



ICAO

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

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

(NACC/DCA/11)

Final Report

Varadero, Cuba, 28-30 June 2023

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List of Contents

Contents	Page
Index	i-1
Historical	ii-1
ii.1 Place and Date of the Meeting	ii-1
ii.2 Opening Ceremony	ii-1
ii.3 Officers of the Meeting.....	ii-1
ii.4 Working Languages.....	ii-2
ii.5 Schedule and Working Arrangements.....	ii-2
ii.6 Agenda	ii-2
ii.7 Attendance	ii-3
ii.8 Conclusions and Decisions.....	ii-3
ii.9 List of Working and Information Papers and Presentations.....	ii-4
List of Participants	iii-1
Contact Information	iv-1
Agenda Item 1	1-1
Adoption of the Provisional Agenda and Schedule	
Agenda Item 2	2-1
Follow-up on the NACC/DCA Meeting Valid Conclusions and Decisions	
Agenda Item 3	3-1
2022-2023 NACC Regional Office Performance and Accountability Report to the States	
Agenda Item 4	4-1
NAM/CAR Regional Safety/Air Navigation Implementation	
4.1 Safety Implementation Matters	
4.2 Air Navigation Implementation Matters	
Agenda Item 5	5-1
NAM/CAR Regional Aviation Security/Facilitation Implementation	
Agenda Item 6	6-1
Enhancements to Air Transport in the Region	
Agenda Item 7	7-1
Promotion and Implementation of Regional Actions for Environmental Protection	

Contents	Page
Agenda Item 8..... Ratification of International Air Law Instruments	8-1
Agenda Item 9..... Other Business	9-1

HISTORICAL

ii.1 Place and Date of the Meeting

ii.1.1 The Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/11) was held at the Meliá Internacional Varadero in Varadero, Cuba, from 28-30 June 2023.

ii.1.2 The Meeting was preceded by a High Level Director General Workshop conducted in two sessions: one on Civil Aviation Master Plans (CAMP), and another on the Global Environment Long-term Aspirational Goal (LTAG), ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) Programme, held on 27 June 2023. The workshop information and outcomes are available at <https://www.icao.int/NACC/Pages/meetings-2023-camp-ltag-actsaf-workshop.aspx>

ii.2 Opening Ceremony

ii.2.1 Mr. Juan Carlos Salazar, Secretary General of the International Civil Aviation Organization (ICAO) provided opening remarks. He welcomed the appointed ICAO NACC Regional Director, Mr. Christopher Barks; and congratulated the NACC Systemic Assistance Programme (SAP) success, highlighting ICAO's priorities on sustainability and SAF, enabling innovation and progress of post pandemic resilience actions. Finally, he provided ICAO's deepest gratitude and appreciation to the government and people of Cuba for hosting the meeting. Minister Eduardo Rodríguez Dávila, Ministry of Transportation welcomed the participants to Varadero and officially opened the meeting.

ii.3 Officers of the Meeting

ii.3.1 The Meeting elected Mr. Armando Daniel López, President of IACC, Cuba, to chair the meeting plenary. Mr. Julio Siu, Acting Regional Director of the ICAO NACC Regional Office served as Secretary of the Meeting, assisted by Mr. Eddian Méndez, Regional Officer, Air Traffic Management and Search and Rescue, and Mr. Fernando Camargo, Regional Officer, Technical Assistance, all from the ICAO NACC Regional Office.

ii.3.2 The following personnel from ICAO also participated in the meeting:

- Mr. Jorge Vargas, Director, Technical Cooperation Bureau
- Mr. Diego Martínez, Acting Deputy Director, Technical Co-operation Bureau
- Mr. Fabio Rabbani, Regional Director, SAM Regional Office
- Mr. Christopher Barks, Appointed Regional Director, ICAO NACC Regional Office
- Mr. Chunyu Ding, Deputy Director, Legal Bureau and External Relations Bureau
- Mr. Ricardo Dupont, Environment Officer, Sustainable Aviation Fuels

ii.4 Working Languages

ii.4. The working languages of the Meeting were English and Spanish. The working papers, information papers and report of the meeting were available to participants in both languages.

ii.5 Schedule and Working Arrangements

ii.5.1 It was agreed that the working hours for the sessions of the meeting would be from 08:30 to 16:30 hours daily with adequate breaks except for the first day which started at 9:00.

ii.6 Agenda

Agenda Item 1: Adoption of the Provisional Agenda and Schedule

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

Agenda Item 3: 2022-2023 NACC Regional Office Performance and Accountability Report to the States

Agenda Item 4: NAM/CAR Regional Safety/Air Navigation Implementation

4.1 Safety Implementation Matters

4.2 Air Navigation Implementation Matters

Agenda Item 5: NAM/CAR Regional Aviation Security/Facilitation Implementation

Agenda Item 6: Enhancements to Air Transport in the Region

Agenda Item 7: Promotion and Implementation of Regional Actions for Environmental Protection

Agenda Item 8: Ratification of International Air Law Instruments

Agenda Item 9: Other Business

ii.7 Attendance

ii.7. The Meeting was attended by 22 States/Territories from the NAM/CAR Regions, and 13 International Organizations/the industry, totalling 80 delegates as indicated in the list of participants.

ii.8 Conclusions and Decisions

ii.8. 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.

ii.8.2 List of Conclusions

Number	Title	Page
1	SUPPORT TO THE SAFETY IMPLEMENTATION INITIATIVES AND PROJECT OF THE NACC REGIONAL OFFICE	4-1
2	SUPPORT TO THE NACC REGIONAL OFFICE AVIATION ACCIDENT AND INCIDENT INVESTIGATION (AIG) TURNKEY PROJECT	4-4
5	SUPPORT AIR TRAFFIC FLOW MANAGEMENT (ATFM) AND AIRSPACE OPTIMIZATION INITIATIVES	4-13
6	STATE SUPPORT FOR POPULATING THE CAR/SAM AIR NAVIGATION PLAN (ANP) VOLUME III	4-17
7	SUPPORT THE EXECUTION OF THE CANSNET PROJECT ACTIVITIES	4-20
8	SUPPORT TO THE AVSEC/FAL IMPLEMENTATION INITIATIVES AND NACC PROJECTS	5-2
9	PARTICIPATION ON ICAO LONG TERM ASPIRATIONAL GOAL (LTAG) AND ACT-SAF PROGRAMME	7-7

ii.8.3 List of Decisions

Number	Title	Page
3	SUPPORT TO THE NAM/CAR CIVIL AVIATION TRAINING CENTRES WORKING GROUP (NAM/CAR/CATC/WG) AND APPROVAL OF ITS SEVENTH MEETING REPORT	4-5
4	APPROVAL OF NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN WORKING GROUP (NACC/WG) STRUCTURE AND 2023 WORKPLAN	4-9

ii.9 List of Working and Information Papers and Presentations

Refer to the Meeting web page:
[NACC/DCA/11 \(icao.int\)](http://NACC/DCA/11 (icao.int))

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and presented by
WP/01 Rev. 3	1	Revised Agenda and Schedule	27/06/23	Secretariat
WP/02	2	Follow-Up on Valid Conclusions and Decisions of NACC/DCA Meetings	06/06/23	Secretariat
WP/03	4.1	Implementation of the Regional Safety Oversight Organisation (RSOO) for COCESNA Member States	21/06/23	COCESNA
WP/04	5	Assistance on Cybersecurity Matters	06/06/23	Secretariat
WP/05	4.1 & 4.2	Progress on the Deployment of Unmanned Aircraft Systems (UAS)/Remotely Piloted Aircraft Systems (RPAS)	14/06/23	Secretariat
WP/06	4.1	Safety implementation activities in the NAM/CAR Regions	20/06/23	Secretariat
WP/07	4.1	NACC Accident and Incident Investigation (AIG) Turnkey Project	16/06/23	Secretariat
WP/08	4.2	Progress of Air Navigation Services Implementation	06/06/23	Secretariat
WP/09 Rev.	4.2	Enhancement and Unification of Efforts for Contingency and Crisis Management	23/06/23	Secretariat
WP/10	4.2	Air Navigation Services (ANS) Improvements – CAR/SAM Air Navigation Plan (ANP) Vol III Progress	31/05/23	Secretariat
WP/11	4.2	NACC Airspace Optimization Concept	20/06/23	Secretariat
WP/12	5	AVSEC/FAL Developments, Implementation and Compliance	07/06/23	Secretariat
WP/13	4.2	Adoption of Space-Based ADS-B Technology Based on a Business Case Analysis	15/06/23	IATA
WP/14	5	Prohibit the transportation on commercial aircraft of electronic cigarettes or other smoking devices	09/06/23	Dominican Republic
WP/15	8	Ratification of International Air Law Treaties	23/05/23	Secretariat
WP/16	9	States Outstanding Contributions to ICAO	06/06/23	Secretariat
WP/17	9	Next NACC/DCA Meeting	11/04/23	Secretariat

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and presented by
WP/18	4.2	Development of the National Air Navigation Plans (NANP) of the CAR States	14/06/23	Secretariat
WP/19	4.2	Implementation of Project RLA22801 - Caribbean Air Navigation Services Network (CANSNET)	30/05/23	MEVA/TMG Coordinator
WP/20	4.2	Implementation of the Automatic Dependent Surveillance System (ADS-B) in the CAR Region	12/06/23	Secretariat
WP/21	4.2	Need to Standardize Regionally/Nationally the Obtention of Data for the Assessment of Key Performance Indicators (KPIS)	09/05/23	Cuba
WP/22	7	Goals and Policies of the United States Related to Sustainable Aviation Fuels	11/05/23	United States
WP/23	7	ICAO and Climate Change	17/05/23	Secretariat
WP/24	7	Environment	13/05/23	Guatemala on behalf of Central American States integrated in COCESNA and Brazil
WP/25	7	Alliance for Sustainable Aviation (ALAS)	22/05/23	Guatemala on behalf of Central American States
WP/26	4.1	Importance that Member States Establish the Framework for AIG Coordination Mechanisms in View of their Needs to Improve Assistance in the Accident Investigation Process	13/05/23	Belize, Guatemala, El Salvador, Honduras, Nicaragua and Costa Rica
WP/27	4.2	Updating of the Central American Air Navigation Plan	13/05/23	Belize, Costa Rica, the Salvador, Guatemala, Honduras and Nicaragua
WP/28 Rev.	4.2 & 5	Cybersecurity Initiatives – COCESNA	06/06/23	Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua
WP/29	9	Gender Equality - COCESNA	13/05/23	Central American States
WP/30	4.2	Collaborative Decision Making (CDM) for Air Traffic Flow in Central America	13/05/23	Belize, Costa Rica, the Salvador, Guatemala, Honduras and Nicaragua

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and presented by
WP/31	4.2	Automatic Dependent Surveillance – Broadcast (Ads-B) Regulatory Framework in Central America	22/05/23	Belize, Costa Rica, the Salvador, Guatemala, Honduras and Nicaragua
WP/32	4.1	Implementation of the Regional collaborative group for national safety management of COCESNA Member States	13/05/23	Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua
WP/33	5	Mutual Recognition of Civil Aviation Security Measures for Security Tamper Evident Bags (STEB) between COCESNA Member States and Other Countries Outside the Central American Region	13/05/23	Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua
WP/34 Rev.	4.2	Effective Implementation Plan for the Implementation of the Global Format of Runway Condition Report (GRF) at Airports with Non-Winter Conditions	22/05/23	Belize, Costa Rica, Guatemala, Honduras and Nicaragua
WP/35	5	Asia Pacific Economic Cooperation (APEC) Building a Culture of Security and Countering the Insider Risk Project	12/05/23	United States
WP/36	5	Asia Pacific Economic Cooperation (APEC) Building Randomness and Unpredictability into Aviation Security Countermeasure Development and Implementation Project	12/05/23	United States
WP/37	5	Further Enhancing the Connectivity of Regional Aviation Security Work to the Aviation Security Panel	12/05/23	United States
WP/38	4.2	Green Air Traffic Management (ATM) Accreditation Programme – Supporting Operational Measures for Green Aviation	29/05/23	CANSO
WP/39	4.2	Complete Air Traffic Services (CATS) Global Council	29/05/23	CANSO
WP/40	4.2	CANSO ATFM Data Exchange Network for the Americas (CADENA) Advancements	31/05/23	CANSO
WP/41	4.2	CANSO, IATA, ICAO Free Route Airspace (CIIFRA) Initiative In the Latin America and Caribbean (LAC) Region	31/05/23	CANSO
WP/42	4.2	PBN Implementation in France: a Return of Experience	31/05/23	France
WP/43 Rev.	9	Take into Account to the Extent Possible that ICAO Events in the Caribbean are Carried Out before the Cyclone Season begins and while it Continues	14/06/23	Dominican Republic
WP/44	4.2	ATFM Strategy for NACC Region	15/06/23	IATA
WP/45	7	ACI'S Approach to Airports Decarbonization	09/06/23	ACI-LAC

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and presented by
WP/46	7	The Industry Position on Environmental Taxes	15/06/23	IATA
WP/47	4.2	Direct Routing Strategy (DCT) Routing Strategy for the NACC Region	15/06/23	IATA
WP/48	5	Addressing the Rise in Unruly & Disruptive Passenger Incidents Onboard Flights	15/06/23	IATA
WP/49	4.2	Airport Efficiency Program	15/06/23	IATA
WP/50	6	Recognition of Equivalence	15/06/23	IATA
WP/51	4.1&4.2	Report of the Seventh NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/WG/7)	23/06/23	Secretariat
WP/52	4.2	Wildlife Risk Mitigation Strategies	15/06/23	IATA

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and presented by
IP/01	---	List of Working, Information Papers and Presentations	27/06/23	Secretariat
IP/02	2	Summary of A41 Resolutions	07/06/23	Secretariat
IP/03 Rev.	3	ICAO NACC Assistance Overview on Projects, Assistance Packages (IPAV, IPACKS, etc.) and Initiatives	27/06/23	Secretariat
IP/04	3	Promotion and Engagement with Innovation	16/06/23	Secretariat
IP/05	4.2	North American (NAM) Air Navigation Plan (ANP) Development	23/06/23	Secretariat
NI/06	4.1	Avances en la implementación del plan nacional de seguridad operacional de Cuba (NASDP-C)	09/05/23	Cuba
NI/07	7	Avances de Cuba para la protección del medio ambiente en la aeronáutica civil (<i>available in Spanish only</i>)	09/05/23	Cuba
NI/08	4.2	Avance de la implementación del Plan nacional de navegación aérea. Proyecto/Iniciativas de navegación aérea (<i>available in Spanish only</i>)	09/05/23	Cuba
NI/09	4.2	Avances y experiencias en la certificación de aeródromos (<i>available in Spanish only</i>)	09/05/23	Cuba
NI/10	4.1 & 4.2	Avances de las actividades de los centros de instrucción. Proyecto/iniciativas de capacitación (<i>available in Spanish only</i>)	09/05/23	Cuba

INFORMATION PAPERS				
Number	Agenda Item	Title	Date	Prepared and presented by
NI/11	4.1	Estado de implementación del Programa de seguridad operacional de la República de Cuba y retos actuales (<i>available in Spanish only</i>)	09/05/23	Cuba
NI/12	4.1 & 4.2	Participación del Centro médico del IACC en el enfrentamiento a la pandemia de Covid- 19 (<i>available in Spanish only</i>)	09/05/23	Cuba
NI/13	5	Implementación regional NAM/CAR de Seguridad de la aviación/Facilitación (<i>available in Spanish only</i>)	11/05/23	Cuba
NI/14	5	Avance de los proyectos/las iniciativas de AVSEC/FAL. Experiencias y buenas prácticas (<i>available in Spanish only</i>)	11/05/23	Cuba
NI/15	5	Enfoque estratégico de Cuba para el desarrollo de un plan de acción de acción de ciberseguridad a ser aplicado en el sistema de la aviación civil (<i>available in Spanish only</i>)	11/05/23	Cuba
IP/16	7	Update on Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)	17/05/23	Secretariat
IP/17	5	Threat Posed to Civil Aviation by Man-Portable Air Defense Systems (MANPADS)	22/05/23	United States
NI/18	4.1 & 4.2	Automatización del proceso de registro y seguimiento de las capacitaciones para personal de las AAC (<i>available in Spanish only</i>)	13/05/23	COCESNA
IP/19	4.1	EU – LAC Aviation Partnership Project Phase II	07/06/23	EASA
IP/20	7	Guidance on Sustainable Aviation Fuels (SAF) Promotion Policies	07/06/23	EASA
IP/21	7	EASA Activities in the Field of Sustainable Aviation Fuels (SAF)	07/06/23	EASA
IP/22	4.1	Electronic Flight Bag Training Initiative	09/06/23	United States
IP/23	4.2	Strengthening Foundational Aspects of Aerodrome Preparedness	09/06/23	United States
IP/24	5	Development of the Dominican Republic in Matter of Civil Aviation Security	09/06/23	Dominican Republic
IP/25	5	Measures Adopted by the Dominican Republic to Sanction Disruptive People	09/06/23	Dominican Republic
IP/26	5	Progress on Cybersecurity of Civil Aviation	09/06/23	Dominican Republic
IP/27	5	AVSEC personnel certification system	09/06/23	Dominican Republic
IP/28	4.2	PBN Implementation in EU: Approach and Challenges	09/06/23	EASA
IP/29	6	Air Transport Updates	12/06/23	Secretariat
IP/30	5	Accessibility to Persons with Disabilities: Dignified Air Travel for All	09/06/23	ACI-LAC

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and presented by
IP/31	4.1	The ACI APEX In Safety Program	09/06/23	ACI-LAC
IP/32	4.2	Safe and Efficient Integration of UAS into Airspace	15/06/23	IATA
IP/33	4.2	Initial Concept of Operations for an Info-Centric National Airspace System	16/06/23	United States
NI/34	4.1	Ampliación de Oferta Académica COCESNA/ICCAE en Inglés	22/06/23	COCESNA
IP/35		CANCELLED		
IP/36	4.2	ICAO'S Role in the Safe Integration of Space Activities into the Airspace System	16/06/23	United States

PRESENTATIONS

Number	Agenda Item	Title	Presented by
P/01	3	Accountability Report - Systemic Assistance Programme	Secretariat
P/02 Rev	3	Capacity Development and Implementation Support in the NACC Region	Secretariat
P/03	3	ICAO Transformational Objective	Secretariat
P/04	5	Developments and Recent Updates in the Facilitation Programme	Secretariat
P/05	3	iSTARS 4.0 NACC Dashboards	Secretariat
P/06		CANCELLED	Secretariat
P/07	9	Gender Equality and Way Forward	Secretariat
P/08	5	NAM/CAR Regional Aviation Security/Facilitation Implementation	Secretariat
P/09	5	Aviation Security and Cybersecurity policy developments	Secretariat
P/10	5	Improving Aviation Security through Assistance and Training - ICAO Implementation Support and Development – Security Programme (ISD-SEC)	Secretariat
P/11	6	Air Transport Updates	Secretariat
P/12	7	SAF Policies in Europe	EASA

PRESENTATIONS			
Number	Agenda Item	Title	Presented by
P/13	8	Ratification of International Air Law Treaties	Secretariat
P/14	4.1	Mantenimiento del desempeño y gestión de la seguridad operacional (<i>available in Spanish only</i>)	IATA

LIST OF PARTICIPANTS

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- 70. Pablo Fernández

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- 72. Jorge Vargas
- 73. Diego Martínez
- 74. Fabio Rabbani
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NACC/DCA/11
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iv – 3

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NACC/DCA/11
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iv – 4

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NACC/DCA/11
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iv – 5

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NACC/DCA/11
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NACC/DCA/11
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iv – 7

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Agenda Item 1 Adoption of the Provisional Agenda and Schedule

1.1 The Secretariat presented WP/01 Rev. 3 inviting the Meeting to approve the provisional agenda and schedule. The Meeting approved the agenda and schedule with minor changes.

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

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

2.1 Under WP/02, the Meeting reviewed the list of valid Conclusions and Decisions of previous NACC/DCA meetings and noted that:

a) All valid NACC/DCA conclusions were considered completed, excepting:

- Conclusion 10/1- Action for ICAO to coordinate with CARICOM and CAR States
- Conclusion 10/9- Simulator Training Guidance material is in process and will be presented by November 2023.

b) The following conclusions were superseded:

- Conclusion 10/6 superseded by Conclusion NACC/DCA/11/1;
- Conclusion 10/2 superseded by Conclusion NACC/DCA/11/3; and
- Conclusion 10/10 superseded by Conclusion NACC/DCA/11/5.

2.2. Under IP/02 the Meeting recalled the relevant outcomes of the ICAO 41th Assembly resolutions, such as Council elections, the environmental protection agreements, integration of unmanned aircraft systems into traditional aviation airspace, reopening air tourism markets and overcoming protectionist restrictions to allow air operators to recover quickly from COVID-19, digital travel documents and deployment of interoperable health certificates through ICAO verification, and other issues related to future sector resilience and passenger safety and comfort.

Agenda Item 3 2022-2023 NACC Regional Office Performance and Accountability Report to the States

3.1 Under P/01 Rev, the Secretariat presented the 2023 ICAO NACC Accountability Report - Systemic Assistance Programme, highlighting:

a) The ICAO NACC Systemic Assistance Programme (SAP) is the strategy that encompasses the main working areas to ensure desirable results and SARPs compliance within the NAM/CAR Regions, pursuing the following objectives:

- establish a political commitment with the States and Territories with an increase in the safety and security oversight of their civil aviation systems
- establish a commitment with the civil aviation authorities and/or relevant competent authorities of the States and Territories with increase the Effective Implementation (EI) of ICAO SARPs
- promote the ICAO efforts with civil aviation authorities or relevant competent authorities of States and Territories to resolve Significant Concerns (SSCs and SSeCs)
- promote the States and Territories have access to the significant socio-economic benefits of safe and reliable air transport
- promote the States and Territories have access to the significant socio-economic benefits of safe and reliable air transport.

b) The NACC SAP optimizations

- Updating and mandatory work with the data and information in the USOAP OLF Portal and CAP data/USAP Self-assessment
- Sampling responses to USOAP/USAP Protocol Questions 100% complete
- Work and approach directly linked to the USOAP OLF and USAP Corrective Action Plans (CAP)/Self-Assessment
- Replacement of SAP Action Plan by USOAP and USAP Executive Summaries: References for Work and Follow-up
- Simplification and focus on technical assistance from ICAO NACC Regional Officials to States
- Standardized follow-up and monitoring reports of technical and high-level meetings
- Public monitoring through the NACC ICAO Dashboard

c) Expected results from SAP optimization:

- more focused assistance to States
- more effective assistance time
- best result-based outcomes
- best use of official reporting media – USOAP OLF
- to present High-level status in SAP HL Meeting in new format.

d) The annual



accomplishments/achievements

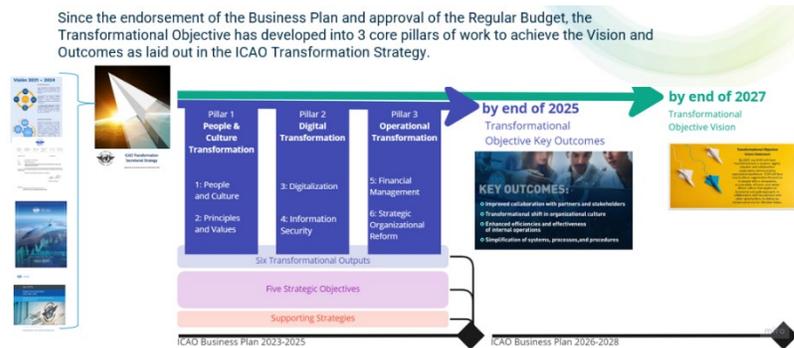
e) The different 2023 Projects and Initiatives

f) The NACC Dashboards

g) NACC challenges for State Assistance - 2023-2025 and their link to ICAO Business Plan and the regional targets:

3.2 Based on this discussion, the Meeting reviewed the regional targets 2023-2025 and all States expressed their continuous commitment and support, approving the ICAO NACC SAP Continuity and Commitment Statement 2023 – 2025 as presented in **Appendix A** to the report.

3.3 Under P/03, the Secretariat presented the evolution of the implementation of the transformational objectives (TO), turning the organization more results-driven and focused on its people, having a transparent, accountable, efficient, and values-guided culture, and also, in collaboration with key partners and



other stakeholders it will become more innovative and agile. The strategy rests on three pillars - being people and culture transformation, digital transformation, and operational transformation – with 42 TO projects being implemented within the present 2023-2025 cycle. The Secretariat urged States to support the initiative with financial and/or human resources.

3.4 Under P/02 Rev., the Secretariat explained the evolution of ICAO regarding the implementation support to the States, with the establishment of the new Capacity Development and Implementation (CDI), replacing the Technical Cooperation Bureau (TCB). The Secretariat emphasized the several initiatives to support implementation in the NACC Region and urged States to provide feedback on the support received by ICAO. Finally, the Secretariat emphasized the support and progress made on States training and assistance for the implementation of Civil Aviation Master Planning.

3.5 Under IP/03 Rev., the Secretariat informed the Meeting about the assistance provided by ICAO to the NACC States through the different instruments available including technical assistance/cooperation projects, the Volunteer Aviation Professionals Programme (IPAV), implementation packages (iPack) and the courses of the Global Aviation Training (GAT) office. The Paper emphasized the assistance provided by the NACC Regional Office through the activities funded by the RLA09801 MCAAP.

3.6 Through IP/04, the Secretariat provided an update on the Innovation Workshop that was carried-out by ICAO in May 2023 and informs about innovation activities that are planned and ongoing at the moment. The purpose of the workshop is to create a learning opportunity for the aviation community about innovative practices in aviation and generate further thinking within participants' organizations on how to incorporate new technologies in support of a sustainable civil aviation system.

Agenda Item 4 NAM/CAR Regional Safety/Air Navigation Implementation

4.1 Safety Implementation Matters

NACC Safety Implementation Projects and Initiatives

4.1.1 Under WP/06, the Secretariat presented the progress concerning the support to safety implementation carried -out by the ICAO NACC Regional Office through the following activities: State Safety Programme (SSP) implementation, National Aviation Safety Plan (NASP) Implementation Project, Working Groups of National Continuous Monitoring Coordinators (NCCMC), Regulatory Framework Comparison Project, and Project for the Improvement of the Safety Oversight System (SOS). The paper emphasized the need of continuous commitment from the States and their support for the effective participation of their focal points in said Projects, initiatives, and activities.

4.1.2 A summary of the NACC Safety Implementation Projects and Initiatives is included in **Appendix B**. As a result of the discussions, the Meeting agreed on the following Conclusion:

CONCLUSION	
NACC/DCA/11/1	SUPPORT TO THE SAFETY IMPLEMENTATION INITIATIVES AND PROJECT OF THE NACC REGIONAL OFFICE
<p>What:</p> <p>That, considering the need for continuous commitment by the States for the effective assistance safety projects and initiatives developed by the ICAO NACC Regional Office, NAM/CAR States and Organisations:</p> <p>a) reaffirm their commitment and support for the NACC safety implementation initiatives and projects as detailed in Appendix B to the Report; and</p> <p>b) ensure the active participation of their respective focal points in the activities developed by the NACC Regional Office in support of safety implementation under the different projects and initiatives by the NACC/DCA/12.</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>Ensure effectiveness of safety implementation initiatives from the NACC Regional Office</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 checked="" type="checkbox"/> Other:</p>	<p>International Organizations</p>

Progress on Regional Safety Activities

4.1.3 Under WP/03, the Central American Corporation for Air Navigation Services (COCESNA) presented the established mechanisms through which the Regional Safety Oversight Organizations (RSOO) collaborate, share best practices, and carry out safety supervision tasks, optimizing the resources of the States, with the objective of establishing and maintaining effective aviation safety oversight systems. The greater support to RSOOs by ICAO was proposed, in order to develop and increase the capacity of this type of organization, the reactivation of Global Aviation Safety Oversight System (GASOS) and the update of Doc 9734. Additionally, ICAO was urged to be an important partner in the implementation of technical cooperation projects to ensure adequate and sustainable financing mechanisms applicable to RSOOs. In this regard, the Secretariat agreed to support the RSOOs, CASSOS and COCESNA, as part of the sustainable long-term solution for States Standards and Recommended Practices (SARPs) compliance and implementation as foreseen in the NACC Systemic Assistance Programme (SAP).

4.1.4 Under WP/32, Central American States presented the implementation and mechanisms established to implement the Regional Collaborative Group for State Safety Management in Central America, avoiding duplication of efforts, and fostering harmonization in terms of safety. The Paper disclosed the experience of Central America in order to promote the creation of regional SSP collaborative groups aimed at proactively improving and collecting safety deficiencies to strengthen and nurture SSPs in their implementation, creating synergies, and generating greater efficiency in the management and reduction of operational safety risks within the same region, establishing comprehensive software systems for the collection, analysis and processing of data, for subsequent sharing. ICAO welcomed the commitment for SSP implementation, which is aligned with the NACC SSP Strategy and the current work of the SSP Working Group.

4.1.5 Through NI/11 and IP/06 Cuba reported on the current status of their SSP implementation process and National Safety Plan of Cuba (NASP-C), sharing the challenges to comply with the standards required by ICAO, adapted to current conditions, both globally and nationally. The papers highlighted that an analysis of risks at a strategic level is carried out permanently and as a State policy, which rebounds to service providers and all the factors involved in the development of safe and sustainable aviation. Additionally, they highlighted that the NASP-C is developed in harmony with the SSP, clearly identifying the Safety Enhancement Initiatives (SEI), which will be evaluated every certain period and will be updated in harmony with the existing operational context.

4.1.6 Through IP/31, ACI-LAC presented the Airports Council International (ACI) Airport Excellence (APEX) in Safety Programme, that has been assisting airports to identify safety gaps and vulnerabilities and supporting them in implementing national and international standards and best practices. APEX in safety was developed to help airports prepare for aerodrome certification. The Paper also detailed how this programme can assist States in improving operational safety across aerodromes in line with Global Aviation Safety Plan (GASP) objectives and priorities, especially on runway safety and aerodrome certification. In this regard, it was noted that ICAO supports and contributed to the APEX as part of the mutual support for State compliance aerodrome SARPs in which ICAO assists the Civil Aviation Authorities (CAAs) and ACI-LAC supports the airport operators concerning said compliance.

4.1.7 Through NI/12, Cuba informed on the participation of their Civil Aviation Medical Centre in maintaining the health of the crews and the vaccination of the personnel of the Cuban civil aviation system. The Paper highlighted that when the health intervention in vaccinating the population began, the Centre carried out vaccination activities for all the personnel of the aeronautical authority, license holders and even provided support to the Ministry of Public Health, in the vaccination of other sectors of the population at such an important moment for the nation and the world. The Meeting noted this experience as good practices to continue to follow.

4.1.8 Through IP/19, EASA presented the EU-LAC Aviation Partnership project, its strategies and implementation and the main areas of activities addressed in cooperation with the partners in the Latin American and Caribbean (LAC) region with a special focus on the cooperation with the NACC member States (Dominican Republic and Mexico,) and RSOOs (CASSOS and COCESNA), to confirm and enhance coordination with the ICAO Regional Offices NACC and SAM work plans. The Paper detailed the main thematic areas where the project is currently focusing its activities, which includes Air Traffic Management (ATM)/Air Navigation Services (ANS), Air navigation services provider (ANSP), Aerodromes, Vertical Take-Off and Landing (VTOL), Aircrew domain, SSP, NASP, Occurrence reporting and European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS), Cybersecurity, and Environment. ICAO informed that close coordination with the EU-LAC Project has been established, ensuring a synergy in the activities and the best benefits to the States and the region. An invitation was extended for States and RSOOs to active support and participate in the different activities.

Progress on Accident and Incident Investigation Matters

4.1.9 Under WP/07, the Secretariat updated the status of implementation in the area of aviation Accident and incident investigation (AIG) in the NAM/CAR Regions made through the AIG Turnkey Project. The Secretariat detailed that during Phase 1 of the Project, States received comprehensive training regarding all AIG requirements i; with Phase 2 being implemented, consisting of three on-site assistance missions to each participating State. The Secretariat also highlighted the importance of each State's commitment to producing all the necessary documentation for implementation, uploading it into the On-Line Framework (OLF) system. The Meeting recognized the excellent results from the Phase I of the AIG Turnkey Project and the need for State to commit on implementing the Phase 1 training. As such the Meeting agreed to the following Conclusion:

CONCLUSION	
NACC/DCA/11/2	SUPPORT TO THE NACC REGIONAL OFFICE AVIATION ACCIDENT AND INCIDENT INVESTIGATION (AIG) TURNKEY PROJECT
<p>What:</p> <p>That, considering that the effectiveness of the assistance provided through the NACC AIG Turnkey Project is directly related to the commitment and participation of the State in the development of the tasks assigned to it, States:</p> <p>a) who have not yet submitted the actions requested through ICAO letter Ref. E.OSG-NACC96612 dated 13 March 2023 (comparative table of Critical Element (CE)-1 and CE-2, and procedure development schedule), do so before 30 July 2023;</p> <p>b) weekly upload, in the Universal Safety Oversight Audit Programme (USOAP) On-line Framework (OLF) self-assessment area, each of the AIG procedures prepared;</p> <p>c) inform the NACC Regional Office, before 30 July 2023, of their interest in receiving these assistance missions; and</p> <p>d) undertake, to the maximum extent possible, to support the efforts of the NACC Regional Office, providing the units dedicated to the investigation of aviation accidents with the necessary means to carry out their activities by the NACC/DCA/12 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>
<p>Why:</p> <p>To ensure compliance with the obligations arising from the Chicago Convention regarding the investigation of aviation accidents and incidents</p>	
<p>When:</p> <p>a) 30 July 2023; b) 30 July 2023; and c) 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 checked="" type="checkbox"/> Other:</p>	<p>ECCAA</p>

4.1.10 Under WP/26, COCESNA Regional Aviation Accident Investigation Group (GRIAA) highlighted the challenges for the implementation in AIG by States, listing initiatives to support the AIG area, such as the agreement signed between Central American States and COCESNA for the establishment of the GRIAA, and the AIG Turnkey Project from the ICAO NACC Regional Office. The Paper highlighted the need for the States to define, with the support of ICAO, a pilot framework for the Accident Investigation Cooperation Mechanisms (ICM), so that the assistance that up to now it is provided and added to a more operational phase of support at the time of investigations. ICAO concurred on this approach and will seek to continue the coordination with States and Regional Organizations like GRIAA under the AIG Turn Key Project.

Training Coordination and Activities in the NAM/CAR Regions

4.1.11 Under WP/51, the Secretariat presented the progress and achievements of the Working Group of Civil Aviation Instruction Centres (NAM/CAR/CATC/WG) in the framework of developing of regional collaboration on instruction. The Paper detailed the results of the Seventh NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/WG/7) held from 19 to 21 June 2023, and submitted its report to the approval of the Meeting. As a result of the discussions, the Meeting formulated the following Decision:

DECISION	
NACC/DCA/11/3	SUPPORT TO THE NAM/CAR CIVIL AVIATION TRAINING CENTRES WORKING GROUP (NAM/CAR/CATC/WG) AND APPROVAL OF ITS SEVENTH MEETING REPORT
<p>That:</p> <p>That, considering the necessary alignment between the provision of training in aviation matters and the needs of each civil aviation system, the States:</p> <p>a) take note of the progress of the NAM/CAR/CATC/WG activities and approve the report of the 7th Meeting of the Working Group and the proposed conclusions contained therein; and</p> <p>b) commit to continuing support the working group activities.</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 ensure cooperation and continuous improvement in the provision of training in the NAM/CAR Regions.</p>	
<p>When: Immediate</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>ECCAA and COCESNA</p>

4.1.12 Through IP/22, United States informed on their partnership with the ICAO South American (SAM) Regional Office to provide aviation safety inspectors from the region with specialized training on Electronic Flight Bags (EFBs). The Paper suggested this approach might also be of interest to the ICAO NACC Regional Office, or any of its Member States, as a way of efficiently delivering training on advanced subject matter to Aviation Safety (AVSEC) Inspectors across the region. The Meeting took note of the proposed action and ICAO will support this training initiative under the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG) and the National Continuous Monitoring Coordinators Working Group (NCMC/WG).

4.1.13 Through NI/34, COCESNA presented the initiative to offer training and recurrence courses in English, in the areas of air navigation, operational safety and airports, in order to meet the training needs of English-speaking countries from the Caribbean.

4.1.14 Through NI/10, Cuba informed on the progress made at the Fernando Álvarez Civil Aviation Training Centre (CAAC) and the Air Navigation Training Centre (CCNAC) in the last five years and its future projection. The Paper highlighted that both centres have been the main protagonists in the training of aeronautical personnel, raising the teaching category of their personnel and achieving higher quality in the preparation and development of study programmes. Cuba plans to certify the CCNAC as a TRAINAIR Plus Training Centre, deepen cooperation with other foreign training centres, adjust their programmes to the ICAO requirements on competency-based assessment and increase the offer of distance courses.

4.1.15 Through NI/18, COCESNA presented the software solution that allows the automation of the process, registration, and monitoring of aeronautical training in Central America. The Paper highlighted that the Training Management System is a valuable tool to improve the efficiency and effectiveness of the training process, providing greater precision in the programming of the Training Plan of civil aviation authorities.

4.1.16 The Panel on Keeping Safety Performance and Management was successfully conducted, moderated by United States and participants from Dominican Republic, El Salvador, and EASA. The panel emphasized the importance of keeping or enhancing safety performance and safety management considering that aviation has greatly recovered from COVID-19, with the exchange of State and Industry perspectives, through the experiences of the subregions such as Central America and the Caribbean, as well as the best practices to follow to keep the knowledge and application levels towards the increase in air operations. Important notes were shared for enhancing Safety in the region, such as:

- United States invited all to build and strengthen a positive safety culture within their administrations and all aviation stakeholders.
- El Salvador shared its successful safety implementation mechanism toward building its safety oversight capacity and approach to develop the safety culture and environment for an effective safety management implementation.
- Dominican Republic provided an overview of the successful implementation of their Safety Standdown event in December 2022, where the enhancement of safety awareness and the strengthening of Safety culture was foreseen with all its aviation stakeholders. The optimization in collaboration and communications on safety matters, and the discussion of safety improvements were key matters of discussion that built on the synergies for enhancing safety. This event was the pilot from which every year the Safety Standdown will be conducted as a continuous process.
- EASA highlighted the effective work with States like as RSOO, and how this engagement supports the continuous safety enhancements and compliance among their its States, and mentioned the relevant activities on safety through which EASA and the European Union are supporting the CAR/SAM Regions with specific projects and activities.

4.1.17 IATA shared, under P/14, their view on keeping performance and Safety management, highlighting the experience with the COVID-19 aviation recovery activities, pilot training guidance, and the importance to take by States and industry on human factor and the risk management.

4.2 Air Navigation Implementation Matters

Air Navigation Implementation in the NACC States

4.2.1 The Secretariat presented WP/08, with a summary of the ANS implementation activities carried out by the NACC ANS implementation Group, the Working Group NACC/WG and its different Task Forces, including the actions conducted following the CAR/SAM Planning and Implementation Regional Group (GREPECAS) conclusions and in accordance with Conclusion NACC/DCA/10/3 "Improving the preparation of air navigation services". The following matters were highlighted by field:

Air Traffic Services (ATS)

- a) The creation of an GREPECAS Ad hoc Group was noted for updating the CAR/SAM regional guidance manual for ATS quality assurance programmes. This guidance manual addresses and provides guidelines for the implementation of key elements to ensure the safe provision of ATS, such as: the reporting, collection, analysis, and investigation of ATS incidents; the verification of the competencies of air traffic controllers; the implementation of ATS incident prevention programmes, ATS evaluation programmes and ATS quality improvement programmes.
- b) The organization of a workshop on the concept of airspace for ATS Services for ECCAA Member States was mentioned. This workshop will take place in St. Johns, Antigua and Barbuda, from 14 to 18 August 2023. Its main objective is to provide guidance to ECCAA Member States to ensure that the provision of ATS is associated with an adequate classification of the airspace and the expected level of services.

Aeronautical Information Management (AIM)

- c) The adjustments to the AIM work programme were explained, in response to the priorities in terms of implementation of ANS implementation activities, including the ongoing project for the AIM Tracking Website and the AIM Dashboards

Aerodromes and Ground Aids

- d) The Meeting was updated on the progress of GREPECAS Project F1: Certification and Safety of Aerodromes; Project F2: Aerodrome Planning; and Project F3: Implementation of Airport Collaborative Decision Making (A-CDM) level, highlighting the coordinated work by the GREPECAS and the Regional Aviation Safety Group–Pan America (RASG-PA) and the creation of the AGA Task Force under the NACC/WG.

Communications, Navigation and Surveillance (CNS)

- e) The CNS activities were communicated with the coordination of the Air Traffic Services Inter-facility Data Communication (AIDC), Surveillance, Frequencies and Aviation System Block Upgrade (ASBU) implementation; ANS cybersecurity tasks; unmanned aircraft (UAS)/Remote Piloted Aircraft Systems (RPAS) implementation; and improvements to the (MEVA) III telecommunications network/ Caribbean Air Navigation Services Network (CANSNET).

Meteorology (MET)

- f) The Meeting was informed of the creation of the Regional MET Task Force under the NACC/WG which first MET/TF meeting was conducted on 16 March 2023, defining the expected deliverables, under a two- tier approach as follows: i) provide support to States in the establishment and implementation of the necessary safety oversight system; in support of States' safety oversight activities, assist in explaining MET-related ICAO SARPs ; and ii) ensuring that a minimum level of services is achieved in accordance with the requirements of the CAR/SAM Air Navigation Plan (eANP CAR/SAM).

Search and Rescue (SAR)

- g) The importance and attention to the responsibilities of SAR provision and supervision were highlighted, considering its low Effective Implementation (EI) of 51.79%, and the future work to be done for enhancing this compliance with the recently created GREPECAS SAR implementation support project for the CAR and SAM Regions.

4.2.2 As a result of the NACC/WG meetings, the following priority activities were suggested to be supported by the NAM/CAR Directors General to achieve the goals set by this Working Group:

- a) support the analysis of the Basic Building Blocks (BBBs) of all States
- b) complete the evaluation of the level of implementation of the ASBU elements identified by the NACC/WG, which must be evaluated regionally
- c) carry out the evaluation of the Key Performance Indicators (KPIs) in the areas of air traffic and airport operations.

4.2.3 With these goals, the NACC/WG will be able to update the status of regional implementation in air navigation, identify deficiencies and the projects that must be carried out in the short term and make decisions on how to measure the performance of the States and the region. All this information will help States to identify priorities and strengthen the ANS decision-making process.

4.2.4 In response to the different activities and objectives to be achieved during 2023 onwards, a new consolidated structure of the NACC/WG was proposed (**Appendix C** to this report) for the States, and the NACC/WG approved its 2023 work plan as included in Appendix B to WP/08. In this regard, States were urged to provide the necessary human resources to support the completion of the NACC/WG work plan. Consequently, the Meeting approved the NACC/WG proposals as shown in the following decision:

DECISION	
NACC/DCA/11/4	APPROVAL OF NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN WORKING GROUP (NACC/WG) STRUCTURE AND 2023 WORKPLAN
<p>That:</p> <p>That, with the objective of supporting the actions of the North American, Central American and Caribbean Working Group (NACC/WG):</p> <p>a) the Meeting approve the new structure of the NACC/WG as the regional air navigation implementation arm as shown in the Appendix C to this part of the report;</p> <p>b) the Meeting approve and support the execution of the NACC/WG 2023 work plan of the (Appendix B to this report); and</p> <p>c) the States agree to support the activities of the NACC/WG Group with the necessary resources.</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>To support the implementation of Air Navigation matters in the NAM/CAR Region</p>	
<p>When: Immediately</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 checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>NACC/WG</p>

Automatic Dependent Surveillance – Broadcast (ADS-B) Implementation

4.2.5 Under WP/20, the Meeting was informed on the work done by the NACC/WG Surveillance Task Force, following GREPECAS agreements for a regional approach for ADS-B implementation- Conclusion GREPECAS/20/03 on the need to develop a study on the operational priorities for ADS-B implementation and its use in Air traffic control (ATC) units. The Meeting supported that States that have the required ADS-B infrastructure ready for their operations implement the necessary regulations to ensure the use of ADS-B in the short term on a mandatory basis within their Flight Information Regions (FIRs).

4.2.6 WP/31 reported actions by COCESNA, and the Central American States to improve ATS in the different airspaces of the Central American FIR, through the implementation of space-based ADS-B and the establishment of a regulation to ensure aircraft equipment with the required features, so that the industry and the States may contribute and collaborate with the ADS-B regulation initiative in Central America.

4.2.7 IATA presented WP/13 emphasizing the importance for ANSPs to adhere to the ICAO’s policies on charges basic principles on which to base the recovery of costs for the provision of airport and air navigation facilities and services, while analysing the potential implementation of Space-based ADS-B

technology (“SB ADSB”), conducting business cases, consults with airlines, and making a collaborative decision on the possible adoption of the technology. The Meeting concurred with IATA comments on SB ADS-B and requested that these inputs be addressed by the NACC/WG.

Airspace Optimization Activities

4.2.8 Under WP/11, the Meeting was updated on the recent progress of the Airspace Optimization Task Force and the CANSO IATA ICAO Free Route Airspace Team (CIIFRA), particularly on their two-pronged attack to take immediate advantage of “low hanging fruit” as well as systematic move towards Free Route Airspace (FRA). Concerning Strategic Direct Routing (SDR), it was noted that:

- Mexico has been testing SDRs since October 2022. The trial is progressing well, initially started at or above FL290 between 0000L and 0600L for selected airlines. As the trial progressed, additional airlines were added to a current status of 13 airlines and Airlink Ambulance.
- In May, Mexican airspace was stratified into two volumes, CIIFRA Night Airspace, FL290-400 and CIIFRA 24H airspace at or above FL410 effective 24 hours a day 7 days a week.
- A workshop will take place in Mexico City, Mexico from 25 to 29 September 2023, focusing on training ANSPs on the process of implementing SDRs in its airspace. Other areas in early stages of SDR implementation are San Juan and Trinidad and Tobago Civil Aviation Authority (TTCAA) in PIARCO. 1 Year Savings End to End Optimization/UPR and SDR
- The current results from the activities conducted have resolved in:

	All phases included
Savings:	
Flight min	31,448 min=33 round trips KATL-SPJC
Fuel (lb)	4,694,076 lb
CO2 (kg)	8,414,360 kg= 20,774,678 miles driven by average car*
Cost (\$ USD)	\$ 4,950,953

- The progress toward FRA will require an analysis of ANSPs and their ability to support it. The Optimization Team and the ANS Task Forces under the NACC/WG, will begin looking into how to support the ANSPs in this endeavour.

4.2.9 Complementary, under WP/41, CANSO recalled the Meeting on CIIFRA initiative progress for the Latin America and Caribbean (LAC) region, initiated in November 2021 by CANSO, IATA, and ICAO. The purpose of CIIFRA is to optimize the LAC region airspace with the goal of implementing an FRA. The CIIFRA team has defined and taken steps towards FRA based on the Global Air Navigation Plan (GANP) guidance.

4.2.10 Under WP/47, IATA shared its Direct Routing Strategy (DCT) proposal for the NAM/CAR Regions, based on the GANP guidance material and applying the implementation of Strategic Direct Routing (EDE) and/or User Preferred Routes as a transition to achieve the final objective: FRA. The Secretariat recalled that ICAO leads DCT Routing's implementation in the CAR/SAM Regions, through GREPECAS Project A – Airspace Optimization for developing a comprehensive guidance material for DCT Routing and to include the DCT Routing Strategy in the CAR/SAM Air Navigation Plan Volume III. The Meeting agreed on the close collaboration between NACC/WG Airspace Optimization Task Force and the Airspace Study and Implementation Group from SAM/IG, essential to harmonize and expedite the implementation of DCT routing in the CAR/SAM Regions.

4.2.11 France presented WP/42 sharing their experience regarding Performance-Based Navigation (PBN) implementation within the Metropolitan France airspaces, in particular for approach and landing operations, where France benefited from an important return of experience in PBN approach operated through Satellite Based Augmentation System (SBAS) and Barometric Vertical Guidance Navigation (BaroVNAV). The integrity and precision of the SBAS signal used both in lateral and vertical guidance ensure a high level of safety of SBAS PBN approaches within a wide geographical area.

4.2.12 France shared that an increase in the occurrence of serious BaroVNAV approach incidents due to human errors, and that therefore, the ICAO EURNAT Europe Aviation System Planning Group (EASPG) has decided to draft an ICAO EUR OPS Bulletin on the vulnerabilities of BaroVNAV approaches. In this regard, France suggested the NACC DCAs to consider the ICAO EUR OPS Bulletin regarding the vulnerabilities of BaroVNAV when it is published, also the integrity and precision capabilities of SBAS and the safety issues of BaroVNAV in the implementation and operations of PBN approaches in the NAM/CAR Regions. The Meeting took note of the observations and recommendation by France and instructed that this matter be reviewed and followed-up by the NACC/WG Airspace Optimization TF.

4.2.13 EASA presented IP/28 sharing that within the framework of the EU-LAC APP II project, activities on Performance Based Navigation (PBN) concepts applicable in the design and validation of flight procedures as well as safety oversight in-flight procedure design organizations (IFPD) are under deployment. EASA considers of strategic importance the sharing of practices, approaches, and challenges to enhance connectivity and join efforts for the environmental sustainability.

4.2.14 United States presented IP/33 on their Federal Aviation Administration (FAA) concept document describing future operations in the United States (U.S.) National Airspace System (NAS) titled "Initial Concept of Operations for an Info-Centric National Airspace System." This vision builds upon the Next Generation Air Transportation System (NextGen) to enhance current capabilities and facilitate new and novel operations.

4.2.15 IP/36 presented United States' position regarding ICAO role in harmonizing SARPs and promoting safety related to civil aviation supporting the safe airspace integration of space operations. This limited domain is consistent with ICAO's authorities and mandate to promote the development of international civil aviation operations. Space transportation is experiencing significant growth, technological innovations, and dynamic changes.

Air Traffic Flow Management (ATFM)

4.2.16 Under WP/40, CANSO informed on the CANSO ATFM DATA EXCHANGE NETWORK FOR THE AMERICAS (CADENA) advancements for the harmonized implementation of ATFM based on Collaborative Decision Making (CDM) principles.

4.2.17 WP/30 presented the need of the Central American States and for implementing CDM in Central America to keep safety and efficiency in the provision of ATS in the subregion, in order to raise awareness of this initiative and obtain support for its implementation.

4.2.18 WP/44 from IATA presented an ATFM Implementation Strategy for the NAM/CAR Regions, including a proposal for implementation of a ATFM tactical coordination mechanism with a view to evaluate alternatives that can reduce or eliminate impacts caused by contingencies or unexpected events, such as alternative routes, exclusion of specific flights from restrictive measures, relaxation of restrictive measures, etc., highlighting:

- Taking into consideration the requirements established in Doc 9971, there are airspaces in the NAM/CAR Regions with an inappropriate design, mostly related to sectorization and ATC capacity. This issue prevents the use of optimum flight trajectories due to the need to establish flight restrictions, either lateral (use of longer routes) or vertical (use of flight level restrictions), to adjust the demand to the capacity of very large ATC sectors, including those responsible for sequencing aircraft for major airports and for controlling aircraft in the process of climbing and descending.
- Regarding CNS infrastructure, it is clear the need of improving ATS surveillance and Very High Frequency (VHF) coverage in some key airspace of the region to allow the reduction of longitudinal separation and increase of the airspace capacity, as well as to prevent technical issues that leads to the need of contingency procedures.
- Adjustments in staffing levels is an issue in at least one State of the region and must be monitored and implemented as necessary to meet the expected demand in the following years.
- In the NACC States, one of the main challenges to apply ATFM tactical phase are contingency situations and/or unexpected events that cause significant impact to the ANPSs and/or airspace users.
- It is essential to differentiate the activation of the ATS Contingency Plan, which must be done through the mechanisms established in ATS Contingency plans, and the discussion of alternative measures, which could be established within the scope of the ATFM tactical coordination mechanism.

4.2.19 In this regard, the Meeting instructed this IATA WP be addressed by the NACC/WG ATFM TF and following the discussion on ATFM matters, adopted the following conclusion:

CONCLUSION NACC/DCA/11/5		SUPPORT AIR TRAFFIC FLOW MANAGEMENT (ATFM) AND AIRSPACE OPTIMIZATION INITIATIVES
<p>That:</p> <p>With the objective of supporting the efficient and sustainable growth of air traffic, based on the optimized use of the airspaces of the CAR Region,</p> <ul style="list-style-type: none"> a) the NACC/WG Airspace Organization Task Force (AO/TF) consider the Direct Routing Implementation Process, in accordance with guidance provided by the Global Air Navigation Plan, as well as include this initiative in the CAR/SAM Air Navigation Plan; b) States actively participate in the implementation of ATFM, in accordance with AO/TF activities; c) NACC States prioritize investment in the ATFM Implementation, including allocation and training of human resources, to improve capacity and efficiency, as well as to make optimal use of the installed ATC and airports infrastructure; d) The AO/TF to review the five-year goals proposed by IATA as part of the CAR/SAM Regions' efforts toward the achievement of net zero CO2 emissions by 2050. e) The NACC/WG update the CAR/SAM Air Navigation Plan, to include goals and activities related to air navigation infrastructure and operational efficiencies that will contribute with the Long-Term Aspirational Goal (LTAG) to achieve net zero CO2 emissions by 2050.) 		<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
<p>Why:</p> <p>To allow sustainable growth of air traffic and compliance with environmental LTAG.</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 checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>		

Regional Flight Procedure Design Programmes (FPPs)

4.2.20 Recognising that ICAO has fostered regional collaboration to enhance implementation of Air navigation matter and sustainable solutions, being the regional FPP one of the best, and cost-effective for States to advance on the implementation of services and systems, and that Central American States and COCESNA have worked as a block on the implementation of air navigation services in all the Central American FIR, in coordination and harmonized operation with adjacent FIRs, and providing the highest

standard of required services and safety level, the Central American States and COCESNA (afterwards) signed a Memorandum of Understanding (MoU) to formalize the establishment of the FPP in the Central American subregion, named CA FPP



4.2.21 CANSO presented WP/38 informing on their CANSO Green ATM accreditation programme for validating individual ANSPs' maturity level in climate friendly measures. Green aviation should become mainstream. For this to succeed, it is needed the support of States, ICAO, IATA and various stakeholders, including pilots and Air traffic controllers (ATCOs). It will provide a framework for engagement with stakeholders like airlines and regulators, with five accreditation levels reflecting varying levels of green ATM maturity across four categories.

4.2.22 Under WP/39 CANSO reported on its Air Traffic Services (CATS) Global Council which brings together leaders from across the manned and unmanned aviation industries together with service and technology providers. The CATS Global Council created a collaborative vision of the future skies of 2045, described in the information paper "CATS Global Council Vision" from CANSO. This vision shows some activities in which the ICAO has a critical role and makes suggestions for adding actions to the ICAO work programme. This WP will be turned to the NACC/WG for review and follow-up.

Airport Implementation Matters

4.2.23 Under WP/34, the Central American States reported that the methodology proposed by ICAO for airports in non-winter conditions has opportunities for improvement to clarify the parameters of the Runway Condition Report (RCR). In this regard, a report preparation methodology was developed with the support of COCESNA that resolves certain possible information gaps and information dissemination. This seeks to promote the implementation of the Global Reporting Format for Runway Surface Conditions (GRF) in the States, highlighting the need for ICAO support and guidance for this process, updating the application requirements based on the experiences acquired during the implementation process and including the development of software at the system level to meet the requirement. This WP will be referred to the NACC/WG AGA/TF for its follow-up.

4.2.24 Through WP/49, IATA presented a proposal to implement an Airport Efficiency Programme with the objective of optimizing the use of the airport infrastructure installed in the CAR/SAM States, as well as enhancing the benefits provided by the implementation of the new En-route airspace and Terminal control area (TMA) concepts. IATA urged States to implement an Airport Efficiency Programme at the main airports to comprehensively optimize all operations at the airport, TMA and En-route, in coordination with the NACC/WG Airspace Optimization Task Force and SAM/Airspace Study and Implementation Group. This WP was turned to the NACC/WG AO/TF and AGA/TF for its follow-up.

4.2.25 Under WP/52, IATA highlighted risk mitigation strategies and additional resources that can be utilized to support efforts on wildlife management at an aerodrome. IATA explained that an effective wildlife control programme depends upon accurate and reliable reporting, and that reviewing and analysing this data will help to identify problems at the airport and to indicate the effectiveness of current Wildlife Hazard Assessment and a Wildlife Hazard Management Plan (WHMP). IATA encouraged States to develop and implement policies, guidance, research, and outreach through a collaborative approach with all aviation stakeholders. At the same time, IATA recommended States to utilize the industry-Government Wildlife Collaborative Initiative to address wildlife hazards and mitigate risk. This WP was turned to the NACC/WG AGA/TF for its follow-up.

4.2.26 Through IP/09, Cuba reported on advances and experiences in the certification of its international airports. Cuba has ten international airports, with six already certified, one in phase 4 (evaluation of its installations and aerodrome equipment) of the certification process, and one in the process of finalizing the documentation (Certification Manual). The remaining two airports have pending investments to increase operational safety, so their certification programme will be long-term, depending on the investment plans of Empresa Cubana de Aeropuertos y Servicios Aeroportuarios S.A. (ECASA).

4.2.27 Seeking enhancements in the Cuban ANS infrastructure and its international airports, the CUB23801 Project Document (PRODOC) was signed between ICAO and the Corporación de la Aviación Cubana, S.A. (CACSA), to hire international experts, acquire equipment and subcontract services, provide training to personnel and develop other activities for the creation of local capacities within the civil aviation scope of Cuba, assisting CACSA in the compliance of their functions as well as those of the different companies that integrate CACSA.



Air Navigation Planning in the NACC States

4.2.28 Under WP/18, the Secretariat updated on the support to CAR States in the development of their air navigation plans. Considering the regional and specific needs of CAR States, the ICAO NACC Office in conjunction with the NACC/WG developed a regional strategy to support States in the development of their air navigation plans, starting with the establishment of their current status of implementation of ANS. The “National Air Navigation Plan (NANP)” CAR Strategy consists of developing this assessment through BBBs and ASBU Block elements. This work has begun with the Central American States and COCESNA, but the expectation is to develop an individual work plan with each State to support them in the process of developing/updating their air navigation plans. The air navigation plans developed by the CAR States between 2028 and 2019 are available at the following web link: https://www.icao.int/NACC/Pages/ES/namcar-eANPV1_ES.aspx; however, it is necessary for each State to develop/ update its NANP in line with the new version of the GANP.

4.2.29 For the development of the NANP, States must create a multidisciplinary group, committed to completing the State's project actions, as well identifying the different aviation system stakeholders of their States. The NACC/WG has led an area-by-area air navigation strategy to achieve the proper ANS implementation status in the CAR region by September 2023.

4.2.30 The Secretariat presented WP/10, informing on the latest actions carried out in both regions (CAR and SAM) to complete the development of the CAR/SAM air navigation plan (ANP) Vol. III, achieving an initial version of said volume Meeting.

4.2.31 Following Conclusion GREPECAS/20/07, the States were requested to implement work teams to develop data collection activities and management of the GANP Key Performance Indicators (KPIs) as a basis for populating the data of the Vol. III planning tables, with the assistance of the Secretariat to report in GREPECAS/21; as such the Second Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group (NACC/WG/RAP/02) held in Mexico in March 2023, took action with the following relevant points for the population of this Volume III:

- a) the implementation of the Basic Building Blocks (BBBs), as stated in the GANP and the GASP, needs to be strengthened in several States;
- b) difficulty in standardizing criteria regarding performance-based planning;
- c) marked difference in the capacities of the States to collect, maintain and integrate input data, and for the management of KPI;
- d) different interpretations on the application of the proposed template, and different priority approach for Key Performance Areas (KPAs); and
- e) need to review and update Volumes I and II.

4.2.32 Similarly, the analysis of KPIs State by State has started, according to their operations and the data available in the State, together with its airport and air navigation service providers. The current assistance work has been supported by the Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme (MCAAP) for the development of air navigation plans, and also under the leadership of the NACC/WG Task Forces. In this regard, the Meeting recognized the importance of the support of States to the Air Navigation Plans, formulating the following Conclusion:

CONCLUSION NACC/DCA/11/6 STATE SUPPORT FOR POPULATING THE CAR/SAM AIR NAVIGATION PLAN (ANP) VOLUME III	
<p>That:</p> <p>That, in order to support the population of the CAR/SAM Air Navigation Plan Volume III, States:</p> <ul style="list-style-type: none"> a) support the development of regional activities and in its own States to obtain the information to integrate into the air navigation plan of each State; and b) assign the necessary human resources to complete this task by the NACC/DCA/12. 	<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 type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<p>Why: To enhance regional and national air navigation planning and implementation by completing the Volume III of the CAR/SAM Air Navigation Plan (ANP)</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>	

4.2.33 Cuba presented WP/21 to highlight the importance of having a tool that allows regional/national standardization concerning the obtention of data for the assessment of the ANS KPIs). Cuba presented an analysis and suggested actions that will help establish the regional and national measurement mechanisms of the CAR/SAM States, using the ANP form provided by ICAO, with the support of the current regional working groups and to standardize regionally KPI data gathering, Cuba suggested developing a software (Standard Automated System) allowing data gathering from the local to the regional levels, including the national level. The regional air navigation implementation groups, supported by the GREPECAS Data Analysis Working Group, should previously develop the technical task or information gathering for the software (Standardized Regional System). The Secretariat welcomed these suggestions and the Meeting agreed on considering these for the population of the CAR/SAM ANP Volume III.

4.2.34 Similarly, Cuba, under NI/08, informed on their actions for advancing in the implementation of the BBBs and ASBU reference frameworks; as well as the KPIs of the CAR/SAM ANP Vol. III.

4.2.35 WP/27 updated on the status of the Central American States and COCESNA for developing/updating their NANPs in accordance with the GANP and the implementation of the pilot program executed jointly by the Central American States, COCESNA and the ICAO NACC Regional Office.

4.2.36 Under IP/05, the Secretariat provided an update on the development of the North American (NAM) Regional Air Navigation Plan, specifically for its new Volume II. The NAM Air Navigation Plan (ICAO Doc 9634 Volume 1), was approved by the Council in October 2017 in accordance with the established procedure: <https://www.icao.int/NACC/Documents/eANP/PFANACC%201%201705-AOP-CNS-ATM-MET-SARAIMFinal.pdf>. Concerning this development, since 2021, Canada and United States have been very active in preparing the necessary template and exchanging information to compile the Volume II, through several meetings and exchanges between States and ICAO and currently additional information is still to be provided to complete the NAM ANP Vol. II. In this regard, the necessary approval process will be reinitiated as soon as the requested information is provided, expecting it to be done by July 2023.

Contingency and Crisis Management in the NACC States

4.2.37 Under WP/09 Rev., the Secretariat briefed on the ICAO NACC activities to harmonize the regional efforts to address contingencies and crisis management, both at the level of the Air Navigation Services (ANS) provision and airports, highlighting:

- the ICAO NACC Regional Office coordinates the strategy for contingency planning and response in the CAR Region, to enhance the regional capacity to adequately address contingency events that limited air operations
- the annual Regional Contingency and Emergency Planning and Response Meetings, the Third NAM/CAR Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/3) held at the ICAO NACC Regional Office in Mexico City, Mexico, 9 to 11 May 2023; that reviewed the different regional initiatives that address contingency planning, including airport contingency matters, and response in the CAR Region, analysed synergies, and possible joint efforts

- State compliance on airport emergency plan has an average of 50% (USOAP)
- the Caribbean Aviation Resilience and Recovery Group (CARRG) initiative seeks to strengthen coordination on aviation resilience and recovery from emergency events; as well as the joint activities ICAO NACC Regional Office, and Airports Council International-Latin America and Caribbean (ACI-LAC) to collaborate in resiliency and disaster preparedness in the Caribbean
- For identifying the main support needs on airport emergency (guidance and training) for the States, ICAO NACC Regional Office will send an electronic questionnaire to the civil aviation authorities of States in the CAR Region (Conclusion NAM/CAR/CONT/3/01)
- For aligning common efforts, the Meeting was informed of the several regional cooperation activities and initiatives in the CAR Region for better preparedness and response to emergency and disasters, and for humanitarian assistance, such as: Humanitarian Assistance and Disaster Response in Aviation (HADRA), World Food Programme (WFP), the CARRG, Get Airports Ready for Disaster (GARD) association, and CADENA.



4.2.38 In view of the execution of these initiatives, the ICAO NACC Regional Office is leading the alignment of these efforts, as was done at the Aviation Safety Campaign event, jointly conducted with WFP and IATA for the discussion and presentation of the results of each of these initiatives on how to better prepare the civil aviation system to manage emergency and contingency events, to consequently be prepared for humanitarian assistance and response to disasters, by transporting goods and materials.

4.2.39 Through IP/23, United States informed on the current efforts that the CARRG is undertaking with the ICAO NACC Regional Office and ACI-LAC, to address foundational aspects that would enable airport operators to respond to an emergency, detailing their “Airport-to-Airport Hurricane Assistance Program” (AAHA) that airport operators can contact for assistance related to an emergency event.

The CANSNET

4.2.40 Under WP/19, the Secretariat presented the progress of Project RLA22801 “Telecommunications Network for Caribbean Air Navigation Services (CANSNET)”, providing its background as the MEVA network and detailing the necessary steps for the bidding process. The Secretariat emphasized the need for States to strictly adhere to the timelines established for the project implementation, that includes the signature of the project document (PRODOC) and the provision of the correspondent financial resources. As such the following conclusion was adopted:

CONCLUSION		SUPPORT THE EXECUTION OF THE CANSNET PROJECT ACTIVITIES	
NACC/DCA/11/7			
<p>That:</p> <p>That, since the new Caribbean telecommunications network (CANSNET) is required to become operational by March 2025, when the current MEVA communications network cease to operate, Member States of the network support and execute the activities necessary for the project to be successful in the short term, as follows:</p> <ul style="list-style-type: none"> a) sign the RLA22801 Project Document (PRODOC); b) assign economic resources to provide payment to the Project during 2023; c) assign necessary resources for the implementation of the Project during 2024; and d) nominate a member to the Evaluation Task Force (ETF) in the role of evaluator or observer. 	<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 type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical 		
<p>Why:</p> <p>The commissioning of the new network is a strategic and safety project for the region, and it will replace the current communication network that is in its last phase of operation.</p>			
<p>When: Immediately</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 checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>CANSNET Member States</p>		

4.2.41 In this regard, the Meeting was witness of the signature of the Project Document (PRODOC) for the CANSNET Project RLA22801, signed by the MEVA Members present, viz, Bahamas, Cuba, Dominican Republic and Haiti, as well as by the ICAO Secretary General, and in presence of the representatives of Mexico United States, COCESNA and ICAO Secretariat General. The remaining absent Project Members will sign the Project Document afterwards.

Unmanned Aircraft Systems (UAS)

4.2.42 Under WP/05, the Secretariat summarized the work undertaken by the ICAO NACC Office to support the integration of UAS operations in the CAR Region. Unmanned aircraft operations and the services they provide are growing exponentially, and one of the fundamental concerns is that States are not prepared for these operations and everything they entail. One of the biggest challenges that States

face is the establishment of a regulatory framework for Unmanned Aircraft Operations and the preparation and capacity building of State inspectors. The following was highlighted:

- a series of ICAO documentation is available to support States in developing their regulations and procedures, among others, for the integration of these operations in their airspace., such as:
 - Unmanned Aerial Systems (UAS) for Humanitarian Aid and Emergency Response (U-AID): <https://www.icao.int/safety/UA/UAID/Documents/ICAO%20U-AID%20Guidance%20Material.pdf>
 - ICAO's Practical Guides for Supporting UAS Operations: https://www.icao.int/safety/UA/UAStoolkit/Pages/Toolkit-Operations_es.aspx
 - Member States' effective regulations, including CAR States, can be found here: https://www.icao.int/safety/UA/UAStoolkit/Pages/State-Regulations_es.aspx
- States are required to assign personnel to review, oversee and establish statistics on their unmanned aircraft operations, and, thus, put in place the necessary mechanisms to establish/update the regulations governing their operations to implement safety mechanisms and the correct integration of these aircraft into their airspace.

4.2.43 Under IP/32; IATA raised its awareness on the need for safe and efficient integration of UAS into the airspace. The pace at which the UAS industry is growing is unprecedented. With such high growth rates, it is critical to find the balance between developing safety standards, smart regulations, and innovation. Such a balance can be realized by recognizing industry's working groups and platforms that can complement ICAO's work strategy and together, industry and ICAO can shape the airspace of the future. The focus of this working paper will be on UAS that are used for commercial purposes and excludes the mitigation of risks caused by rogue drones. The Meeting welcomed these UAS inputs from IATA and agreed that these shall be addressed by the NACC/WG.

Agenda Item 5 NAM/CAR Regional Aviation Security/Facilitation Implementation

ICAO NACC Aviation Security (AVSEC)/ Facilitation (FAL) Assistance Activities

5.1 Under WP/12, and following the new NACC Systemic Assistance Programme (SAP) approach for AVSEC/FAL, the Secretariat briefed on the activities conducted and assistance provided by the NACC Regional Office on AVSEC and FAL since the last NACC/DCA meeting and the remaining planned activities in 2023, viz:

- the “Champion States” support provided by Dominican Republic, United States, and others
- the development of national AVSEC expert groups in Central America and the Caribbean
- the emphasis on the State participation in events: sharing good practices, exchange views, and disseminate information: AVSEC Talks – Security Management System (SeMS), two international AVSEC fora, NACC Webinar on Air Cargo Digitalization, two meetings with ECCAA National AVSEC Coordinators, ACI Airport Day – Facilitation, CARICOM IMPACS – Special Meeting of Chiefs of Immigration and Comptrollers of Customs (CICC), and XII GAP AVSEC Symposium.
- the approach to assist States with One-Stop Security (OSS)

5.2 Assistance has also been provided through the following projects, initiatives and activities:

- AVSEC Technical Assistance Missions (TEAM) to Belize (2), Costa Rica, El Salvador, and Mexico (2);
- General Guidelines and Good Practice on Passengers with Disabilities;
- Risk assessment mission to Grenada;
- Air Cargo and Mail Security Course;
- Cybersecurity Workshop;
- National AVSEC Inspectors Course and On-the-job training (OJT) for Honduras;
- Risk Management Course, and Security Culture Workshop for Jamaica.

5.3 Considering that the current Universal Security Audit Programme (USAP) Effective Implementation (EI) of the NAM/CAR Regions is below the global EI, the Meeting recognized the need to enhance and support these AVSEC assistance activities, encouraging the NAM/CAR States to actively support AVSEC and FAL matters and formulated the following Conclusion:

CONCLUSION NACC/DCA/11/8 SUPPORT TO THE AVSEC/FAL IMPLEMENTATION INITIATIVES AND NACC PROJECTS	
<p>What:</p> <p>That, considering the need to improve the levels of implementation for Annexes 9 and 17 (FAL and AVSEC) through the continuous commitment by States for enhancing the effective AVSEC/FAL assistance projects and initiatives developed by ICAO, NAM/CAR States and International Organisations:</p> <p>a) reaffirm their commitment to and support of the NACC AVSEC/FAL implementation initiatives and projects; and</p> <p>b) ensure the active participation of their respective focal points in the AVSEC/FAL expert groups and activities developed by ICAO in support of AVSEC/FAL implementation under the different projects and initiatives by the NACC/DCA/12.</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>To ensure effectiveness of AVSEC/FAL implementation initiatives from the ICAO NACC Regional Office toward increasing States' effective implementation in USAP</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 checked="" type="checkbox"/> Other:</p>	<p>COCESNA</p>

5.4 Under P/08, the Secretariat provided an overview of the USAP-- Continuous Monitoring Approach (CMA), highlighting the important role of the programme and the need for the provision of critical information to facilitate the delivery of targeted and tailored assistance to States. The use of the NACC dashboards for AVSEC was mentioned as an implementation reference to follow.

5.5 Under P/10, the Secretariat presented the role of the ICAO Implementation Support and Development – Security Programme (ISD-SEC), and how it contributes to the improvement of aviation security through the provision of assistance and training. The Secretariat detailed the use of the extensive training centres network, as well as the diversity of guidance and training material available. The Secretariat highlighted the importance of implementing a strong and effective security culture. All of these as a complement to the NACC SAP.

5.6 Under P/04, the Secretariat presented the developments and recent updates in the FAL programme, highlighting the amendments in Annex 9 and the progress in the Traveller Identification Programme (TRIP) and the Public Key Directory (PKD). The use of the NACC Dashboards for FAL was mentioned as an implementation reference to follow.

5.7 Through NI/13, Cuba informed the Meeting about the application of its Form called D'Viajeros, which constitutes a mechanism to facilitate the controls of the border authorities and improves the experience of travellers in air terminals., highlighting that travellers must provide truthful information of a general nature, of an immigration, health and customs nature, being able to access the form through the page <https://www.dviajeros.mitrans.gob.cu/>

5.8 Through NI/14, Cuba shared the progress of its AVSEC/FAL projects/initiatives, including the technical assistance provided by the specialists from the NACC Regional Office and the virtual course for National Aviation Security Inspectors, in addition to strengthen the FAL Committees. Cuba will continue raising the current security levels, keep updated the results of compliance with the procedures for the implementation of the Global Aviation Security Plan (GASeP), improve the training programmes and continue with the coordination on FAL matters.

Cybersecurity Activities and Assistance

5.9 Through WP/04, the Secretariat reported that the NACC Regional Office has developed a work plan to cover the areas of AVSEC and ANS in terms of cybersecurity, considering the State system vulnerability to cyber-attacks. The ICAO in its last Assemblies has provided recommendations and guidelines for States to work on this matter, mainly ensuring that the measures to be applied ensure, as appropriate, the confidentiality, integrity and availability of the critical systems and/or data identified. Such measures should also include, among other things, security features in design, security of the supply chain, separation of networks, and protection or limitation of remote access capabilities, as appropriate and in accordance with the risk assessment carried out by the corresponding national authorities. This report mentioned the new cyber-security related activities to support States and on the ANS cybersecurity measures included in the analysis of ANS facilities in two NACC States, scheduled for 2023/2024.

5.10 Under P/09, the Secretariat presented developments in AVSEC and cybersecurity. The Secretariat detailed the amendment 18 to Annex 17 and the little progress in the implementation of the GASeP. It was highlighted the results of the internal assessment of the GASeP that, among other things, pointed out the need to review the GASeP, adopting aspirational goals to more realistic values. The Secretariat also detailed the ICAO aviation cybersecurity strategy and the 2nd edition of the Cybersecurity Action Plan, published in January 2022.

5.11 Under WP/28, Central American States presented COCESNA's main activities implemented in the field of Cybersecurity, recommending that other organizations/States share the lessons learned, and the benefits obtained with their implementations on this matter under ICAO leadership/ coordination.

5.12 Under NI/15, Cuba offered an overview of the actions carried out by the Cuban Civil Aviation Institute (IACC) in the development of the Cuban Cybersecurity Action Plan, highlighting that this plan applies the seven pillars of the ICAO Cybersecurity Strategy and includes the resources and actions to achieve a systemic approach to cybersecurity management, with the final objective of developing a consistent approach in a system of systems, which allows civil aviation to adapt in a timely manner and, consequently, resist new threats, without significant disruptions.

5.13 Through IP/26, Dominican Republic informed about its ongoing initiatives and progress made in cybersecurity, whose goal is to safeguard critical infrastructures in a safe and reliable manner. Dominican Republic highlighted its cybersecurity law, the updating of policies, the continuous training of the Organization's human resources, as well as future measures to continue improving its cybersecurity measures.

5.14 The Meeting took note that the Regional AVSEC/FAL Group met in Santo Domingo, at the Eleventh Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/11) held from 21 to 23 June 2023 and that several of the papers presented in the NAC/DCA/11 had already been reviewed and implemented by the Regional Group, as informed by the AVSEC/FAL/RG Vice chairperson, Mr. Dionisio de la Rosa (Dominican Republic). The papers reviewed by the AVSEC/FAL/RG were:

- WP/14 - events and incidents with electronic cigarettes in the passenger cabins of commercial aircraft
- WP/33 - Memorandum of Understanding for the mutual recognition of security measures in civil aviation for Security Tamper-Evident Bags (STEB)
- WP/35 – Asia Pacific Economic Cooperation (APEC) building a culture of security
- WP/36 - APEC Building randomness and unpredictability into aviation security countermeasure development and implementation project
- WP/37 – Enhancing connectivity of regional groups to the aviation security panel
- WP/48 – Addressing The Rise In Unruly & Disruptive Passenger Incidents Onboard Flights
- WP/50 – Recognition of Equivalences
- IP/17 -Man Portable Air Defence Systems (MANPADS)
- IP/24 – Progress on AVSEC activities by Dominican Republic
- IP/25 - Measures for managing disruptive persons
- IP/27 – AVSEC personnel Certification System
- IP/30 – Access for persons with disabilities

5.15 Although the results of the AVSEC/FAL/RG deliverables on these papers will be available in its respective meeting report, the Meeting was informed of the results of the AVSEC/FAL/RG/11 meeting as follows:

- a) the new AVSEC/FAL/RG Terms of Reference (ToRs) were unanimously approved and the Procedural Handbook was provisionally put into practice to gather experience of use and identify potential improvements with the purpose of optimizing and renewing the governance, operation and organization of the AVSEC/FAL/RG;
- b) collect and identify, through a survey, which draft was presented by LACAC, the needs and priorities for the implementation of facilitation and reflect it in the AVSEC/FAL/RG work programme, including issues related to persons with disabilities and/or reduced mobility;
- c) that the Secretariat, in coordination with ICAO Headquarters, propose a relationship mechanism or process between the AVSEC/FAL/RG and the pertinent ICAO panels and that United States, with the support of the Secretariat, promote coordination between the AVSEC/FAL/RG States that have members in the ICAO panels, so that they systematically contribute to those panels on issues of regional interest;

- d) that the One-Stop Security Working Group (OSS) of the AVSEC/FAL/RG (Bolivia, Brazil, Chile, Colombia, Costa Rica, Dominican Republic, Jamaica, Panama, Peru, Trinidad and Tobago, Uruguay, United States, COCESNA and IATA) continue their work activities on the OSS control, especially with States that have some experience. Likewise, that the States and the ICAO Regional Offices request the top management of the States for the legal/regulatory support to implement the OSS;
- e) that the States interested in the recognition of STEBs proposed by Central America, contact COCESNA to share their experience and that COCESNA report its progress in this regard;
- f) that the Secretariat, on behalf of the AVSEC/FAL/RG, send the group's interest in updating the GAsEP to the GAsEP Task Force coordinator of the ICAO Panel;
- g) COCESNA will translate into English and Spanish the Handbook for the Identification and Management of Human Factors and Errors for Analysis, presented by Brazil which will be shared by the Secretariat through the AVSEC/FAL/RG webpage;
- h) that, as far as possible, the hurricane season be considered for scheduling events of the AVSEC/FAL/RG purposes in States or Territories of the Caribbean; and
- i) that the Secretariat coordinate with the RASG-PA Group the issues raised by Dominican Republic on electronic cigarettes as part of the dangerous goods topic and report their result.

5.16 United States acknowledged and thanked the AVSEC/FAL/RG Vice Chairperson, Mr. Dionisio de la Rosa, for the activity summary of the recent meeting. United States was pleased to see the implementation of WP/37 and encouraged the DGs to support their staff in the critical AVSEC and FAL work in the regions and in the ICAO AVSEC Panel Working Groups as outlined in WP/37 and IP/17. United States also outlined the outcomes of the Transportation Security Administration led projects on building randomness and unpredictability in aviation security countermeasures as well as security culture under the auspices of the Asia Pacific Economic Cooperation (APEC). United States encouraged the DGs and the ICAO Secretariat to share the Best Practices Guidelines broadly and solicited assistance with the ICAO AVSEC Panel's Working Group on Guidance Material's work to incorporate the Best Practices Guidelines into guidance material if there is interest and availability. The actions were noted and accepted by the Meeting.

Agenda Item 6 Enhancements to Air Transport in the Region

6.1 Under P/11 and IP/29, the Secretariat presented the current enhancements in air transport in the NAM/CAR Regions, and provided an update on economic and traffic forecasts at global and NACC levels; and on ICAO's work related to air transport policy and regulation as well as infrastructure management, highlighting the following:

Traffic forecast

- in 2022, seat capacity offered by airlines recovered to around 80 % of the pre-pandemic levels, and the number of passenger traffic recovered to over 70 %, likewise traffic recovery in the NAM/CAR Regions showed slightly more resilience compared to the world average pace in 2022, with total passenger traffic recovering to around 84 % of the pre-pandemic level. International and domestic passenger traffic in NACC recovered to approximately 72 and 80 %, respectively. The cargo traffic in 2022 recorded 107 % of the 2019 level
- current estimates for air cargo in 2022 can be compared to 2021 levels, while showing a marginal growth compared to the pre-pandemic level
- ICAO forecasts that air passenger demand in 2023 will rapidly recover to pre-pandemic levels on most routes by the first quarter and that growth of around 3 % higher than 2019 figures will be achieved by year end
- Revenue Passenger Kilometres (RPKs) between 2019 and 2023 from the region is expected to track the forecast of global recovery closely, reaching 97 % of 2019 levels by the end of 2023.

Aviation data and analysis

- the Meeting took note of the availability of ICAO online business intelligence dashboards for data driven decision making and that each Member States has been provided with one free license (State letter 22/67 refers).
- Global aviation gender equality: ICAO has published new analytical dashboards on the participation of licenced female aviation personnel in the workforce, and it is expected that countries access and be aware of the new data will lead to better informed targets and policy making to help reduce the still significant aviation gender gap.

Air transport liberalization

- States were reminded to apply ICAO Long-term Vision for International Air Transport Liberalization in their policy-making and regulatory practices. ICAO has therefore embarked on enhancing dialogue and exchange of information amongst Member States and industry on liberalization of market access for passenger and air cargo services through various fora, including the annual ICAO Air Services Negotiation Event (ICAN) and the World Air Services Agreement (WASA) database (<https://data.icao.int/wasa>).

- The current work of the ICAO Panels for Liberalization of air carrier ownership and control, Specific agreement to further liberalize air cargo services, the operations of unmanned aircraft and the Response to international crisis.

Competition

- States to consider the Compendium of Competition Policies and Practices (<https://www.icao.int/sustainability/Compendium/Pages/0-default.aspx>) and share with ICAO, updates on their respective competition policies and practices.

Consumer protection and Emergency Response Planning

- States were urged to ratify the Convention for the Unification of Certain Rules for International Carriage by Air (Montréal Convention of 1999) and apply ICAO Core Principles on Consumer Protection. Member States were also encouraged to keep ICAO informed of the experiences gained or issues encountered in their application
- States to continue considering the Compendium on Consumer Protection (<https://www.icao.int/sustainability/Pages/ConsumerProtectionRules.aspx>) and Compendium on States' Emergency Response Plan (<https://www.icao.int/sustainability/ERP/Pages/Compendium.aspx>).

Infrastructure management

- States to take note of the ongoing work by the Eighth Joint Meeting of the Airport Economics Panel and the Air Navigation Services Economics Panel (AEP-ANSEP/8) and the review of ICAO's Policies on Charges for Airports and Air Navigation Services
- States to follow the update of ICAO guidance on air navigation services economics (Doc 9161) on the charging for air navigation services and economic and financial management.
- States to apply the new guidance and tools to support investment decisions on financing aviation infrastructure with the Manual on Economic and Financial Analyses for Aviation Infrastructure Projects (Doc 10170)
- The ongoing work for developing guidance on funding for the provision of services to civil aviation to address the cost recovery for the provision of aeronautical meteorological (MET) services and the provision of space weather information services, as well to assess the economic aspects of the unmanned aircraft systems (UAS) and explore possible funding mechanisms to support its operation
- Continuous enhancement is made to the online application of Aero Tariffs (<https://data.icao.int/aerotariffs>), which converts the paper-based Doc 7100 into a web tool. The application provides an analytical platform in the formulation and benchmarking of airports and air navigation services charging scheme.

6.2 The liberalization of air transport in the CAR Region brings numerous benefits to States and to their citizens. These benefits are fundamental for the increase in passenger and cargo traffic, greater connectivity and competitiveness on routes, the entry of new air operators, a decrease in the price of air tickets, a greater contribution to GDP, an increase in tourism and income received, among others. Although the aviation sector remains steadfast on its path to recovery after the COVID, the recovery of the air connectivity in the Caribbean region is a high priority matter.

6.3 As such, a Panel on recovering Air Connectivity in the Region was conducted to discuss the flight connectivity and frequency, assessing the best practices in other regions, and exchanging ideas and views on a greater recovery of air connectivity in the region. This panel was led by Mexico (Mr. Vallin), with the participation of Bahamas, Costa Rica, France (French Antilles), ALTA and LACAC. The highlights of these interventions were as follows:

- a) Mexico mentioned its main challenges toward increasing air connectivity in the last two years for passenger and cargo operations as well as the best practices observed during the COVID-19 pandemic where:
 - México did not close domestic or International operations
 - no restrictions were established for foreign carriers to resume operations in Mexican territory
 - during the pandemic, the operation of rescue, humanitarian and cargo movement international flights was facilitated with no restrictions
 - although México does not yet participate fully in the international air transport liberalization, the Civil Aviation Act and national air policy on international conventions negotiation matters establish actual and effective reciprocity conditions and effective competition, permanence, quality and efficiency and development of air transport services.
- b) France reported that to face the air connectivity challenges, its experience was to negotiate and conclude administrative arrangements in the region to give air carriers more predictability and stability in terms of traffic rights, promote airport operators to improve their airport offer, encourage the opening of new routes and support operators in the implementation of specific regulations such as the third country operator authorisation (TCO) to fly in European Union airspace. France has been promoting alliance initiatives of the Caribsky type (Air Antilles, Winair, Liat, Dominica) to facilitate network interconnection and the reduction of operating costs, as well as ensuring that the airports of the French West Indies have development programmes to improve the passenger experience while guaranteeing a high level of security and environmental protection level of implementation. France mentioned its two concrete actions by the State and local authorities to support the development of air connectivity, viz : a) organize regular meeting once a year with the operators to understand their needs and to identify the way to help them; and b) organize a conference to enable stakeholders in the air transport sector in Martinique to share a number of observations of the strengths and weaknesses of the current model and to identify collective actions to be taken to improve Martinique's connectivity in its Caribbean environment (connectivity, tourist attractiveness, accommodation structure, etc.).

- c) Bahamas shared their experiences with their effective commercial Air charter service within the State, highlighting the status of their air services agreement with different States and finally recommending the following:
- Increased bilateral negotiations and Air Service Agreements between States in the region, leading to higher growth in aviation traffic in the region and improved air connectivity.
 - More government involvement in improving air connectivity through policies and regulations that would influence increased air connectivity and economic growth in the region.
 - Enhanced collaboration between policy makers, regulators, regional and international airlines, aerodrome operators, and other aviation, tourism, and trade industry stakeholders to create or enhance conditions to further facilitate improved air connectivity in the region.
 - Creation of additional regional hubs to facilitate tourism and trade.
 - Aerodrome and ANS improvements to facilitate access to more aerodromes in the region from domestic and international air travel.
 - Introduction of smaller aircraft into more aerodromes within the region facilitating more frequency of air traffic into more remote areas where the demand may exist.
 - Further collaboration between larger and smaller air carriers, hotel and resort groups, and use of smaller carriers and smaller hotels and resorts to distribute passengers to other destinations within member states and within the region.
- d) LACAC informed on its current work with all LACAC States on the 7th Freedom for cargo operations and the ongoing promotion to conclude these arrangements toward more air liberalization activities between States in the Americas.
- e) ALTA shared the airlines perspective toward the benefits and opportunities and the commitment of the airlines for the growth of aviation with the liberalization arrangements and the promotion among all aviation stakeholders as a way to enhance the aviation development and growth in the Caribbean.

6.4 All the different panellists reported on their actions taken to reduce airline operating costs to encourage air connectivity, how their airport and ANS infrastructure affected the sustainability of air connectivity and the impact of the political will and State aviation development in competition among airlines.

6.5 Finally, the Meeting witnessed the signature of a protocolary amendment to the Agreement on Air Transport between the governments of Dominican Republic and the Cuban Republic, signed by Mr. Marte, Chairman of the Dominican Republic Civil Aviation Board and Mr. Daniel López, President of the Instituto de Aeronáutica Civil de Cuba. With this Protocol, the growth of air transport between both States is greatly projected for more flights and air operations under a collaborative basis.



Agenda Item 7 Promotion and Implementation of Regional Actions for Environmental Protection

7.1 The Meeting took note of the recommendations and information provided during the High Level Director General Workshop on the Global Environment Long-term aspirational goal (LTAG), ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) Programme and Civil Aviation Master Plans (CAMP), addressed to the NACC Civil Aviation Authorities Directors General on 28 June 2023, recognizing the importance for all States and the aviation community to actively participate and commit on achieving the aviation goals established for environmental protection on decarbonizing aviation and zero CO₂ emissions by 2050.

7.2 WP/23, presented by the Secretariat, provided an update on the recent ICAO progress and actions in addressing climate change, including the adoption and implementation of a long-term global aspirational goal (LTAG) for international aviation of net-zero carbon emissions by 2050, latest updates on the ICAO State Action Plans (SAP) initiative, progress on ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF), and outreach activities paving the way toward the third ICAO Conference on Aviation and Alternative Fuels (CAAF/3).

7.2 While agreeing on the 2050 net-zero LTAG in the 41st Session of the ICAO Assembly in 2022, States and the industry have been implementing the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). CORSIA is the only market-based mechanism applicable to international aviation. The Information Paper NACC/DCA/11-IP/16 provides an overview of the latest developments on CORSIA.

7.3 The Meeting was informed of the 2050 net zero LTAG, which includes the following key features:

- Level of Ambition: ICAO and its Member States are encouraged to work together to strive to achieve a collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050, in support of the Paris Agreement's temperature goal.
- Monitoring of Progress: The Assembly requests the Council to regularly monitor the progress on the implementation of all elements of the basket of measures towards the achievement of the LTAG;
- State Action Plans: The Assembly reiterated the important role of State Action Plans, encouraging all States to submit and update action plans to reduce CO₂ emissions from international aviation, outlining policies, actions and roadmaps, including long-term projections, and requests the Council to provide guidance and assistance, e.g., for identifying possible sources of financing for the implementation of action plans;

- Means of Implementation: The Assembly recognized that various possible modalities and/or funding mechanisms could be used by ICAO and requests the Council to initiate specific measures or mechanisms for ICAO to facilitate better access to financing for developing countries and States having particular needs, and to consider the establishment of a possible finance initiative or funding mechanism under ICAO, for reporting at the 42nd Session of the Assembly
- Actions on Technology, Operations and Fuels: The Assembly requested specific actions for the Council and States in the areas of technology, operations and fuels, including the convening of the ICAO CAAF/3 in 2023.

ICAO State Action Plans Initiative

7.4 As of April 2023, 136 States representing more than 98% of global international aviation traffic in Revenue Ton Kilometres (RTKs) have voluntarily submitted their State Action Plans (SAPs) to ICAO.

7.5 In line with Resolution A41-21, operative paragraphs 10 to 13, all States are encouraged to update and submit quantified SAPs to ICAO as soon as possible, preferably by the end of June 2024, encompassing innovations in technologies and cleaner energies, outlining respective policies, actions and roadmaps, including long-term projections, and ensuring the use of the best available data as supported by ICAO guidance and tools.

ICAO ACT-SAF Programme

7.6 In June 2022, prior to the 41st Session of the Assembly, the ICAO Assistance, Capacity building and Training for Sustainable Aviation Fuels programme was launched, to provide tailored support for States in various stages of SAF development and deployment, facilitate partnerships and cooperation on SAF initiatives under ICAO coordination, and serve as a platform to facilitate knowledge sharing and recognition of all SAF initiatives around the world.

7.7 The activities envisaged under the ACT-SAF include training programmes, feasibility studies, support for SAF certification and policy development, as well as the implementation of specific SAF projects, and the establishment of partnerships amongst States and other stakeholders. In this regard, the ICAO ACT-SAF platform has been developed and is accessible on the ICAO website. As of May 2023, 75 States and 39 organizations have formally joined the ACT-SAF programme and are recognized on the ICAO website.

7.8 The NACC States are fully supportive of the LTAG and the ACT-SAF activities, as such Bahamas, Belize, Guatemala and Haiti signed the ACT-SAF Programme during the NACC/DCA/11 meeting. Similarly, the Meeting was informed on Haiti recently joining to ICAO Assistance, Capacity-building and Training for the CORSIA Programme (ACT-CORSIA).





Environmental Regional Seminars (April / May 2023)

7.9 As part of the preparatory activities for CAAF/3 to be held in November 2023, ICAO organized a series of in-person regional seminars in April and May 2023, to raise awareness on the results of the 41st Session of the ICAO Assembly and the progress of work related to SAF, lower carbon aviation fuels (LCAF) and other aviation cleaner energy, as well as to exchange views of States on the expectations for CAAF/3. For the NAM/CAR and SAM Regions a Regional seminar was conducted 24 and 25 April in the Dominican Republic.

ICAO CAAF/3 (November 2023)

7.10 CAAF/3 will be convened from 21 to 24 November 2023 in Dubai, U.A.E., as an in-person event with the following agenda:

- Setting the scene – Latest developments in cleaner energy technology for international aviation and its contribution to the Long-Term Aspirational Goal;
- Supporting policies to promote the development and deployment of cleaner energy for aviation;
- Assistance and capacity building for cleaner energy;
- Financing cleaner energy; and
- Reviewing the 2050 ICAO Vision for SAF, including LCAF and other cleaner energy for aviation, in order to define a global framework.

7.11 Under WP/24, the Central American States recognized that the effective coordination between States is necessary to ensure that the ACT-SAF generates the results to maintain the intention to achieve the objectives set, especially considering the differentiated potentials of each region, the technical and regulatory requirements, which must be developed to increase production. In this regard, the NACC States were invited to participate in the Ad hoc group formed in the Environment Macro-task of the Latin American Civil Aviation Commission (LACAC), which is led by the States of Brazil and Guatemala to formulate proposals, discuss common positions and present the needs of the region at the CAAF/3.

7.12 Guatemala, on behalf of Central American States presented WP/25 on their ALLIANCE FOR SUSTAINABLE AVIATION (ALAS), promoted by the Central American States and accompanied by the Member States of the Latin American Civil Aviation Commission (LACAC), aspires to become a regional coordination mechanism to facilitate technology transfer, as well as the necessary resources to facilitate the transition to an aviation sector for Developing States the transition into a sustainable aviation sector, in line with the aviation. The ALAS can be achieved by bilateral or multilateral initiatives that contribute to the achievement of the objectives set in environmental matters to promote the reduction, mitigation and adaptation to climate change in different spheres of action, promoting solutions that facilitate the international aviation sector the achievement of its environmental objectives without jeopardizing its growth rate. The ALAS initiative seeks to become a coordination mechanism between the different actors of the international aviation sector to establish practical means for financial assistance, technology transfer and capacity building efforts towards the achievement of the established LTAG.

7.13 WP/45 provided an update on ACI-LAC's contributions to the reduction in CO2 emissions at airports, mainly by urging airport members to make commitments to the Long-Term Carbon Goal and providing carbon management best practices document and tools such as Airport Carbon Accreditation and Airport Carbon and Emissions Reporting Tool (ACERT). Participation in Airport Carbon Accreditation is entirely voluntary. Airport Carbon Accreditation enables the industry to track the carbon management performance of accredited airports. From May 2019 to May 2021, airports participating in the program worldwide achieved a reduction of 347,718 tonnes of CO2 compared to the previous year on the basis of a 3-year-rolling average. Of these reductions, 73,523 tonnes were contributed by Asia Pacific and the Middle East Airports.

7.14 United States presented WP/22 which outlines some of the policies and goals related to the development and deployment of Sustainable Aviation Fuels (SAF) in the United States and their efforts to collaborate with international partners to increase the capabilities for SAF development and deployment globally, with a specific emphasis on work within the NAM/CAR Regions. United States explained the work of the ASCENT Center of Excellence (COE) for Alternative Jet Fuels and Environment for several years and that with their Project 93 will leverage existing partners of the ASCENT COE universities and focus on three distinct geographical areas with different characteristics – Latin America and the Caribbean (LAC), Africa, and South East Asia. WSU will focus on LAC (Colombia, Dominican Republic, and Ecuador). Finally, the United States urged the NACC States to consider joining CAEP, particularly States that have experience serving on the ICAO Council or that have an interest in expanding their involvement on environmental matters.

7.15 France thanked United States for their paper and pointed out that the use of SAF is a key factor in achieving our goal of decarbonizing aviation. The European Union (EU) has chosen a slightly different method of action, but with the same aim, that of stimulating production. The EU has decided to establish a regulation which aims to increase both demand for and supply of SAF, while ensuring a level playing field across the EU air transport market. Concretely and summarily, airlines will have an increasing obligation to incorporate SAFs: starting from 2025, at least 2% of aviation fuels will be green, with this share increasing every five years: 6% in 2030, 20% in 2035, 34% in 2040, 42% in 2045 and 70% in 2050.

7.16 IATA presented WP/46 to draw attention to intended efforts by states to limit or reduce aircraft engine emissions by imposing taxes and levies, and with the fears and expected negative effects of such actions on airline operators, particularly those in developing countries and the local economy, and therefore recommending States to follow what is contained in ICAO's Policies on Taxation in the Field of International Air Transport (Doc 8632). The Meeting took note of this recommendation.

7.17 IP/20, IP/21 and P/12 from EASA aimed to inform the Civil Aviation Authorities of the North American, Central American and Caribbean Region on the publication of the first ECAC Guidance on Sustainable Aviation Fuels (SAF). Similarly, EASA informed the Meeting on several activities in the field of Sustainable Aviation Fuels (SAF) that the EASA is undertaking since October 2020 with its Sustainable Aviation Programme in line with environmental protection regulations in the European Union (EU) to incentivize the aviation sector to continuously improve its environmental performance with a clear aim to decarbonize it. EASA encouraged the Meeting to move fast, the earlier the better, especially in light of the forthcoming CAAF/3, to explore, together with departments of energy, environment, industry, agriculture, the singular potentials and opportunities of each State to produce or use SAF.

7.18 Cuba presented IP/07 with their progress in environmental matters, focused on activities aimed at reducing CO2 emissions from the aircraft fleet of air operators.

7.19 Following these deliberations and the LTAG/ACT-SAF Workshop, the Meeting adopted the following Conclusion:

CONCLUSION	
NACC/DCA/11/9	PARTICIPATION ON ICAO LONG TERM ASPIRATIONAL GOAL (LTAG) AND ACT-SAF PROGRAMME
<p>What:</p> <p>That considering the timeliness and active engagement by all aviation stakeholders for the successful achievement of aviation environmental goals, States:</p> <p>a) support the LTAG implementation, in particular further engagement in the ICAO ACT-SAF programme to promote the development and deployment of SAF within and outside the NAM/CAR Regions, through close coordination under ICAO;</p> <p>b) submit updated and quantified State Action Plans to ICAO preferably by the end of June 2024, encompassing innovations in technologies and cleaner energies, outlining respective policies, actions and roadmaps, including long-term projections, and ensuring the use of the best available data as supported by ICAO guidance and tools;</p> <p>c) consider participating in the different Environment and SAF Promoting initiatives like the Ad-hoc group of the Environment Macro-task of LACAC, ACI-LAC Airport Carbon Accreditation Programme, and others; by the NACC/DCA/12 and</p> <p>d) support and actively participate in the CAAF/3 preparatory process, including the ICAO LTAG Stocktaking and pre-CAAF/3 Policy/Finance Consultation events from 11 to 13 July 2023, and the pre-CAAF/3 Outcomes Consultation event in September 2023, toward a robust ICAO global framework for aviation cleaner energy to be agreed at CAAF/3.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>To ensure active participation and commitment from States and industry for accomplishing the Aviation LTAG and the decarbonization of aviation.</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>	

Agenda Item 8 Ratification of International Air Law Instruments

8.1 Under WP/15 and P/13, the Secretariat explained the benefits of certain international air law treaties, particularly on providing summaries of the provisions and benefits of six of the most relevant international air law instruments and informing on the ratification process and an overview of the resources available for States to assist them with ratification.

8.2 The six most relevant treaties, listed below, are aimed at, respectively, increasing the representation of States in the Council and the Air Navigation Commission (ANC), modernizing the compensation rules for liability arising in the international carriage of passengers, baggage, and cargo; dealing with new and emerging threats against civil aviation; and responding to the escalation of the frequency and severity of unruly and disruptive behaviour on board aircraft. The ratification status of each State of the NACC regions with respect to these international air law treaties was informed to the Meeting. These treaties were:

- Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 50 (a)] (Doc 10077)
- Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 56] (Doc 10076) (Montréal, 2016)
- The Protocol of Amendment to Article 50 (a)
- Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation (Doc 9960)
- Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft (Doc 9959) (Beijing, 2010)
- Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft (Doc 10034) (Montréal)

8.3 More information on the above [list of six international air law treaties](#) can be found on the ICAO Treaty Collection Website. This list is not intended to be exhaustive, and States may wish to consider ratifying other international air law instruments that they are not yet party to. A comprehensive list of international air law instruments is also available on the ICAO Treaty Collection Website at www.icao.int/treaty.

8.4 The ICAO Treaty Collection Website (www.icao.int/treaty) provides resources for States to assist them with the ratification of international air law treaties. The Treaty Collection contains administrative packages providing guidelines for the ratification of, or accession to, international air law instruments in order to assist States in the ratification process. These administrative packages contain information on the historical background of the treaty, a summary of the main provisions of the treaty, and the main reasons and benefits for ratification. These packages also contain model instruments of ratification/accession.

8.5 The Treaty Collection Website also contains documents such as [lists of Parties](#) to all international air law instruments as well as [forms](#) indicating the current status of individual ICAO Member States with respect to international air law instruments. A [composite table](#) indicating the status of all ICAO Member States with respect to international air law treaties is also made available on the Website.

8.6 With a view to promoting the ratification of international air law instruments and to assist Member States in their implementation, ICAO delivered legal seminars and workshops, the ICAO International Air Law Course as well as other similar events, which include segments on ratification. Meetings of the Civil Aviation Legal Advisers Forum (CALAF) could also include ratification of air law instruments in its agenda. In this connection, the NACC States were encouraged to make use of these events for the continuous training and development of their legal advisers and to consider hosting such events in their States and regions.

8.7 Moreover, in the margins of Assembly Sessions, the Organization hosts a Treaty Event which provides special facilities for Member States to deposit instruments of ratification to international air law treaties for which ICAO acts as depositary. ICAO's Legal Affairs and External Relations Bureau is also available to provide assistance to States encountering difficulties in the process of ratification of international air law instruments. It can be contacted by e-mail at treaty@icao.int or officeleb@icao.int.

8.8 The Directors General of Civil Aviation can play an important role in promoting ratification of international air law treaties by acting as subject matter experts and advising on the importance of ratification before the competent authorities (government agencies) within their State, by coordinating with the competent authorities to follow the progress of ratification, and by facilitating consultations on ratification with industry and other stakeholders (e.g., the general public).

8.9 ICAO thanked the responses received from States on the ratification of the different Air Law instruments and encouraged that by 31 December 2023 they inform ICAO, of their progress towards the ratification of international air law treaties by using the DGCA tracking matrix set out in Appendix B to WP/15.

Agenda Item 9 Other Business

Gender Equality Activities

9.1 Under P/07, the Secretariat provided updates on the gender equality related activities mentioning GREPECAS Conclusion GREPECAS/20/09 "Support for Gender Equality-Promotion of the Participation of Women in the Global Aviation Sector", by which the NAM/CAR Regions focus on ensuring that the States incorporate the best professionals in their areas of activity, regardless of gender, and along the way, preconceived ideas about the incorporation of women in this field are dispelled. Through the coordination carried out with the NAM/CAR States, the support and designation of a contact point was requested to share information on:

- a) Programmes or guidelines that their Administrations have established to promote gender equality in the Organization.
- b) Statistics indicating the number of women working in each area of your organization.
- c) Lessons learned regarding the programmes/policies implemented by the organization on this matter.

9.2 The Secretariat confirmed the commitment of the NACC Regional Office to this initiative, particularly when considering the enormous social and economic benefits that the incorporation of women in aviation entails, and invited States to support the regional project to develop the Guide to support the empowerment of women in aviation to be presented at GREPECAS/21 next November.

9.3 Under WP/29, the Central American States provided information about the actions proposed by the Central American Corporation for Air Navigation Services (COCESNA), in reference to the ICAO Programme for Gender Equality that promotes the participation of women in the global aviation sector. Additionally, States and Organizations were urged to develop policies, establish goals, develop plans that promote gender equality in aviation; and invites you to share the lessons learned and the benefits obtained with your implementations for the benefit of other States and Organizations.

State Contributions to ICAO

9.4 Under WP/16, the Secretariat presented the status of NACC State contributions to ICAO and urged States to take the necessary measures to fulfil their financial obligations to ICAO in an urgent manner. ICAO depends on the State assessments to carry out its mandate. Cooperation is requested to collect all outstanding contributions.

Recognitions

9.5 In recognition to their work trajectories and achievements in the CAR Region in support of States, ICAO presented recognitions to the following representatives and authorities:

- a) Mr. Nicholas Robinson, former Director General of Civil Aviation of Canada;
- b) Mr. Nari Williams-Singh, former Director General of Civil Aviation of the Jamaica Civil Aviation Authority;
- c) Mr. Carlos Salazar, former Director General of the Nicaraguan Civil Aviation Institute (INAC); and
- d) Mr. José Antonio Ruiz, Regional Director, Safety and Flight Operations. The Americas, IATA (submitted on 25 June 2023)

Planning of NACC/DCA Meetings

9.6 Under WP/43 Rev, the Meeting commented the timely coordination of NACC/DCA events in order to conduct them considering the hurricane season in the Caribbean. The Secretariat reassured the Meeting that active coordination and planning are always done to take the necessary actions whenever a natural phenomenon affects the events, based on the actual venue and host State considerations.

9.7 Under WP/17, the Secretariat recalled the Rotational Scheme for States and Territories hosting the NACC/DCA meetings, by which in accordance with the Terms of Reference agreed during the NACC/DCA/07 meeting, the NACC/DCA meets as per the following rotational scheme: Central America, North America, Eastern Caribbean and Central Caribbean. In this regard, the Meeting congratulated and thanked Belize for hosting the NACC/DCA/12 Meeting in Central America.



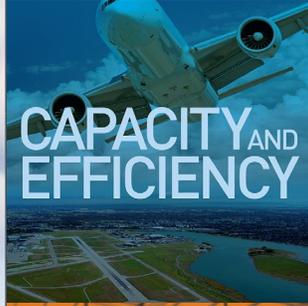
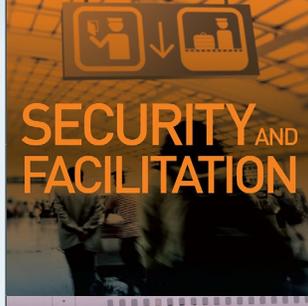
International Civil Aviation Organization (ICAO) North American, Central American and Caribbean (NACC) Systemic Assistance Programme (SAP)

Continuity and Commitment Statement 2023 – 2025

between the Civil Aviation Authorities of North America (NAM), Central America and the Caribbean (CAR) and the ICAO NACC Regional Office

1. **WHEREAS** the ICAO NACC Regional Office and the NACC States established the foundation of the Systemic Assistance Programme (SAP) for the NAM/CAR Regions through the signature of the **DECLARATION OF INTENTION** during the Sixth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/06), held in Nassau, Bahamas, in May 2016;
2. **WHEREAS** the SAP was born from the application of the initiative “No Country Left Behind (NCLB)” of the ICAO to assist the States of the regions on the application of the Standards and Recommended Practices (SARPs) of ICAO;
3. **WHEREAS** the ICAO NACC Regional Office and the Civil Aviation Authorities of the NAM/CAR Regions have as a common purpose the orderly and safe development of aviation in their States and in the region, enhancing their levels of implementation and compliance with ICAO SARPs,
4. **WHEREAS** regional cooperation is and has been a core element for the development of civil aviation in the NAM/CAR Regions;
5. **CONSIDERING** that ICAO’s strategic objectives are linked to 13 of the 17 United Nations Sustainable Development Goals (SDGs);
6. **CONSIDERING** the successful results and outcomes of the NACC SAP since its start in May 2016 and up to date; and recognizing the optimizations conducted by the ICAO NACC Regional Office to the Programme since February 2023;
7. **CONSIDERING** that, in accordance with Article 37 of the International Civil Aviation Convention, each contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in that such uniformity will facilitate and improve air navigation; and
8. **CONSIDERING** that the ICAO Business Plan for 2023-2025, approved in the 41th session of the ICAO Assembly (A41) in October 2022, revolves around transformation, innovation, efficiency and effectiveness in delivery and reporting on ambitious results, to best support its Member States to recover from this unprecedented crisis from the COVID-19 pandemic;
9. The Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/11), **DECLARES** ITS commitment and desire for continuity of the ICAO Systemic Assistance Programme achieving the following regional targets:



ICAO Strategic Objectives	Indicator	Description of Indicator	2023	2024	Target End
	i) Effective implementation of the Universal Safety Oversight Audit Programme in all technical areas (average State Safety Programme (SSP) foundation)	This indicator measures effective implementation of the Universal Safety Oversight Audit Programme	75.32%	78.32%	80%
	ii) Level of implementation of SSP	This indicator measures the level of implementation of SSP	75%	80%	92.61%
	iii) % of Aerodrome Certification	This indicator measures the percentage of international aerodrome certification listed in the Regional Air Navigation Plan	67%	75%	85%
	iv) Level of implementation in AIG	This indicator measures the level of implementation in AIG	69%	73%	78%
	i) Average Regional percentage of Global Air Navigation Plan (GANP) ASBU modules/elements implemented by States according to the Regional Air Navigation Plan (ANP).	This indicator measures the maturity of ASBU implementation in the regions. This indicator measures the average GANP ASBU applicable implementation. Participants refer to States.	45%	60%	70%
	ii) Number of Air Navigation Deficiencies	This indicator measures the number of air navigation deficiencies	80%	60%	45%
	iii) Development/Update of the National Air Navigation Plan (NANP)	This indicator measures the number of NANP developments or update according in the GANP of 7th version	40%	55%	60%
	i) Effective Implementation (EI) Universal Security Oversight Programme (USAP)	This indicator measures results of the effective implementation under the Universal Security Oversight Programme	72%	78%	80%
	ii) Percentage of States with National Air Transport Facilitation Committees (NATFC) established	This indicator measures the percentage of States that have established national air transport facilitation committees	80%	90%	100%
	Level of coverage of reporting of official aviation statistics by Member States to ICAO at a regional level	This indicator measures the percentage of States providing required air transport data by ICAO statistical region	> 95%	> 95%	> 95%
	i) Number of States that have developed SAP	This indicator measures the number of States that have developed SAP	16%	18%	20%
	ii) Increase in the number of States that have volunteered to participate in the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)	This indicator measures the level of State's engagement in CORSIA, and the CO2 emissions reduction and environmental integrity of CORSIA	17%	18%	19%

10. This Statement takes effect by the NACC/DCA/11 Meeting held in Varadero, Cuba, 29 June 2023.

— END —



APPENDIX B
SAFETY IMPLEMENTATION ACTIVITIES IN THE NAM/CAR REGIONS

As part of the technical assistance activities performed by the ICAO NACC RO under the No Country Left Behind (NCLB) strategy to support and improve the effective implementation of the NAM/CAR States' Safety Oversight Systems (SOS), the ICAO NACC RO conducts several initiatives and projects in safety oversight matters, such as:

- a) State Safety Programme (SSP) implementation project, including SSP Points of Contact (PoCs) Working Groups (WPs) and National Aviation Safety Plan (NASP) implementation project
- b) National Continuous Monitoring Coordinators (NCCMC) Working Groups
- c) Regulatory framework comparison project
- d) Safety Oversight System (SOS) Improvement Project
- e) Project to Develop Guidance to Support Air Navigation Services (ANS) Safety Oversight

Each one of them supports specific ICAO requirements (Annex 19, GASP, Doc 9734, among others). With the almost complete recovery of air operations after the pandemic, the NACC RO has continued updating its projects. The status of their implementation is detailed in WP/06.

**APPENDIX C
NACC/WG STRUCTURE**

