences, lessons learned and good practices by 30 November 2022.</p>	ICAO	By 30 November 2022.
C/13	<p>STATE ACTIVE PARTICIPATION AND INVOLVEMENT ON AVIATION SECURITY MATTERS</p> <p>That,</p> <p>a) States consider the use of advanced security equipment where appropriate in accordance to ICAO Annex 17 Recommendation 2.5.4;</p> <p>b) the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) review the Global Aviation Security Plan (GASeP) aspirational targets and update the GASeP Roadmap by the NACC/DCA/11 meeting;</p> <p>c) the AVSEC/FAL/RG organize a multi-State cybersecurity tabletop exercise by the NACC/DCA/11 meeting;</p> <p>d) States answer the upcoming survey of the Aviation Security Panel Working Group on Threat and Risk (AVSECP-WG); and</p> <p>e) States apply the Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft (Montréal Protocol of 2014) in order to adopt common practices regarding unruly and disruptive passengers by the NACC/DCA/11 meeting.</p> <p>At least 80% State response and participation</p>	States and the ICAO/LACAC NAM/CAR AVSEC/FAL/RG	By the NACC/DCA/11 meeting
C/14	<p>STATES' ACTIVE PARTICIPATION AND INVOLVEMENT IN FACILITATION MATTERS</p> <p>That,</p> <p>a) States collaborate with the industry in the initiatives to guarantee the access to air transport of passengers with disabilities and reduced mobility, in order to align efforts and avoid duplication;</p> <p>b) States join the Public Key Directory (PKD), the central repository for exchanging the information</p>	States, IATA and ICAO	By the NACC/DCA/11 meeting;

Numb	Conclusion/Decision	Responsible for action	Deadline
	<p>required to authenticate electronic Machine Readable Travel Documents (eMRTDs) by the NACC/DCA/11 meeting;</p> <p>c) States support ICAO TRIP Strategy to concertedly address the elements of traveller identification management;</p> <p>d) IATA support the current CAR/SAM Regional Project on passengers with disabilities and reduced mobility to share experiences and enhance the project outcomes; and</p> <p>e) ICAO serve as a forum to ensure continued dialogue on this matter.</p>		
C/15	<p>STATES ACTIVE PARTICIPATION AND INVOLVEMENT IN AIR TRANSPORT MATTERS</p> <p>That, States,:</p> <p>a) support ICAO's work on economic development of air transport by the NACC/DCA/11;</p> <p>b) apply and follow ICAO's policies and guidance on the air transport field with their regulatory practices and on infrastructure management including the charging policies by the NACC/DCA/11;</p> <p>c) provide statistics required by ICAO in a timely manner by the NACC/DCA/11;</p> <p>d) use ICAO data, tools and analysis by the NACC/DCA/11; and</p> <p>actively participate in ICAO's upcoming meetings by the NACC/DCA/11.</p>	States	by the NACC/DCA/11
C/16	<p>STATES ACTIVE PARTICIPATION AND INVOLVEMENT ON ENVIRONMENTAL MATTERS</p> <p>That:</p> <p>a) States attend the ICAO High-level Meeting on the feasibility of a Long-Term Aspirational Goal for international aviation CO₂ emissions reductions (HLMLTAG) in Montréal, Canada, from 20 to 22 July 2022, as a hybrid event (in-person and virtual participation) and register online by 6 July 2022;</p> <p>b) States express interest in joining the new ICAO assistance, capacity building and training programme (ACT-SAF), to further facilitate the development and deployment of Sustainable Aviation Fuels (SAF) and cleaner energy sources for aviation;</p>	States and ICAO Regional Office	31 July 2022

Numb	Conclusion/Decision	Responsible for action	Deadline
	<p>c) States submit the report of 2021 CO₂ emissions through the CORSIA Central Registry, prior to the deadline of 31 July 2022;</p> <p>d) States consider voluntary participation in CORSIA from 1 January 2023, noting the need to notify the ICAO Secretariat no later than 30 June 2022;</p> <p>e) States express the interest in joining ICAO's new assistance, capacity building and training programme to further facilitate the development and deployment of Sustainable Aviation Fuels (SAF) and cleaner energy sources for aviation;</p> <p>f) States develop and update Action Plans on CO₂ emission reduction (SAP in order to communicate their long-term strategy on climate change for the international aviation sector, including the assistance needed for the implementation of identified action to reduce aviation CO₂ emissions, for submission prior to the 41st ICAO Assembly;</p> <p>g) States who have already submitted and updated their SAP to establish buddy partnership (ACT-CORSIA buddy partnerships) with other States, develop their SAP and if already partner, continue participating and if not, join the programme; and</p> <p>h) NACC Regional Office coordinate with Headquarters to ensure continued support on these matters.</p>		

APPENDIX B
MINISTERIAL DECLARATION OF THE HIGH-LEVEL CONFERENCE ON COVID-19
“ONE VISION FOR AVIATION RECOVERY, RESILIENCE AND SUSTAINABILITY BEYOND THE GLOBAL
PANDEMIC”

(Adopted at the Ministerial Plenary (Closing) on 22 October 2021)

We, the Ministers;

- Recognizing the continued, unprecedented global crisis caused by the COVID-19 pandemic and its serious public health, social and economic consequences;
- Recognizing also that the civil aviation sector is profoundly affected, including employment by renewed outbreaks and resulting travel restrictions, thus hampering global mobility, including of key air transport personnel as well as essential connectivity and supply chains, with a heavy strain on the global economy;
- Recognizing further the key role played by the operation of cargo air services, allowing for the global distribution of critical medical supplies and keeping the essential supply chains in operation;
- Underlining that ICAO's top and immediate priority is to enhance the cooperation among States to enable the safe and efficient recovery of civil aviation while managing risks to public health;
- Stressing the need to ensure the resilience and sustainability of civil aviation as an irreversible path towards recovery, inclusive growth and addressing the climate change challenge;
- Emphasizing that all passengers should benefit from fair and equitable treatment and the ability to travel, and that vaccination is not a precondition for travel although it is highly desirable that it be used to safely facilitate mobility;
- Underlining that travelling solutions should be made available to or be appropriate for all passengers, taking into consideration access to and types of vaccines, so as to ensure that no country is left behind in the global aviation recovery effort;
- Recalling that all States are sovereign and responsible for their own domestic public health-related measures, and remain free to implement any risk mitigation measures if and when necessary, consistent with their national legislation and international obligations;
- Supporting the work of the ICAO Council Aviation Recovery Taskforce (CART) and stressing the importance of common standards for travel, including interoperability and mutual recognition of digital applications, as well as the importance of drawing lessons from the current pandemic to better manage future crises; and
- Noting with appreciation the World Health Organization's (WHO) partnership on public health risk management in the aviation sector throughout the COVID-19 pandemic, including on vaccine certification and considering the conclusions from the Safety and Facilitation Streams of the Conference;

Have adopted the following Declaration:

1. We welcome ICAO's global leadership to facilitate aviation's recovery from the COVID-19 pandemic and ensure its future resilience;
2. We commit to taking effective measures to prevent the spread of SARS-CoV-2, the virus that causes COVID-19 and other communicable diseases by international air travel, in particular through the implementation of the ICAO CART guidelines, and encourage the harmonization of Member States' multilayer risk management strategies to safely restore international connectivity and support the revival of the global economy as a critical step towards achieving our goal to enhance the social, environmental and economic sustainability of aviation;
3. We also commit to a multilayer risk management strategy for international civil aviation, which is adaptable, proportionate, non-discriminatory and guided by scientific evidence in close cooperation and

coordination with public health sector, with agreed practices harmonized to the greatest extent possible, for air travel purposes, using commonly accepted epidemiological criteria, testing requirements and vaccination, and underpinned by regular review, monitoring and timely information-sharing among States;

4. We will facilitate further the air transportation of vaccines as well as essential medical supplies and personnel in support of the global effort to combat the COVID-19 pandemic as well as other crises and emergencies, particularly to developing countries;

5. We confirm the importance of support provided for the aviation sector, including economic and financial support, to sustain operations and ensure the provision of essential services while safeguarding fair competition and equal opportunities;

6. We commit to ensuring a safe, secure, and orderly flow of traffic with operational readiness of aviation personnel, in particular aircrew and air traffic controllers, as well as the airworthiness of aircraft;

7. We will work with ICAO and other stakeholders to ensure the interoperability and mutual recognition of, and accessibility to, digital applications, secure transmission and validation of pandemic-related testing, vaccination and recovery certification that protects privacy and personal data;

8. We commit to promoting, to the greatest extent possible, a harmonized and inclusive approach to facilitate safe international air travel, including alleviating or exempting testing and/or quarantine requirements for fully vaccinated or recovered passengers, taking into account the different circumstances of individual States and their national policies, in keeping with WHO's policy and technical considerations for implementing a risk-based approach to international travel in the context of COVID-19¹, and providing exceptions for non-vaccinated passengers. This will enable us to work towards strengthening the confidence of the travelling public and safely rebuilding international civil aviation;

9. We commit to working with international partners to build upon ICAO and WHO guidance on the establishment of bilateral, regional or multilateral Public Health Corridors, or other types of agreements or arrangements to similar effect, in particular regarding the mutual recognition of vaccines, and incorporating additional risk mitigation as required;

10. We welcome ICAO's work in close collaboration with WHO to provide guidance on an exit strategy from existing risk management measures as the pandemic retreats;

11. We commit to ensuring that ICAO is well positioned to support the long-term resilience of international aviation and incorporate the lessons learned from the current and past pandemics, by enhancing its crisis response capability, and regularly reviewing and updating ICAO's Standards and Recommended Practices and guidance materials as may be required;

12. We recognize the contribution of the aviation industry to climate change and the challenges posed by the latter to the long-term resilience, sustainable development and future growth of the aviation sector, as we look forward to the 26th United Nations Climate Change Conference of the Parties (COP 26)² and

¹ ² <https://www.who.int/publications/i/item/WHO-2019-nCoV-Risk-based-international-travel-2021.1>, stating that "... national authorities in countries of destination ... may consider exempting from SARS-CoV-2 testing and/or quarantine requirements to incoming international travellers who:

- are fully vaccinated, meaning they have received the last recommended dose of a vaccine against COVID-19 listed by WHO for emergency use or approved by a stringent regulatory authority at least two weeks prior to travelling;

- have proof of previous SARS-CoV-2 infection confirmed by a real-time reverse transcription polymerase chain reaction (rRT-PCR) test received within the past 6 months and are no longer infectious as per WHO's criteria for releasing COVID-19 patients from isolation."

² To be held in Glasgow, United Kingdom from 31 October to 12 November 2021.

the ICAO High-level Meeting to discuss the feasibility of a long-term global aspirational goal for international aviation³;

13. We further recognize the importance of developing mechanisms to assist and provide technical aviation support to States and their professionals in overcoming the COVID 19 pandemic leaving no one behind; and

14. We commit to uniting together to rebuild the aviation sector from the COVID-19 pandemic as soon as possible, and invite the 41st Session of the ICAO Assembly to review progress and determine further actions that may be needed.

³ To be held at ICAO from 20 to 22 July 2022.

**APPENDIX C
RASG-PA PROJECTS**

NACC Project Proposal for SSP Implementation

Conclusion ESC37/01		
What	When	Who
In order to enhance the implementation of effective SSP among the CAR States, the Meeting approves the SSP Implementation Project described in Appendix A of this report. (35,500 USD)	Immediate	Marcelo Orellana

Visual to PBN in NACC

Conclusion ESC37/02		
What	When	Who
That, in order to validate and enhance the results and outcomes of the previous “Visual to PBN” Project deployed in the SAM Region, the RASG-PA approves the deployment of an enhanced Project in a CAR Region airport following the support by Mexico in the potential airport candidates of MMCB, MMAA, MMPR and similar, the ICAO NACC Regional Office: a) coordinate with the “Visual to PBN” SAM Project on conducting a similar deployment of the Project but including the lessons learned and best practices observed up to present; b) work with industry partners and Mexico on the best airport for the deployment of the CAR Project; and c) report to the RASG-PA/12 Plenary on the planning and progress on the Project deployment.	Immediate	Sereya Schotborgh

RST Implementation

Conclusion ESC37/03		
What	When	Who
Endorse CAR & SAM RST Implementation Project as per appendix on ESC37/WP07 and approve requested funds for phase 0 and 1 of the project. (15,000 USD)	Immediate	Fabio Salvatierra ICAO NACC AGA RO

IATA/ICAO (CAR/SAM) Control Flight Into Terrain (CFIT) Detailed Implementation Plan (DIP) Support Project

Conclusion ESC37/04		
What	When	Who
That IATA and ICAO complete the baseline measurement described on Phase I of this Working Paper by the end of 2022.	Immediate	Fernando Rojas Javier Puente/Sereya Schotborgh

Language Proficiency

Decision ESC37/02		
What	When	Who
That the PA-RAST evaluates the related level of risk, and coordinate with NACC and SAM a recommendation to the ESC	6 months	PA-RAST Co-Chairs

Valley of Mexico Safety

Decision ESC37/03		
What	When	Who
PA-RAST (along with NACC RO) will engage with MEX authorities to support on the implementation of their safety plan in order not to duplicate efforts. PA-RAST will submit a project to the ESC if needed.	18 July 2022	PA-RAST Co-Chairs Sereya Schotborgh

STATUS OF THE REVIEW OF GREPECAS PROJECTS / GREPECAS/19

PROJECT		Reference	PROJECT COORDINATOR			ASSOCIATED PROGRAMME		PROGRAMME COORDINATOR
ID	Title		Name	State / Intl. Org.	Contact	ID	Name	
A1 CAR	Implementation of Performance-Based Navigation (PBN)	B0-APTA, B0-FRTO, B0-CDO y B0-CCO	Riaaz Mohamed	Trinidad and Tobago	rmohammed@caa.gov.tt	A	Performance Based Navigation (PBN)	Eddian Méndez, RO/ATM/SAR
B1 CAR	Improve Demand and Capacity Balance (DCB)	(B0-SEQ, B0-FRTO, B0-NOPS y B0 ACDM)	Greg Byus	United States	Greg.Byus@faa.gov	B	Air Traffic Flow Management (ATFM)	Eddian Méndez, RO/ATM/SAR
B2 CAR	Implementation of Flexible use of airspace (FUA)	-----	Greg Byus	United States	Greg.Byus@faa.gov	B	Air Traffic Flow Management (ATFM)	Eddian Méndez, RO/ATM/SAR
C CAR	Automation and Improved ATM Situational Awareness	(B0-RSEQ, B0-FICE, B0-SNET, B0-ASUR y B0-SURF)	Carlos M. Jiménez Fernando Casso	Cuba United States, Dominican Republic	Alex.rodriquez@faa.gov	C	Automation and ATM Situational Awareness	Mayda Ávila, RO/CNS
D CAR	Ground-ground and air-ground communications infrastructure	(B0-FICE y B0-TBO)		United States	laylarodriguez@aeronav.avianet.cu	D	Ground-Ground and Ground-Air Communications Infrastructure	Mayda Ávila, RO/CNS
F1 CAR SAM	Safety implementation and aerodrome certification	(B0-SURF)	TBD	TBD	---	F	Aerodrome (AGA/AOP)	Jaime Calderón, Fabio Salvatierra, ROs/AGA
F2 CAR SAM	Airport Planning		TBD	TBD	---	F	Aerodrome (AGA/AOP)	Jaime Calderón, Fabio Salvatierra, ROs/AGA
F3 CAR SAM	Airport Collaborative Decision Making (A-CDM)	B0-ACDM	Sady Beaumont	Perú	Sbeaumont@mtc.gob.pe	F	Aerodrome (AGA/AOP)	Jaime Calderón, Fabio Salvatierra, ROs/AGA
G CAR	Implementation of the AIM Collaborative Plan	DAIM-B1/1	Natasha Leonora-Belefanti	Curazao	neleonora-belefanti@icaonacc.org	G	Aeronautical Information Management (AIM)	Raul Martínez, RO/AIM

The detailed activities of the NACC/WG task forces (ATFM, Airspace Optimization, SAR, ATS Contingencies meetings, AIDC, Surveillance, ASBU, AIM, AGA and MET) are available at: <https://www.icao.int/nacc/Pages/default.aspx>