



# ICAO

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

NACC/WG/RAP/03 — WP/02  
19/02/25

## Third Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group (NACC/WG/RAP/03)

ICAO NACC Regional Office, from 24 to 27 March 2025

**Agenda Item 2:** Follow-up to the Conclusions, Decisions and Previous Agreements of the NACC/WG, CAR/SAM Regional Planning and Implementation Group (GREPECAS) and related regional air navigation initiatives

### Follow-up to Conclusions, Decisions and previous agreements the NACC/WG/09

(Presented by Secretariat)

EXECUTIVE SUMMARY	
This working paper will allow the evaluation of the conclusions and decisions of the NACC/WG/09 meeting, its status and the proposals of responsibility that each NACC/WG member Working Group should develop as part of its work plan.	
<b>Action:</b>	Suggested actions are presented in Section 2
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Economic Development of Air Transport</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Ninth Meeting of the North, Central America and Caribbean Working Group (NACC/WG/09) <a href="#">NACC/WG/9</a></li></ul>

## 1. Introduction

1.1 This study note follows up on the decisions and conclusions of the NACC/WG/09 meeting, the work carried out by the different air navigation areas and the reports made by the different NACC/WG Task Groups.

## 1.2 Conclusions:

Number	Conclusions	Status
NACC/WG/09/01	Improvement of the safety target level of RVSM airspace in the CAR region	Valid
NACC/WG/09/02	Improved performance measurement of NSAs in NAM/CAR regions	Valid
NACC/WG/09/03	Supports implementation of performance-based metrics for NAM/CAR regions	Valid
NACC/WG/09/05	Implementation of the OPMET exchange under IWXXM	Valid
NACC/WG/09/08	Action plan for the implementation of the FFI-CE module of ASBU	Valid
NACC/WG/09/10	Projects and activities of the CAR region in GREPECAS	Valid

## 1.3 Decisions:

Number	Decisions	Status
NACC/WG/09/04	Approval of the optimized airspace concept document for the CAR 2025-2030 region.	Completed
NACC/WG/09/06	MET/TF 2025 Work Program Priorities	Valid
NACC/WG/09/07	Status of implementation of communications, navigation, surveillance and frequencies in the CAR region.	Valid
NACC/WG/09/09	Establish a more versatile work agenda for the NACC/WG multidisciplinary group.	Completed
NACC/WG/09/11	Update the NACC/WG structure	Completed

1.4 The conclusions and decisions still valid need to be reviewed and the status of implementation needs to be updated according to the results of the meeting and integrated into the work plan of each NACC/WG.

1.5 It is also important for each conclusion/decision to define the role and responsibilities of each Task Force. In addition to being integrated into a follow-up plan to measure its evolution.

1.6 Appendix A of this study note lists a series of recommendations emanating from the 14th Air Navigation Conference in 2024 that are important recommendations to consider in the regional planning process.

1.7 Appendix B of this study note presents the list and actions defined at the NACC/WG/09 meeting.

## **2. Suggested Actions**

2.1 Invited to the Meeting are:

- a) Review and update information on decisions and conclusions that are still valid
- b) Include the information provided in the regional planning process
- c) Include the corresponding activities in the GREPECAS projects; and
- d) Any other action required.

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— END —

## APPENDIX A Recommendations

### Agenda Item 1: Update on the ICAO 2023-2025 Business Plan and long-term strategic planning

#### Realignment of the ICAO 2023-2025 Business Plan

**Recommendation 1.1/1** — Support the programmatic approach to ICAO business planning initiated with the 2023-2025 Business Plan, priority areas of interest. This recommendation invites States to include in their planning the priorities identified by ICAO Member States and ICAO itself. To work with the different stakeholders in the inclusion of these goals in their planning.

**Recommendation 1.1/2** — Resilience of the air navigation system.

- That States:

- a) implement airspace optimization initiatives covered by ICAO provisions, such as air traffic flow management, flexible use of airspace and civil-military cooperation;
- b) exchange information in advance on known and anticipated disruptions;

**Recommendation 1.2/1** — Work to improve the harmonization of the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP). That they review and incorporate changes to the GASP and GANP that will be integrated into the Assembly in 2025.

**Recommendation 1.3/1** — Evolution of the Technical Commission of the ICAO Assembly.

*That States prepare their participation, including the submission of working papers to the Technical Committee of the 42nd session of the Assembly, focusing in particular on issues related to the Global Aviation Safety Plan, the Global Air Navigation Plan, new Assembly resolutions and amendments to existing resolutions.*

### Agenda Item 2: Timely and safe use of new technologies

#### Evolving aircraft technologies contributing to the LTAG (Long-Term Global Goal).

**Recommendation 2.1/1** - Evolving aircraft technologies contributing to the Long-Term Ambitious Goal. That States in collaboration with industry, assess the compatibility of existing aerodrome infrastructure and operational procedures with new aircraft technologies and identify changes required to achieve their full integration.

#### Safety risks associated with the evolution of evolving aviation technologies

**Recommendation 2.2/1** — Safety risks associated with new and evolving aviation technologies and concepts. Enhance the exchange of information, challenges, regulatory approaches and best practices with relevant ICAO expert groups, symposia and conferences regarding the safe introduction of new and evolving aviation technologies and concepts.

**Recommendation 2.2/2** – Interference to the global navigation satellite system and contingency planning. That States ensure that effective mitigation measures for radio frequency interference to the global navigation satellite system are implemented.

**Recommendation 2.3/1** – Draft 2026-2028 edition of the Global Aviation Safety Plan (GASP, Doc 10004). That States agree to include the proposed objectives and targets in the draft 2026-2028 edition of the Global Aviation Safety Plan (GASP).

**Recommendation 2.3/2** – Turbulence episodes as a global safety risk. That States exchange experiences and best practices in relation to turbulence episodes; and b) establish mechanisms to improve the availability of special Aero notifications.

### **Agenda Item 3: Air Navigation System Performance Improvements**

#### **Proposals to improve the efficiency of air navigation services contributing to the LTAG**

Under this agenda the Fourteenth Air Navigation Conference covered the topics of:

- a) Airspace optimization
- b) Trajectory-based operations
- c) Airspace classification and promotion of airspace delegation opportunities
- d) Special transport operations
- e) Upper airspace operations
- f) Ground-based augmentation system and satellite-based augmentation system

And provided the following recommendations:

**Recommendation 3.1/1** - Draft 30/10 - Optimized application of longitudinal separation minima. Application of longitudinal separations of 55.5 km (30 NM) or less in oceanic and remote airspace, and 19 km (10 NM) or less elsewhere.

**Recommendation 3.1/2** - Study on the feasibility of establishing an ICAO air navigation efficiency programme.

**Recommendation 3.1/3** - Facilitate the successful deployment of trajectory-based operations. States and regions should facilitate this implementation.

**Recommendation 3.1/4** – Free route airspace. Collaboration between States to expedite this implementation.

**Recommendation 3.1/5** – Delegation of responsibility for the provision of air traffic services. That ICAO develop a framework to assist States considering delegating responsibility for the provision of air traffic services.

**Recommendation 3.1/6** – Safe integration of space transport operations into the airspace system. Collaborate with Member States and international organizations to identify, compile and publish best practices.

**Recommendation 3.1/7** – Upper airspace operations.

***Phase-out of legacy systems***

**Recommendation 3.2/1** – Phase-out and/or optimize the use of legacy systems. Migration to more modern CNS systems.

**Recommendation 3.2/2** – Transition to flight and flow information services for the cooperative environment and cessation of the ICAO 2012 Flight Plan by 2034.

Eighth edition of the Global Air Navigation Plan (GANP)

**Recommendation 3.3/1** — Update of the global strategic level of the seventh edition of the Global Air Navigation Plan (GANP, Doc 9750). Approve the new version of the GANP.

**Recommendation 3.3/2** — Update of the global technical level of the seventh edition of the Global Air Navigation Plan and its regional and national levels. Focus on reducing CO2 emissions.

**APPENDIX B**  
**List of Valid Conclusions and Decisions**

<b>CONCLUSION</b> <b>NACC/WG/09/01</b>		<b>IMPROVE CAR REGION RVSM AIRSPACE TARGET LEVEL OF SAFETY</b>
<b>What:</b>  That, to improve safety performance of the CAR Region RVSM airspace: <ul style="list-style-type: none"> <li>a) Curacao, Dominican Republic and Haiti, in coordination with the Secretariat, develop and implement an action plan to reduce the Target Level of Safety (TLS) in their respective FIRs, no later than 15 December 2024;</li> <li>b) United States Air Traffic Control Centres (ATCC) notify adjacent facilities when a coordination error occurs;</li> <li>c) the Secretariat analyse the link between the operational conditions of the FIRs that exceed the TLS and the lack of implementation of essential ANS elements; and</li> <li>d) the Secretariat report to the NACC/WG/10 meeting the results of these actions.</li> </ul>	<b>Expected impact:</b>  <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b>  To enhance provision of ANS in the RVSM airspace of the CAR Region		
<b>When:</b> By NACC/WG/10 Meeting	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:		

<b>CONCLUSION</b> <b>NACC/WG/09/02</b>		<b>ENHANCE ANS SAFETY PERFORMANCE MEASUREMENT IN THE NAM/CAR REGIONS</b>
<b>What:</b>  That, to support the implementation of the performance measurement framework proposed by the CAR/SAM Regional Air Navigation Plan Volume III, <ul style="list-style-type: none"> <li>a) the NACC/WG reiterated to GREPECAS the request to coordinate with the RASG-PA the air navigation safety performance measurement in the NAM/CAR regions;</li> <li>b) ICAO included in the training activities on KPIs information to support the measurement of safety performance using the GANP safety performance indicators; and</li> <li>c) the Secretariat report to the NACC/WG/10 meeting the progress with the completion of these activities</li> </ul>	<b>Expected impact:</b>  <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	

<b>Why:</b> To enhance ANS safety performance in the NAM/CAR Regions	
<b>When:</b> By NACC/WG/10 meeting	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

<b>CONCLUSION</b> <b>NACC/WG/09/03</b>		<b>SUPPORT THE IMPLEMENTATION OF PERFORMANCE-BASED METRICS FOR THE NAM/CAR REGIONS</b>
<b>What:</b>  That, with the aim of providing greater support to the States and Territories of the NAM/CAR Regions in the implementation of efficient performance measurement mechanisms in the provision of air navigation and airport services  a) The Meeting approve the recommendations presented in Section 3.12 of this report; b) the Secretariat monitor and report progress to the NACC/WG/10 Meeting; c) the NACC/WG endorse the KPIs presented in Section 3.13 of this report, and d) the NACC/WG Airspace Optimization (AO) and ATFM Task Force Rapporteurs work with the Secretariat to address the request of Section 3.15 of this report and inform the progress to the NACC/WG/10 Meeting.		<b>Expected impact:</b>  <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> To support the implementation of GANP performance indicators in the NAM/CAR Regions		
<b>When:</b> By the NACC/WG/10 Meeting	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	NACC/WG Airspace Optimization and ATFM Task Force Rapporteurs	

<b>DECISION</b> <b>NACC/WG/09/04</b>		<b>APPROVAL OF THE OPTIMIZED AIRSPACE CONCEPT DOCUMENT FOR THE CAR REGION 2025-2030</b>
<b>What:</b>  That, the Optimized Airspace Concept Document for the CAR Region (2025–2030) included as Appendix A to NACC/WG/09 WP/13, which outlines a comprehensive framework for enhancing airspace management across the CAR region is approved.		<b>Expected impact:</b>  <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical



<b>Why:</b> To meet growing regional aviation demands, reduce environmental impacts, and improve safety and efficiency.	
<b>When:</b> Immediately	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other	

CONCLUSION NACC/WG/09/05		IMPLEMENTATION OF OPMET EXCHANGE UNDER IWXXM
<b>What:</b> That the COMM/TF prepare a report on:  a) the AMHS FTBP capabilities of the NAM CAR States, and, b) the implementation capabilities for source-generated IWXXM by the NACC/WG/10 Meeting.	<b>Expected impact:</b>  <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> Given the requirement for FTBP capabilities within AMHS systems to exchange under IWXXM, it is needed to assess the status and capabilities of States in the NAM CAR regions. This information will enable the development of the interoperability tests for the exchange of OPMET data over AMHS according to the IWXXM model to support States in meeting the IWXXM requirements.		
<b>When:</b> In the NACC/WG/10 Meeting	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other: COMM/TF		

DECISION NACC/WG/09/06		MET/TF 2025 WORK PROGRAM PRIORITIES
<b>What:</b> That, the following priorities guide the MET/TF' 2025 work programme:  a) Continuation of the MET BBB verification process based on collaboration between CAAs and MET Service Providers. b) Implementation of a quality management system in MET processes, encompassing Qualifications, competencies, education, and training of meteorological personnel, and Evaluation of the operational accuracy of measurements or observations and forecasts. c) Exchange of OPMET message information in IWXXM format. d) Provision of harmonized SIGMET messages.	<b>Expected impact:</b>  <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	

e) Conduct of a workshop on severe meteorological phenomena and aviation in June 23-27, 2025, in collaboration with the SAM RO and World Meteorological Organization. f) Organization of the NAM CAR SAM Workshop on Amendment 82 to ICAO Annex 3 (August 26-28, 2025), addressing the implementation of ICAO Doc. 10157 Procedures on Air Navigation Services (PANS-MET).	
<b>Why:</b> To promote the implementation of MET services as outlined in Annex 3 of the eANPs and within the BBBs and ASBU frameworks. To assess implementation status and monitor MET service performance, enhance States' capabilities for safety oversight of MET Service Providers and identify and address air navigation deficiencies in MET services.	
<b>When:</b> NACC/WG/10	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

<b>DECISION</b> <b>NACC/WG/09/07</b>		<b>STATUS OF IMPLEMENTATION IN COMMUNICATIONS,          NAVIGATION, SURVEILLANCE AND FREQUENCIES OF THE CAR          REGION</b>
<b>What:</b> <p>That, the CNS Task Forces of the NACC/WG develop the implementation status of the CAR infrastructure in operation that allows the NACC/WG to define priorities in terms of implementation and to develop the implementation and operational improvements necessary with the available infrastructure by the NACC/WG/10 as follows,</p> <p>a) The NACC/WG/SURV and the Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD) develop an analysis of the coverage of the surveillance systems available in the region, integrating the technical characteristics and the coverage at different operational levels, and will also indicate the areas in which there is no surveillance data coverage;</p> <p>b) the COMM/TF and the Eastern Caribbean Network Technical Group Meeting (E/CAR/NTG) present the status of the regional implementations and the capacity of the regional communication systems;</p> <p>c) the COMM/TF present the information regarding the infrastructure of the air navigation systems; and</p> <p>d) the NACC/WG/FREQ/TF present updated information on frequencies used in the region.</p>	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical	
<b>Why:</b>		

— A5 —

Having the CNSS implementation level is important to define the operational improvements at the regional level that can be implemented at the moment and to identify the priorities.	
<b>When:</b> NACC/WG/10	<b>Status:</b> <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	COMM/TF, SURV/TF, FREQ/TF, ECAR/NTG and ECAR/RD

CONCLUSION NACC/WG/09/08		ACTION PLAN FOR THE IMPLEMENTATION OF THE ASBU FFI-CE MODULE	
<b>What:</b>  That, the AIM/TF develop an action plan for the implementation of the ASBU FFI-CE Module by the NACC/WG/10 to support the transition to flight and flow information services for the cooperative environment and cessation of the ICAO 2012 Flight Plan by 2034.		<b>Expected impact:</b>  <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical	
<b>Why:</b>  It is important that the NAM/CAR region manage the steps necessary to successfully achieve the transition.			
<b>When:</b> NACC/WG/10		<b>Status:</b> <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:		AIM/TF	

CONCLUSION NACC/WG/09/10		CAR REGION PROJECTS AND ACTIVITIES IN GREPECAS	
<b>What:</b>  That, the NACC/WG Multidisciplinary Group and the Secretariat evaluate the current GREPECAS projects, the objectives defined and desired to be achieved in the projects, and establish the work areas of the NACC/WG that should be reflected in GREPECAS, establish priorities and identify which ones should be worked jointly with the SAM Region by the NACC/WG/10.		<b>Expected impact:</b>  <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical	
<b>Why:</b>  The NACC/WG supports the programs and projects approved by GREPECAS, with a focus on the priorities and needs of the CAR Region and the NACC/WG work plan should reflect the objectives and priorities of the CAR Region.			
<b>When:</b> NACC/WG 2025 Multidisciplinary Group Meeting		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:		NACC/WG Multidisciplinary Group	

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