



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

NACC/DCA/10 — WP/02
31/05/22

**Tenth North American, Central American and Caribbean Directors of Civil Aviation Meeting
(NACC/DCA/10)**

Martinique, France, 21 to 23 June 2022

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

FOLLOW-UP ON VALID CONCLUSIONS AND DECISIONS OF NACC/DCA MEETINGS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper analyses the status of the valid Conclusions and Decisions of the North American, Central American and Caribbean Directors of Civil Aviation meetings.	
Action:	Included in section 2.
Strategic Objectives:	This working paper is related to all Strategic Objectives
References:	<ul style="list-style-type: none">• Report of the Ninth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/09) (Port-of-Spain, Trinidad and Tobago, 25 to 27 June 2019)• Minute of the North American, Central American and Caribbean (NACC) States Civil Aviation Authorities Directors General Virtual Meeting on COVID-19 Aviation Recovery and Restart, 14 April 2021

1. Introduction

1.1 The list of valid Conclusions and Decisions of the following meetings are presented with their follow-up in the **Appendix A**, as concluded in the last NACC/DCA meeting. The list of the valid conclusions of the North American, Central American and Caribbean (NACC) States Civil Aviation Authorities Directors General Virtual Meeting on COVID-19 Aviation Recovery and Restart is shown in **Appendix B**.

1.2 The status and follow-up remarks for each Conclusion and Decision is the result of a review completed by the Secretariat based on information available at the time of preparing this paper. The status for each Conclusion and Decision is designated as *valid*, *completed* or *superseded*.

1.3 The conclusions and decisions of this meeting impact the development of regional aviation, in view that they require actions and approve activities for the implementation of all the aspects of aviation.

2. Suggested Action

2.1 The Meeting is invited to review and comment with updated information on the status and follow-up on implementation of the outstanding Conclusions and Decisions of previous meetings presented in Appendices A and B.

STATUS AND FOLLOW-UP OF OUTSTANDING CONCLUSIONS (C) OF THE NACC/DCA MEETING

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
NACCDCA8	C	10	MET	FOLLOW-UP TO PROPER APPLICATION OF ICAO POLICIES ON CHARGES	That, in order to follow-up and identify the proper application of ICAO guidelines on policies for charges, IATA and ICAO coordinate this application for further reporting to the NACC/DCA/9 meeting.	IATA to report follow-up on the matter. NACC/DCA/10: IATA and ICAO will expose the latest experience in this matter. To be presented in Agenda Item 7.	IATA and ICAO	31-May-19	Coordinated application	Valid
NACCDCA9	C	1	CNS	SUPPORT FOR STATES FOR IMPLEMENTATION OF AN OPERATIONAL AND REGULATORY FRAMEWORK FOR UNMANNED AIRCRAFT SYSTEM(S) (UAS) AND REMOTE PILOTED AIRCRAFT SYSTEM (RPAS) OPERATIONS	That, considering the kind assistance from United States to lead the activities on UAS/RPAS in the CAR Region for the appropriate operation of UAS and RPAS within the CAR airspace and corresponding airport operations:	The UAS/RPAS activities had been included in the NACC work programme being deployed with State assistance. To be discussed on Agenda Item 5.2 of the NACCDCA10.				Completed
NACCDCA9	C	1			a) United States designate by 30 August 2019 a Subject Matter Expert (SME) that will be working with ICAO NACC Regional Office on the assistance on UAS/RPAS operations in the CAR Region; and		United States	30-Aug-19	SME designated	Valid
NACCDCA9	C	1			b) considering the recommendations of the upcoming UAS/RPAS workshop in the NACC Regional Office, the States with the support of FAA SME, present their progress in the implementation of the recommendations of the workshop and other actions conducted to ensure UAS/RPAS operations in the CAR Region by the NACC/DCA/10 meeting		States		Progress report	Valid

STATUS AND FOLLOW-UP OF OUTSTANDING CONCLUSIONS (C) OF THE NACC/DCA MEETING

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
NACCDCA9	D	2	GEN	APPROVAL OF ANI/WG/5 CONCLUSIONS	That, to ensure the continuous performance and continuation of the implementation activities carried out by the NAM/CAR Air Navigation Implementation Working Group (ANI/WG), the Meeting NACC/DCA approve all the ANI/WG/05 meeting conclusions.	The ANI/WG is now the NACC/WG that encompasses all Air Navigation Services areas and meet more frequently.				Completed
NACCDCA9	C	3	FS	IMPROVEMENT OF THE SAFETY OVERSIGHT SYSTEM (SOS) ASSISTANCE TO THE NACC STATES	That, in order to support the establishment of comprehensive State Oversight Systems that ensure global confidence and validation regardless of entity or methodology of reviewing the system and to develop a cross reference mechanism of the different USOAP, IASA and EASA Audits, United States, COCESNA, and ICAO					Valid
NACCDCA9	C	3			a) review and implement the Project proposal for Safety Oversight Go-Teams proposed under IP/14 ; and		United States, COCESNA, and ICAO		Project Proposal	Valid
NACCDCA9	C	3			b) report the progress and implementation by the NACCDCA/10 Meeting		United States, COCESNA, and ICAO			Valid

STATUS AND FOLLOW-UP OF OUTSTANDING CONCLUSIONS (C) OF THE NACC/DCA MEETING

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
NACCDCA9	C	4	ENV	IADB PROJECT PROPOSAL IMPLEMENTATION	That, considering the funding opportunities that IADB has available for States for the implementation of ICAO SARPs, institutional changes and mitigation actions for CO2 emissions,					Completed
NACCDCA9	C	4			a) CASSOS Members, in coordination with the ICAO NACC Regional Office, continue the application of IADB Regional Public Goods opportunities for the Enhancement Project of CASSOS;		CASSOS Members		Opportunities	Completed
NACCDCA9	C	4			b) States interested in applying to the available IADB Funding opportunities for the implementation of ICAO SARPs, institutional changes and mitigation actions for CO2 emissions, shall contact IADB in coordination with ICAO by 30 August 2019; and	NACC/DCA/10: Since the COVID-19 pandemic, the fund raising and technical support had changed States/Region priorities. To be addressed in Agenda Item 4.	States interested in applying	30-Aug-19	Application	Completed
NACCDCA9	C	4			c) States coordinate other potential Projects with ICAO to obtain IADB funding by 30 December 2019.		States	30-Dec-19	Coordinated projects	Completed

STATUS AND FOLLOW-UP OF OUTSTANDING CONCLUSIONS (C) OF THE NACC/DCA MEETING

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
NACCDCA9	C	5	GEN	TECHNICAL ASSISTANCE FOR INFRASTRUCTURE ENHANCEMENT, SYSTEM UPGRADE AND ICAO AVIATION SYSTEM BLOCK UPGRADES (ASBU) IMPLEMENTATION	That, in order to assist the CAR States in their effective compliance to ICAO SARPs and their timeliness to response to contingencies (hurricanes, volcano eruptions, etc.) and other urgent response needed,					Completed
NACCDCA9	C	5			a) States interested to participate with the USTDA Proposal to inform ICAO by 30 September 2019 (Note: USTDA eligible CAR States are Dominica, Dominican Republic, Haiti, Jamaica, Saint Lucia and Saint Vincent and the Grenadines;	USTDA approach for post-COVID-19.	Interested States	30-Sep-19	Information on interest	Completed
NACCDCA9	C	5			b) ICAO coordinate with United States and the interested States by 30 September 2019 an initial review of the Project Proposal to USTDA presented in WP/21;		ICAO	30-Sep-19	Initial review of project	Completed
NACCDCA9	C	5			c) United States, interested States and ICAO work in coordination with USTDA on the implementation of the Project Proposal; and		United States, interested States and ICAO		Project proposal	Completed
NACCDCA9	C	5			d) ICAO report the progress of this Project Execution to the NACC/DCA/10 Meeting.		ICAO		Reported progress	Completed
NACCDCA9	D	6	MET	APPROVAL OF THE NAM/CAR/CATC/WG/5 REPORT	The NACC/DCA approves the Fifth NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/WG/5) Conclusions and Decisions.					Completed

STATUS AND FOLLOW-UP OF OUTSTANDING CONCLUSIONS (C) OF THE NACC/DCA MEETING

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
NACCDCA9	C	7	TC	STATE AND REGIONAL TRAINING NEEDS	That, in order to expedite the recollection and processing of the training needs by the NAM/CAR/CATC/WG,	The Secretariat has started to reactivate the work of the NAM/CAR/CATC/WG and the work plan will be reviewed. NACC/DCA/10: This issue is to be addressed under Agenda Item 2.				Completed
NACCDCA9	C	7			a) States designate a PoC for the recollection of national training needs; and		States		PoC designated	Completed
NACCDCA9	C	7			b) the NAM/CAR/CATC/WG, supported by ICAO, conduct the regional collection of training needs taking in consideration the existing ICAO GAT Training website/tool.		NAM/CAR/CATC/WG		Regional collection of training needs	Completed
NACCDCA9	C	8	GEN	FOLLOW-UP TO NACC/DCA MEETING RELEVANT TOPICS	That, to further focus and ensure the relevance of the actions and conclusions adopted by the NACC/DCA Meetings, ICAO submit a follow-up letter to States by 15 August 2019, outlining the most critical items and expecting States valuable responses.			15-Aug-19	Follow-up letter	Completed

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NACCDCA9	C	9	GEN	IMPLEMENTATION OF ICAO GLOBAL PLANS	That, in order to support the alignment of the States and Regional Plans with the new global Plans (GASP and GANP), ensuring the annual budget and resources needed for this implementation, ICAO inform States, once the Global new plans are approved, the list of items critical to be considered from the Plans for States to plan the necessary budgets and National Plan's adjustments.	NANP and NASP support approved by MCAAP Project fund, SAP Champion State assistance to be further detailed under Agenda items 5.2 and 6.3	ICAO		List of items critical report	Completed
NACCDCA9	C	10	FS	LEGAL PROTECTION OF SAFETY DATA	That, considering the importance of safety data analysis for decision making , the existence of guidelines by the RASG-PA on legal protection of Safety information; United States, IATA, and ICAO:	To be discussed under Agenda Item 5.2				Valid
NACCDCA9	C	10			a) analyse the current situation for assuring the legal protection of safety data;		United States, IATA, and ICAO		Analyzed situation	Valid
NACCDCA9	C	10			b) recommend actions for ensuring this legal protection and the use of the safety data; and		United States, IATA, and ICAO		Recommended actions	Valid
NACCDCA9	C	10			c) report these outcomes for the NACC/DCA/10 Meeting.		United States, IATA, and ICAO		Outcome reported	Valid

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Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
NACCDCA9	C	11	FS	SUPPORT TO SSP IMPLEMENTATION	That, in order to facilitate and ensure a systematic implementation of the SSP in the NAM and CAR Regions, the NACC States:					Valid
NACCDCA9	C	11			a) provide the sufficient resources and facilitate the coordination among stakeholders; and		NACC States		Resources and coordination	Valid
NACCDCA9	C	11			b) empower the development and implementation of a SSP culture.		NACC States		SSP culture	Valid

STATUS AND FOLLOW-UP OF OUTSTANDING CONCLUSIONS (C) OF THE NACC/DCA MEETING

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
NACCDCA9	C	12	AIM	GREPECAS IMPROVEMENTS	That, in order to support and have a more inclusive implementation of the improvements proposed for the CAR/SAM Air Navigation Planning and Implementation Group (GREPECAS) under a more coordinated matter, the States:	<p>The GREPECAS Improvements project is established under a continuous process adapting to the change of the Presidency and its new characteristics. Likewise, due to the prevailing situation of COVID 19, initiatives are being directed towards the development of a dashboard that allows the monitoring and analysis of data and information for better decision making.</p> <p>NACC/DCA/10: GREPECAS improvements had been made at the organizational level, webpage (promotion), management (project and work programme). To be addressed at Agenda Item 5.3.</p>				Completed
NACCDCA9	C	12			a) share their needs and comments for this improvement process, responding if not yet done so, to the proposal of improvements to GREPECAS submitted by the GREPECAS Chairman through the ICAO Secretariat; and		States		Needs and comments shared	Completed
NACCDCA9	C	12			b) participate in the GREPECAS Project and Programme review Committee (PPRC) (July 2019) and GREPECAS/19 (2020) meetings for the improvements being implemented by the Group.		States		Participation	Completed

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NACCDCA9	C	13	TC	STATES' ACCIDENT INVESTIGATION FOCAL POINT	That, to allow the establishment of a strategy to increase the level of compliance of the States in the area of accident and incident investigation, each State:					Completed
NACCDCA9	C	13			a) designate, if not already done, a focal point to deal with all the investigation related matters and to be in charge, providing the ICAO NACC Regional Office with the focal point contact information; and	States need to nominate a Focal Point for this purpose.	State		Focal Point	Completed
NACCDCA9	C	13			b) develop, in coordination with the ICAO NACC Regional Office, a work plan to achieve a significant improve in the AIG EI of the State.	NACC/DCA/10: PoC on AIG has been designated by States and an AIG Turnkey Project and Technical Assistance is being provided. To be addressed under Agenda Item 4.	State		Work plan	Completed

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NACCDCA9	C	14	FS	IMPLEMENTATION OF AIG IMPROVEMENTS	That, based on the States AIG USOAP Effective Implementation Status and for the implementation of improvements to increase the level of compliance of AIG requirements, States					Completed
NACCDCA9	C	14								
NACCDCA9	C	14			a) approve the phased approach for improving AIG matters as detailed in P/05 of the NACC/DCA/09 Meeting by 9 August 2019;		States		Approved phased approach	Completed
NACCDCA9	C	14			b) consider actions for assignment of permanent personal to AIG; provision of instruments to avoid conflict of interests provision of appropriate AIG infrastructure, and inclusion of AIG personal into SSP planning and implementation;		States		Actions considered	Valid
NACCDCA9	C	14			c) assess legislation changes required to establish the independence of the investigation process/authority;		States		Legislation changes assessed	Valid
NACCDCA9	C	14			d) support RAIO initiatives in the Region;		States		Supported initiatives	Valid
NACCDCA9	C	14			e) work with ICAO on the establishment of an action plan for AIG;		States		Action plan for AIG	Valid
NACCDCA9	C	14			f) designate a focal point (preferably a full time investigator) to begin working with NACC Regional Office on the establishment of an action plan for AIG by 9 August 2019;		States	09-Aug-19	Designated focal point	Valid

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NACCDCA9	C	14			g) provide NACC Office of AIG focal point information designated in the State by 9 August 2019; and		States	09-Aug-19	PoC information	Valid
NACCDCA9	C	14			h) report progress on these actions by NACC/DCA/10 Meeting.		States	09-Aug-19	Progress reported	Valid
NACCDCA9	C	15	ATM	ENHANCING CONTINGENCY EFFORTS AND ACTIVITIES	That, in order to enhance the existing mechanism for Contingency and response to emergency in the CAR Region:	A great process has been achieved with the preparedness for crisis management and contingency. This will be addressed under Agenda Item 5.3 of the NACCDCA10.				Completed
NACCDCA9	C	15			a) IATA join the existing ATS Contingency mechanism led by ICAO with their Contingency Coordination Team initiative to agree on enhanced coordination procedures and create synergies of supporting States and Airlines in occurrence of contingencies; and		IAT		IATA's participation	Completed
NACCDCA9	C	15			b) ICAO report the progress on this enhancement by NACC/DCA/10 Meeting		ICAO		Progress reported	Valid

STATUS AND FOLLOW-UP OF OUTSTANDING CONCLUSIONS (C) OF THE NACC/DCA MEETING

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
NACCDCA9	D	16	CNS	EXTENSION OF THE MEVA CONTRACT FOR TWO MORE YEARS	That, considering that the MEVA communications network is the main CAR Aeronautical Network that provides voice and data communications services in the region and that the current MEVA Service contract will expire in 2020:	ICAO and MEVA/TMG will provide an update under Agenda Item 5.3 of the NACCDCA10.				Completed
NACCDCA9	D	16			a))MEVA Member States extend the current MEVA Service contract under the same terms for two more years; and		MEVA Member States		Extended contract	Completed
NACCDCA9	D	16			b) the MEVA/TMG Ad-hoc Group accelerate the activities for the implementation of MEVA IV phase.		MEVA/TMG Ad-hoc Group			Valid
NACCDCA9	D	17	AIM	APPROVAL OF THE ANI/WG NEW STRUCTURE	That, with the purpose to impulse the regional strategic objectives and to improve the implementation execution times:					Completed
NACCDCA9	D	17			a) the new structure of the ANI/WG group implementation is approved, and		DGCA		Approved structure	Completed
NACCDCA9	D	17			b) the corresponding ANI/WG Terms of Reference (ToRs) be adjusted with the level of efficiency indicated and that the current work programme is SMART in its formulation of tasks, goals, targets and deliverables, aligned to the GANP and in coordination with the GASP.	It is replaced by the initiative to unite the ANI/WG Meeting with the NACC/WG that essentially work the same but with the advantage that the NACC/WG has a greater scope and coverage of the air navigation areas. Therefore, at the NACC/WG/10 Meeting, the merger will be proposed, taking up the work indicated in the paragraph cited at the beginning.	Secretariat		Superseded	

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NACCDCA9	C	18	CNS	E/CAR/CATG/WG AND E/CAR/NTG PERFORMANCE REVIEW	That, in order to optimize the resources and efforts in the implementation and to ensure that activities are result-oriented and of benefit of States,	During the last virtual meeting, the ECAR States established the priorities and the work agenda to deliver to the Directors the status of the current implementation of the Basic Building Blocks in each of the States and from there establish the development point for the region, integrated into regional plans and taking into account the priorities of their States. The ECAR States indicated the need for their Directorates to take this work into account, support it and allocate both adequate human and financial resources.				Completed
NACCDCA9	C	18			a) the E/CAR/CATG based on its current work programme and progress achieved, review and present to the NACC/DCA/10 meeting a proposal to optimize the resources and elevate the efficiency of the group, and		I E/CAR/CAT		Proposal	Completed
NACCDCA9	C	18			b) the E/CAR/NTG analyze options to follow-up on its activities such as maximizing coordination by electronic means and/or consider conducting face-to-face meetings every two year.		I E/CAR/NT		Options analyzed	Valid

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NACCDCA9	C	19	AVSEC	AVSEC ASSISTANCE PLAN UNDER ICAO NACC SAP	That, in order to enhance the compliance with Annex 17:	NACC/DCA/10: Under the Systemic Assistance Programme (SAP), ICAO is implementing an enhanced assistance plan for AVSEC compliance to be presented under Agenda Item 4.				Completed
NACCDCA9	C	19			a) States that have not yet done so, update/complete their AVSEC project of the ICAO NCLB SAP Action Plan by 30 August 2019;	Most States have a completed AVSEC Plan (90%).	States that have not yet done so	30-Aug-19	Completed/updated AVSEC Projext	Completed
NACCDCA9	C	19			b) States that have a low USAP Effective Implementation coordinate with ICAO the necessary training or assistance under the SAP; and	All States with a low USAP-CMA EI are being given online assistance and, where possible, iPacks are being developed to fill their gaps.	States that have a low USAP Effective Implementatio		Training/assistance	Completed
NACCDCA9	C	19			c) ICAO assist States to complete their AVSEC project of the SAP Action Plan/ by 30 July 2019.	Most States have a completed AVSEC Plan (90%).	ICA	30-Jul-19	Completed project	Completed

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NACCDCA9	C	20	AVSEC	USAP AUDIT REVIEW AND IMPROVEMENTS	That, in order to support the enhancement and improvement process of the USAP Programme for ensuring a comprehensive and integral USAP Programme (Criteria, guidelines, etc.):					Completed
NACCDCA9	C	20			a) ICAO share the AVSEC Panel recommendations on the improvements to the USAP Programme;	Recommendations have been shared	ICAO		Recommendations shared	Completed
NACCDCA9	C	20			b) States share any inconformity or comments regarding the USAP Audit programme; and	No comments have been received from the States. 1 June 2022: States have taken note and have shared their comments.	States		Inconformity/comments shared	Completed
NACCDCA9	C	20			c) States support the recommendations for improving the USAP Programme that will be discussed in the upcoming ICAO 40th session of the Assembly.	Modifications to the USAP programme discussed and approved.			Recommendations supported	Completed
NACCDCA9	C	21	AVSEC	STATE COST IMPLICATIONS ASSESSMENT FOR AMENDMENT 17 TO ANNEX 17	That, in order to ensure the State's respective response to the Amendment 17 of Annex 17, States consider conducting their assessment on State cost implications to comply with the proposed change to Standard 4.2.6.	The requirement to inspect 100% of people other than passengers who access the restricted area is already fully implemented by the States and is audited in the USAP-CMA audits.	States		Compliant assessment	Completed

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NACCDCA9	C	22	AVSEC	COORDINATED STATE AVSEC ASSISTANCE BY TSA/ICAO NACC REGIONAL OFFICE	That, in order to coordinate the assistance on security offered by United States, States that require such assistance coordinate with the ICAO NACC Regional Office for a common assistance under the NCLB/SAP approach.	Improvements in coordination and communication between the NACC Regional Office and TSA to avoid duplication in assistance to States. Meetings to update progress and define joint activities. From this management, the joint assistance work for Mexico, OECS and Central America have been achieved.	States that require such assistance		Common assistance	Completed

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NACCDCA9	C	23	AVSEC	IMPLEMENTATION OF THE ICAO TRAVELLER IDENTIFICATION PROGRAMME (TRIP) STRATEGY AND THE ICAO PUBLIC KEY DIRECTORY (PKD)	That, in order to enhance the implementation of the ICAO traveller identification programme (TRIP) strategy and the ICAO public key directory (PKD), States:					Valid
NACCDCA9	C	23			a) comply with the Standard of Annex 9 requiring them to promptly report accurate information about stolen, lost and revoked travel documents, issued by their State, to INTERPOL for inclusion in the SLTD database;	Annex 9 Standard. More and more States have automatic systems for border control that allow this check to be carried out automatically.	States		Standard complied with	Completed
NACCDCA9	C	23			b) establish a National Air Transport Facilitation Programme and associated committees in accordance with the Standards 8.17, 8.18 and 8.19 of the fifteenth edition of Annex 9 – Facilitation;	Many States lack the implementation of a national facilitation programme and a national facilitation committee.	States		Established programme and committees	Valid
NACCDCA9	C	23			c) endeavour to join the ICAO PKD as a means to authenticate travel documents in order to neutralize the activities of cross-border criminality;	There are quite a few States to join the ICAO PKD, although it is still only a recommendation.	States		PKD joint	Valid
NACCDCA9	C	23			d) implement the ICAO TRIP Strategy roadmap in order to achieve both enhanced air transport facilitation and aviation security and to prevent the movement of potentially inadmissible persons; and	Advances are being made in the adoption of electronic documents, etc. There are still several States left to make clear progress.	States		Implemented roadmap	Valid
NACCDCA9	C	23			e) ensure that their respective Annex 9 compliance checklists are duly completed in the EFOD system by NACC/DCA/10.	States must use EFOD to report compliance with the SARPs in Annex 9.	States		Checklists completed.	Valid

APPENDIX B
CONCLUSIONS OF THE NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN (NACC) STATES CIVIL AVIATION AUTHORITIES DIRECTORS GENERAL VIRTUAL MEETING ON COVID-19 AVIATION RECOVERY AND RESTART

Conclusion	Status
<p>Conclusion 1: That, considering the CART Phase III measures and guidance, and the importance of timely reporting into the CRRIC, as well as the States` commitment to implement the CART measures in a harmonized and timely manner; States,</p> <ul style="list-style-type: none"> a) assess the new recommendations of the CART Phase III, including the revised edition of “<i>Take off</i>” guidance document and other related documents; and b) report by 26 May 2021 to the NACC Regional Office and the ICAO CRRIC on: <ul style="list-style-type: none"> i. the application on the new (6) and revised (2) recommendations of the CART Phase III; ii. implementation of the PHCs; iii. completion of the implementation of the previous CART measures, if not yet done so; and iv. Implementation of the guidelines included in the last edition of <i>Take-off</i> guidance document and Testing and Cross-Border Risk Management Measures Guidance Manual (Doc 10152). 	Completed. The States took action.
<p>Conclusion 2: Face Coverings On-board Aircraft That, in order to support the prevention and protection of the passengers, airline personnel, and crew members from the contagion of COVID-19; that NAM/CAR States:</p> <ul style="list-style-type: none"> a) prioritize the ratification of The Montreal Protocol 2014; b) consider the potential for the wider use of civil and administrative penalties relating to offenses and certain other acts committed by unruly and disruptive passengers; c) underline the understanding that failure to follow requirement to wear face masks poses a risk to public health, safety and security and would be considered as unruly behaviour; d) refer to the updated ICAO Doc 10117, CART recommendations and guidance material and implement respective requirements; and e) encourage airlines to use the guidance developed by IATA. 	Completed. The States took action.
<p>Conclusion 3: That, for the best benefits and support to States when being assisted by the ICAO iPacks, States participating in iPacks designate the proper experts to implement the iPacks and ensure the highest level of State support at the Civil Aviation Authority (CAA) to these experts for the timely and effective implementation of the iPacks.</p>	Completed. The States took action

Conclusion	Status
<p>Conclusion 4: That, for the continuation of the States' safety aviation implementation matters in line with the GASP requirements, the NACC States:</p> <ul style="list-style-type: none">a) acknowledge that ICAO delivered a RASP version 1 for the consideration of States at this meeting, andb) provide final approval of the RASP via email by 27 May 2021 (otherwise approval is assumed).	Completed