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

Eight North American, Central American and Caribbean Working Group Meeting

(NACC/WG/8)

Final Report

Mexico City, Mexico, 29 August to 1 September 2023

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HISTORICAL

ii.1   Place and Date of the Meeting

The Seventh North American, Central American and Caribbean Working Group Meeting (NACC/WG/07) was held at the ICAO NACC Regional Office in Mexico City, Mexico, from 29 August to 1 September 2022.

ii.2   Opening Ceremony

Mr. Christopher Barks, Regional Director of the North American, Central American and Caribbean (NACC) Regional Office of the International Civil Aviation Organization (ICAO), provided opening remarks. He reported that the latest ICAO analyses reveal clear signs of a strong air traffic recovery, characterized by high demand, increased airline confidence, and a series of regional improvements. He also mentioned that in the NAM/CAR Regions, areas were identified that achieved a 99% recovery as compared to April 2019.

He pointed out that this situation of air transport recovery in the NAM/CAR Regions is accompanied by the urgent need to expand and improve aeronautical infrastructure services in line with said growth, as well as the increase in the capacity and efficiency of air navigation services. Therefore, even greater efforts from NAM/CAR Member States to face these challenges and to overcome the challenges, as well as regional collaboration, will be key to the success of future improvements.

He also highlighted the role played by the NACC Regional Office to foster a series of collaborations through its data-driven monitoring approach and systemic assistance programme. Mr. Barks thanked all the States and Territories that are part of the North American, Central American and Caribbean Working Group, for their efforts and collaborative work with the ICAO implementation support services, provided in a more holistic and integrated manner.

Mr. Barks emphasized that one of the objectives of this Working Group is to provide support in the aviation systems planning and development processes, identifying regional goals in the short, medium, and long terms, and supporting the States in the development of their air navigation plans. He added that the agreements reached at the last GREPECAS meeting in November 2023 established several interregional coordination activities that this Working Group shall comply with, as well as support the priorities of air navigation services that the States and Territories themselves require to follow-up on better planning of Volume III of the CAR/SAM Regional Air Navigation Plan.

The Regional Director noted that with the support and commitment of the NACC/WG, the high-priority regional issues related to sustainability, resilience, implementation support, gender equality, and improving air connectivity, among others, as exchanged by the Directors of civil aviation at the last NACC/DCA/11 in Varadero, Cuba, will come true with its hard work.

Finally, he explained that for these reasons the NACC/WG is one of the most important regional implementation mechanisms for air navigation, and that it is the operational and planning arm of the NAM/CAR regional implementation. He added that the importance of this forum is to be the scenario where the different air navigation and aerodromes fields converge, which helps foster n discussions on implementation, integration, and decisions that benefit the NAM/CAR States.

He congratulated the progress that this Group has had recently with the work of its Task Forces, especially with the recent MET and AGA ones, that seek to be more effective. He recalled that the NACC Regional Office and ICAO Headquarters remain fully committed to working as one ICAO to address these challenges, especially small island developing States, and invited open and active participation to encourage the exchange of information, define priorities, identify challenges and needs of the NAM/CAR Regions and above all provide the best recommendations for regional benefit.

Mr. Barks welcomed the NACC/WG Chairperson, Mr. Julio Mejía, who also welcomed the members of the NACC/WG and briefed on the meeting's expectations.

ii.3 Officers of the Meeting

The NACC/WG/08 Meeting was held with the participation of the Chairperson, Mr. Julio Mejia, who chaired the meeting plenary. Mrs. Mayda Ávila, Regional Officer, Communications, Navigation and Surveillance (CNS), served as Secretary, supported by Mr. Raúl Martinez, Regional Officer, Aeronautical Information Management (AIM), Mr. Luis Sanchez, Regional Officer, Aeronautical Meteorology and Environment (MET), Mr. Eddian Mendez, Regional Officer, Air Traffic Management and Search and Rescue (ATM/SAR), Mrs. Fabiana Todesco, Regional Officer, Aerodromes and Ground Aids (AGA), and Mr. Ernie Snyder, Regional Officer, Air Traffic Management and Search and Rescue (ATM/SAR).

ii.4 Working Languages

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. Presentations were available in the original language provided.

ii.5 Schedule and Working Arrangements

It was agreed that the working hours for the sessions of the meeting would be from 09:00 to 16:00 hours daily with adequate breaks. Ad hoc Groups were created during the Meeting to do further work on specific items of the Agenda.

ii.6   Agenda

Agenda Item 1:   Review and Approval of the Meeting Agenda, Work Method and Schedule

Agenda Item 2:   Follow-up to the Conclusions and Previous Agreements of NACC/WG, CAR/SAM Planning and Implementation Regional Group (GREPECAS) and Other Related Matters

2.1   Review of valid conclusions/decisions from meetings related to NACC/WG, Rapporteurs Meeting (NACC/WG/RAP), Twentieth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/20), and Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/11) activities.

2.2   Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme (MCAAP) approved ANS projects to be developed during 2023 and first half of 2024.

Agenda Item 3:   Follow-up of NACC/WG 2022-2023 Action Plan

3.1   Presentation by the Task Forces (TF) of the analysis of the Basic Building Blocks (BBB) in the different areas of air navigation.

3.2   Presentation by the TFs of the Implementation analysis to the Aviation System Block Upgrade (ASBU) elements.

3.3   Presentation by the Airspace Organization (AO)/TF, Air Traffic Flow Management (ATFM)/TF and Surveillance (SURV)/TF on the available information for the development of the Key Performance Indicators (KPIs) for regional measurement.

3.4   NACC/WG progress in Aeronautical Information Management (AIM) and Aeronautical Meteorology (MET).

3.5   NACC/WG progress in technology: Air Traffic Services Inter-facility Data Communication (AIDC), SURV, Communication Management (COMM), and Aeronautical Frequencies (FRE).

3.6   NACC/WG progress in operations: AO, Air Traffic Management (ATM), Search and Rescue (SAR), ATFM and Aerodromes and Ground Aids (AGA)

ii.7   Attendance

The Meeting was attended by 14 States/Territories from the NAM and CAR Regions, 3 International Organizations and 4 representatives of the industry, totalling 59 delegates as indicated in the list of participants.

ii.8   Conclusions and Decisions

The Meeting recorded its activities as Draft Conclusions and Decisions as follows:

CONCLUSIONS: Activities requiring endorsement by the Directors of Civil Aviation of North American, Central American and Caribbean (NACC/DCA).

DECISIONS: Internal activities of the NACC Working Group (NACC/WG).

ii.8.1   List of Conclusions/Decisions

Conclusions

Number	Title	Page
NACC/WG/08/C/03	*VOLUME III OF THE CAR/SAM ELECTRONIC AIR NAVIGATION PLAN (EANP)*	5-2

Decisions

Number	Title	Page
NACC/WG/08/C/01	*VERIFYING PROCESS OF THE MET BBB*	5-1
NACC/WG/08/D/02	*UPDATING OF BBB AND USOAP PQ DOCUMENTS*	5-2
NACC/WG/08/C/04	*PRIORITIZE THE IMPLEMENTATION OF AIDC PROTOCOLS IN THE REGION*	5-3
NACC/WG/08/D/05	*STANDARDIZATION OF REJECTED AND (REJ) AND ACKNOWLEDGED (ACK) MESSAGES*	5-4
NACC/WG/08/C/06	*SIGNING OF AGREEMENT WITH EUROCONTROL FOR THE USE OF BADA*	5-4
NACC/WG/08/C/07	*FOLLOW-UP OF IMPROVEMENT INITIATIVES IN THE SAR PROVISION*	5-5
NACC/WG/08/D/08	*MULTIDISCIPLINARY GROUP ON THE OPERATION OF UNMANNED AIRCRAFT IN THE REGION*	5-6
NACC/WG/08/D/09	*UPDATE OR DEVELOPMENT OF THE AIR NAVIGATION PLANS OF THE CAR STATES*	5-6

ii.9 List of Working and Information Papers and Presentations

Refer to the Meeting web page:
https://www.icao.int/NACC/Pages/meetings-2022-naccwg7.aspx

		WORKING PAPERS		
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01	1	Provisional agenda and schedule	25/08/23	Secretariat
WP/02	2.1	Follow-up on conclusions and decisions of previous meetings	11/08/23	Secretariat
WP/03	2.2	Projects in the area of air navigation to be executed under the Multi-Regional Civil Aviation Assistance Program (MCAAP)	12/08/23	Secretariat
WP/04	3.1	Presentation of the BBB implementation analysis in AIM	26/08/23	AIM/TF Rapporteur
WP/05		CANCELLED		
WP/06	3.1	Implementation analysis of the Basic Building Blocks (BBB) of the meteorological service for international air navigation	25/08/23	MET/TF Coordinator
WP/07 Rev.	3.6	Progress report of the Search and Rescue Implementation Task Force (SAR/TF)	15/08/23	SAR/TF Rapporteur
WP/08	3.1	Presentation of the BBB implementation analysis in the AGA area	26/08/23	Secretariat
NE/09	3.2	Desarrollo de los planes de navegación aérea de los Estados CAR	30/08/23	Secretariat

		WORKING PAPERS		
Number	**Agenda Item**	**Title**	**Date**	**Prepared and Presented by**
WP/10	3.1	Identification of inconsistencies in the icao guidance documents on the Universal Safety Oversight Audit Program (USOAP) Basic Building Blocks (BBB) and Protocol Questions (PQ)	07/08/23	Cuba
WP/11	3.1 3.2	Proposals to complement and customize the documents prepared by the ICAO NACC regional office to evidence by the states the implementation of the icao BBB and ASBU frameworks	23/08/23	Cuba
WP/12	3.6	Define Regional Performance Indicators (KPI) for regional operations	17/08/23	ATFM Rapporteur
NE/13	3.5	Informe de progreso del Grupo de tarea AIDC	30/08/23	AIDC Rapporteur
WP/14	3.4	AIM Task Force Sixth Meeting Report (Draft)	28/08/23	AIM/TF Rapporteur
WP/15	3.4	NACC/WG MET Task Force Report	25/08/23	MET/TF Coordinator
WP/16	3.5	ACTIVITIES OF THE COMM TASK FORCE, FORMERLY TMG/MEVA, IN 2022-2023	19/08/23	TF/COMM Rapporteur
WP/17	3.5	Follow up on the activities for better frequency management in the region	29/08/23	FRE/TF Rapporteur
WP/18	3.5	Progress Report on Surveillance Task Force Work Programme	25/08/23	United States
WP/19	3.5	Introduction to the first version of Annex 10, Volume VI	12/08/23	Secretariat
WP/20	3.6	Airspace Optimization Task Force Report to NACC WG Meeting	24/08/23	AOTF Rapporteur
WP/21	3.6	Progress work to update the CAR/SAM Air Navigation Plan (ANP) Volume I	02/08/23	Secretariat
WP/22	3.6	Progress report by the ATFM Task Force	18/08/23	ATFM Task Force Rapporteur
WP/23	3.1	AGA Task Force Report	31/08/23	Secretariat
WP/24	3.7	E/CAR/NTG/12 - E/CAR/RD/10 Meetings Ad-Hoc Groups Report	29/08/23	E/CAR/NTG Rapporteur
WP/25		CANCELLED		
WP/26	3.6	Report of the Third NAM/CAR Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/3)	30/08/23	Secretariat
NE/27	4.1	Presentación de los Términos de referencia del Grupo de trabajo de Norte América, Centro América y el Caribe (NACC/WG)	25/08/23	Secretariat
WP/28	4.2	Development of the CAR/SAM Region Electronic Air Navigation Plan (eANP) Volume III	29/08/23	Secretariat

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/29 Rev.	4.3	Development of the air navigation plans of the CAR States	12/08/23	Secretariat in Coordination with the ASBU/TF
WP/30	4.4	Integration of unmanned aircraft operations into air navigation operations	20/08/23	Secretaríat
WP/31	3.2	Implementation and improvement of Air Traffic Management (ARIES) Roadmap	18/08/23	CANSO
WP/32	3.8	The ASBU Status Update	18/08/23	ASBU Task Force Rapporteur
WP/33	3.1	Identification of inconsistencies in the ICAO guidance documents on the Universal Safety Oversight Audit Program (USOAP) Basic Building Blocks (BBB) and Protocol Questions (PQ)	07/08/23	Cuba

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01	--	List of working, information papers and presentation	31/08/23	Secretariat
IP/02	3.6	20-NM Performance-Based Longitudinal Separation (PBLS)	17/08/23	United States
IP/03	3.6	The FAA's Implementation Plan of the 23 NM Lateral Separation Standard	17/08/23	United States
IP/04	3.1	Basic Building Block (BBB) Implementation – Air Traffic Management	28/08/23	AO/Rapporteur
IP/05	5	Acknowledgement	30/08/23	Secretariat
IP/06	5	Acknowledgement	30/08/23	Secretariat

PRESENTATIONS

Number	Agenda Item	Title	Presented by
P/01	3.1	Regional Air Navigation Plan	Secretariat
P/02	4.4	Unmanned Aircraft Systems (UAS)	Secretariat
P/03	3.3	Air Traffic Flow Management (ATFM) Task Force	AO Rapporteur

PRESENTATIONS

Number	Agenda Item	Title	Presented by
P/044	3.4	Key Performance Indicators	AO Rapporteur
P/05	3.8	ASBU/TF Report	ASBU/TF Rapporteur
P/06	5	Application of the principles of Human Performance (HP) in AIM and NOTAM Areas / Aplicación de los principios de Actuación Humana (HP) en las Áreas de AIM y NOTAM	30/08/23

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3. Anthony Kirchner

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CUBA
7. Orlando Nevot}
8. Layla Rodriguez Vidal

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10. Natasha Leonora-Belefanti (online)

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32. Daniel Conrado Castañeda Cruz
33. Luis Alejandro Muñoz González
34. Salvador Gilberto Lozano Díaz
35. Juan Gustavo Covarrubias Martínez
36. Ruben Hernandez Picasso
37. Néstor Herrera (online)
38. Juan Carlos Ramos

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39. Kiah Wilkes (online)
40. Orlandoi Mitchum (online)
41. Leon Phillip (online)
42. Geovaughnie Weekes (online)

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43. Dillett Davis (online)

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Agenda Item 1   **Review and Approval of the Meeting Agenda, Work Method and Schedule**

1.1   The Secretariat presented WP/01 inviting the Meeting to approve the provisional Agenda, the schedule, and work method, and referred to IP/01 with the list of documentation and associated presentations. The Meeting approved the agenda, work method, and schedule presented in the Historical of this report.

Agenda Item 2: **Follow-up to the Conclusions and Previous Agreements of NACC/WG, CAR/SAM Planning and Implementation Regional Group (GREPECAS) and Other Related Matters**

        2.1 **Review of valid conclusions/decisions from meetings related to NACC/WG, Rapporteurs Meeting (NACC/WG/RAP), Twentieth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/20), and Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/11) activities.**

2.1.1 Under WP/02, the Secretariat presented a review of the valid conclusions/decisions, derived from previous meetings of the Second Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group (NACC/WG/RAP/02) of the CAR/SAM Planning and Implementation Regional Group (GREPECAS) and of the Eleventh Meeting of Directors of Civil Aviation of North America, Central America and the Caribbean (NACC/DCA/11) that affect air navigation work.

2.1.2
Under WP/02, it was agreed that, from NACC/WG/RAP/02 conclusions and decisions (**Appendix A** of this report), the following the conclusions/decisions are valid:

Number	Title	Status
D/03	*Creation of an Ad-hoc Group to carry out an analysis of the ASBU elements of the navigation area*	Completed
D/02	*Regional Assessment of Aviation System Block Upgrade (ASBU) Elements*	Completed
C/08	*Change to the Structure of the NACC/WG*	Completed
D/09	*Promote a new Format for the NACC/WG Meeting of Decisions and Conclusions*	Completed

2.1.3 Similarly, after the assessment of the Meeting, the following remaining NACC/WG/RAP/02 Decisions were completed and integrated into the NACC/WG work plan as detailed:

Number	Títle	Status
D/01	*Assessment of Basic Building Blocks (BBB)*	Completed as integrated into the NACC/WG work plan within the different Task Groups.
D/04	*Measuring Regional Performance Key Performance Indicators (KPIs)*	Completed as integrated into the NACC/WG/ASBU/TF action plan
D/05	Support the Development of e-ANP Volume III	Completed- to be supported by the NACC/WG
D/06	*Creation of an air navigation implementation strategy and road map for the CAR Region*	Completed as integrated into the NACC/WG work plan within the different Task Groups.
D/07	*Update of Information on the Indicators that Measure the Level of Implementation of Air Navigation Services*	Completed as integrated into the NACC/WG work plan within the different Task Groups.

2.1.4   Regarding the NACC/DCA/11 Meeting, the Meeting took note of the approval of the NACC/WG new structure and its work Plan:

Number	Title	Status
4	Approval of the activities of the North American, Central American and Caribbean Working Group (NACC/WG)	Completed Approved immediately during NACC/DCA/11

2.2   Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme (MCAAP) approved ANS projects to be developed during 2023 and first half of 2024.

2.2.1   Under NE/03, the Secretariat presented the activities in the area of air navigation developed under Project RLA09801 - Multi-Regional Civil Aviation Assistance Programme (MCAAP). In this regard, a summary of the different activities that are under development under the auspices of the financial resources of this program was presented, covering the implementation activities of Automatic dependent surveillance – broadcast (ADS-B), Air Traffic Services Inter-facility Data Communication (AIDC), Cybersecurity for Air Navigation Services (ANS), Caribbean Air Navigation Services Network (CANSNET) project, and runway safety workshops, among others.

2.2.2   The Secretariat invited the MCAAP Project Members to consider the benefits from the MCAAP programme as a tool to support their State activities, and the activities of the different NACC/WG Task Forces.

2.2.3   It was noted that the activities and projects to be developed under the MCAAP programme shall have a regional benefit and be coordinated through the corresponding NACC Regional Officers. The projects information can be found under the following link: https://www.icao.int/NACC/Pages/edocs-tc.aspx.

Agenda Item 3:   **Follow-up of NACC/WG 2022-2023 Action Plan**
                3.1   Presentation by the Task Forces (TF) of the analysis of the Basic Building Blocks (BBBs) in the different areas of air navigation

AIM

3.1.1   The Secretariat presented WP/04, explaining the framework of the Basic Building Blocks (BBBs), with the fundamentals for air navigation, which define the essential services provided to international civil aviation. The WP/04 also explained the Aviation System Block Upgrade (ASBU) describing the scalable implementation of operational improvements to be implemented after essential services defined as BBBs.. The provision of aeronautical data and information and the quality of the data are essential for any service in Aeronautical Information Management (AIM) and the implementation of the System wide information management (SWIM). The provision of quality-assured aeronautical data and information is included in the ASBU, so it is considered an operational improvement to be achieved once basic services (BBBs) are achieved (Ref. DAIM-B1/1 Data provision and aeronautical information with quality assurance).
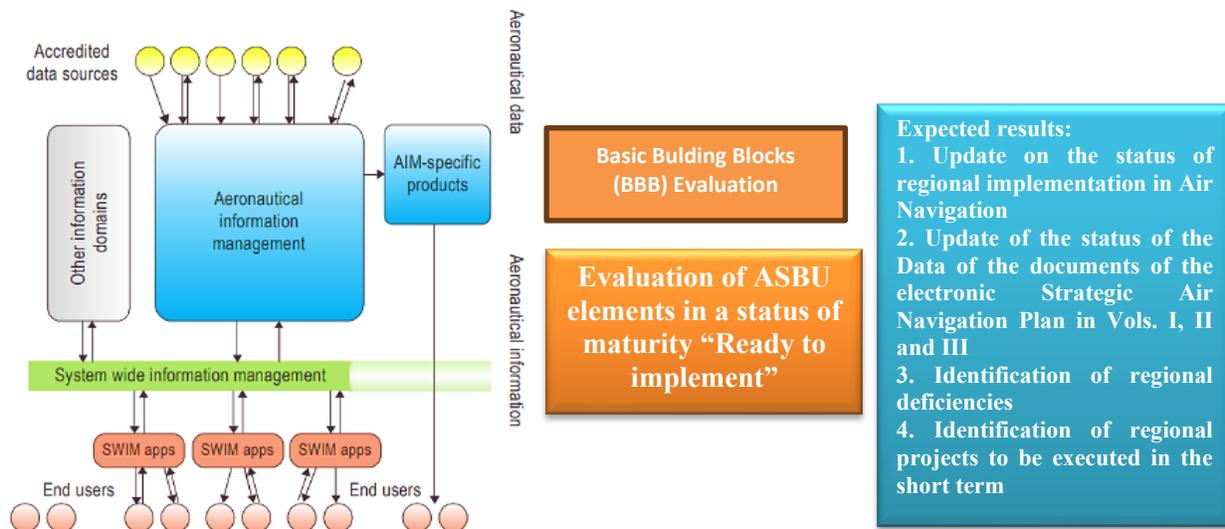
3.1.2   Mention was made on the technical level of the BBBs framework in an independent system of the ASBU, which considers a catalogue of performance objectives and a list of Key Performance Indicators (KPIs). The provision of aeronautical data and information with Quality Assurance (QA) is included in the ASBU (Ref. Gestión de información aeronáutica electronica -DAIM-B1/1 Provision of aeronautical data and information with quality assurance).

3.1.3   The Quality Management System (QMS) is essential in Aeronautical Information Management (AIM) and especially with the global requirement to implement the Aeronautical Information Exchange Model (AIXM), for the transfer of data and aeronautical information in System-wide Information Management (SWIM) environments, maintaining quality assurance (QA) from the originator in the supply or provision of data and information, which if altered or corrupted in the exchange processes, have a negative impact with high risks for safety.

3.1.4   To ensure the provision of seamless air navigation services based on the deployment of interoperable systems and harmonized procedures, States should take advantage of the implementation of BBBs through their national air navigation plans as a strategic part of their national aviation planning framework (Annex 15 and PANS AIM). This will also pave the way for the future implementation of air navigation improvements to increase the quality of services and meet the performance expectations of the aviation community.

ATM

3.1.5   Under IP/04, an analysis of the BBB constituent elements in the Air Traffic Management (ATM) area was presented. ATM is a critical component of modern aviation, providing the framework and tools necessary to manage the complexities of air traffic. Its importance lies in its role in ensuring safety, enabling efficient operations, supporting economic growth, and addressing environmental concerns in a rapidly evolving global aviation landscape.

3.1.6   In this regard, the following are important components of the ATM area:

A. Airspace Organization:
   - Defines the structure and classification of airspace to ensure safe separation and efficient flow of air traffic.
   - Involves designating different classes of airspace based on factors such as altitude, location, and intended use.
B. Air Traffic Services (ATS):
   - Encompasses various services provided to aircraft by air traffic control, including clearance for takeoff, routing, separation, and landing.
   - ATS units manage traffic in different phases of flight, from departure to en-route to approach and landing.
C. Communication:
   - Involves the exchange of information between air traffic controllers and pilots.
   - Effective communication ensures that pilots receive clear instructions, clearances, and updates from Air traffic control (ATC), enhancing situational awareness and safety.
D. Navigation:
   - Refers to the determination of aircraft position, course, and altitude using navigation aids and systems.
   - Precise navigation is crucial for accurate routing, safe separation, and adherence to designated flight paths.

E. Surveillance:
- Involves tracking and monitoring the movement of aircraft using surveillance systems such as radar, ADS-B (Automatic Dependent Surveillance-Broadcast), and Multilateration.
- Surveillance data provides controllers with real-time information to manage traffic and ensure safe spacing between aircraft.

3.1.7   Technological advances and innovations continue to shape the future of ATM, enabling more efficient use of airspace, improved safety measures, reduced environmental impact, and better overall air travel experiences for both passengers and aviation professionals.

3.1.8   In conclusion, ATM is at the forefront of the evolution of aviation, guaranteeing the safe, efficient, and orderly movement of aircraft through the skies. The intricate interplay of fundamental components, known as ATM's BBB, forms the foundation upon which the entire system is based. From airspace organization and air traffic services to communications, navigation, and surveillance, each component contributes its unique function, intricately woven into a tapestry of fluid operations.

MET

3.1.9   Under WP/06, the MET/TF Coordinator presented the analysis of the implementation of the BBB and the progress of the MET/TF to develop the BBB verification process, as well as the prototype of forms and dashboard necessary to compile, process and monitor the implementation of meteorological services for international air navigation.

3.1.10   WP/06 referred to the Conclusions GREPECAS 19/09, GREPECAS 19/02, and the discussions of GREPECAS/20, referring to the establishment of a CAR/SAM regional dashboard including the data sets necessary for its implementation. Likewise, the note discussed the expectations and implementation objectives of the dashboard, highlighting the need to have a continuous collection of data and measurements to establish a representative data report, display the implementation status through dynamic and interactive graphs generating illustrative ad-hoc reports, ensuring that each State has access to the secure portal of the GREPECAS Dashboard for use and reporting.

3.1.11   When considering the verification process of the BBB MET reference framework, the MET/TF discussed and integrated into the process the following aspects applicable to all essential services of the different ANS areas:

3.1.12   Electronic Regional Air Navigation Plan (e-ANP): volumes I and II in Part V describe the facilities, services, and procedures to be implemented by the States for the provision of the ANS; The verification process involves reviewing and updating these volumes and generating the corresponding Proposals for Amendment (PfAs).

3.1.13   Regulatory context and national methods: It was considered necessary for verification to analyze the application of three articles of the Chicago Convention that underpin the national regulatory process, Art 12 - Implementation and observance of the Standards and Recommended Practices (SARPs), Art 37 - Collaboration to ensure the highest practical degree of uniformity in regulations, standards, procedures, and Art 38 - Immediate notification of differences between national practices and those established by international standards. The review of the National Regulation associated with the Annexes that concern ANS and the better use of the ICAO Electronic Filing of Differences System (EFOD) system will facilitate the verification process and guarantee reliability in the results.

3.1.14   Degree of compliance or deviation concerning the standards of the Annexes related to ANS: the verification process integrates the notification of differences through the Aeronautical Information Publication (AIP) in its Gen. 1.7 part, as well, the description of the facilities, services, and procedures for providing the SLAs by the corresponding parts of the AIP. Correlating the information from the AIP, e-ANP, and the Electronic Filing of Differences system (EFOD) is a fundamental step to guarantee the reliability of the verification.

3.1.15   Air Navigation Deficiencies: the ICAO Council defines them as "… a situation in which a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with the standards and recommended methods of ICAO related, and whose situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation…" the Uniform Methodology for the Identification, Evaluation and Notification of Air Navigation Deficiencies is presented on the website of the GREPECAS (see here), which makes available the GREPECAS Database on deficiencies in GANDD air navigation (Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Protocol Questions (PQ) 7.045 refers).

3.1.16   Relationship with the State Safety Oversight (SSO) system: when developed by national inspectors, BBB verification could be part of the oversight activities in accordance with ICAO Doc 9734-part A. It was identified that establishing a recurring verification cycle would allow the identification of deficiencies and their resolution, recording changes in the implementation status. This cyclical process creates efficiency and synergy for the operation of the ANS and the strengthening of the SSO.

3.1.17   USOAP: Eight critical elements (CEs) comprise an effective SSO, implementation CEs CE-6, and CE-7 address the State's ability to monitor compliance with its licensing and certification, supervision, and oversight obligations; CE-8 represents the ability to resolve any security problem that could also be related to deficiencies in the provision of the Service. PQs are the primary tool used in the ICAO USOAP CMA to evaluate the effective implementation of CEs. The verification process allows the State to collect evidence of its supervision activities of the service provider.

3.1.18   Standardized classification of implementation status: A range of five implementation statuses was determined as presented below, as it allows recording the reality faced by States, and also provides realistic and relevant information that allows planning and deploying assistance activities accordingly. with state needs.

| Status	Explanation
N/A	The BBB element is not applicable
Planning	Implementation of this BBB element is planned, but not yet started
Developing	Implementation of this BBB element is in the development phase, but not yet operational
Partially Implemented	Implementation of this BBB Element is partially completed and/or operational but all planned implementations are not yet completed
Implemented	Implementation of this BBB Element has been completed and/or is fully operational
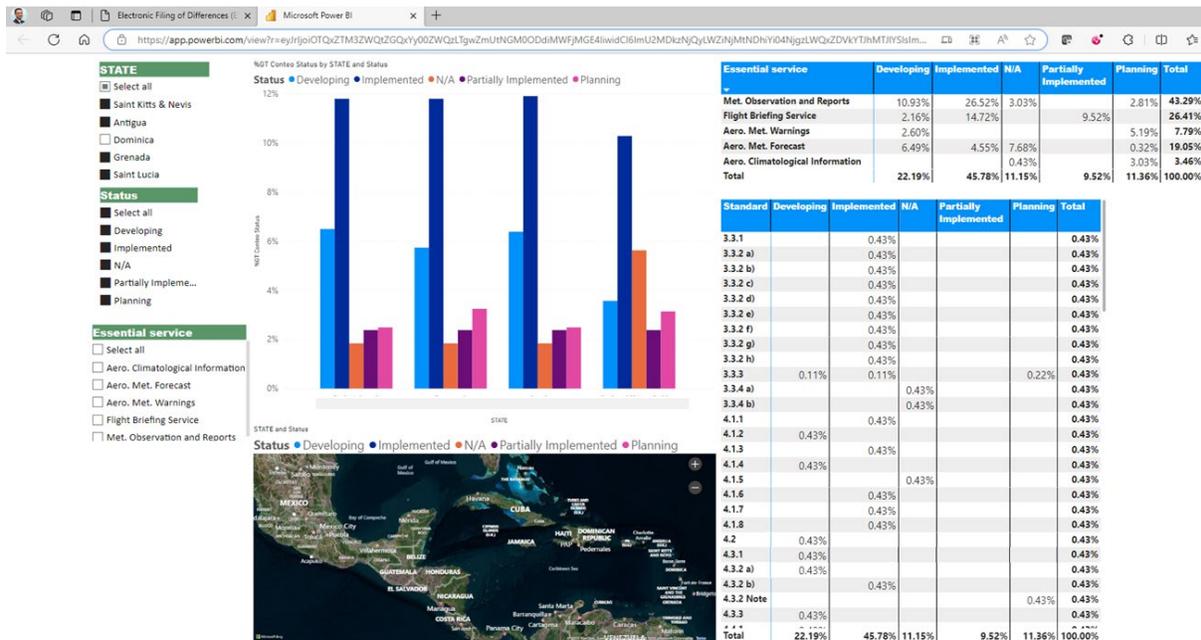
Figure 2. Dashboard of essential services linked to the Aerodrome Meteorological Offices

3.1.19   The WP/06 identified that the dashboard will provide objective and relevant information on the implementation status, to improve the planning and deployment of assistance activities. Collaborative work between Civil Aviation Authorities, Meteorological Authorities, and entities providing the meteorological service, is fundamental to facilitate the data collection, analysis of information, storage, and visualization of reports, consistent with the dynamic nature of the essential services provision.

AGA

3.1.20   Under WP/08, the Secretariat presented the BBBs on AGA following the new version of the Global Air Navigation Plan (GANP) Seventh edition, its relationship with the USOAP and the need for its mandatory implementation in all ICAO Member States.

3.1.21   It was recalled that the Second Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group1 (NACC/WG/RAP/02) established a regional strategy for the evaluation of BBB in all areas. Concerning the aerodrome area, it is important to note that the 17 elements of the BBB are contained in the Basic Module of "Aerodrome Certification," therefore aerodrome certification is essential for compliance with the BBB (see the figure below). shown below):
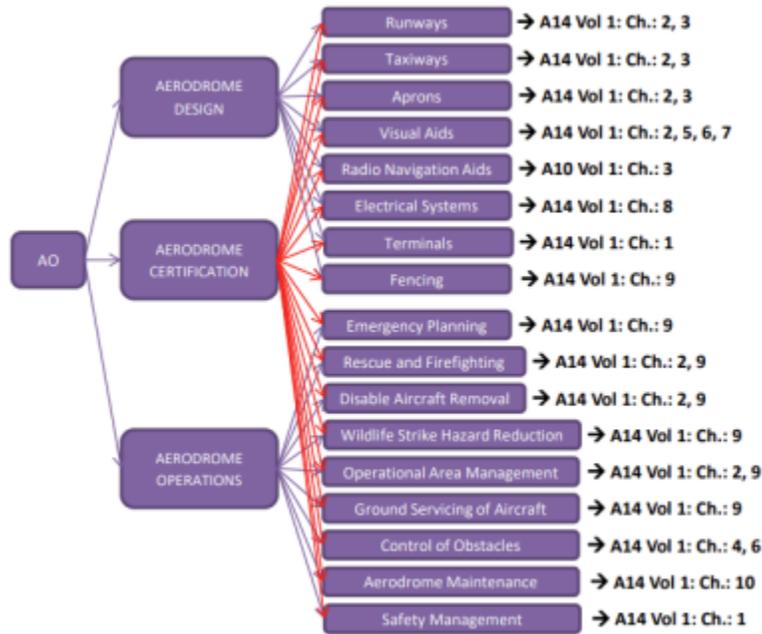

Figura 01. Módulo Básico y Elementos BBB con referencias en los SARPS de la OACI.

3.1.22   Important challenges were identified on AGA. It was identified, for example, that there is a strong correlation between the analysis of the BBBs in AGA and the certification of aerodromes. Based on this, it is possible to observe the level of service provided by the BBBs by the number of certified aerodromes. There are 98 certified aerodromes in the CAR Region, which represents 66%. In this case, the status of aerodrome certification in the CAR Region in 2023 shows a slight increase in the number of certified aerodromes.

3.1.23   It can be seen in **Appendix B** that most of the deficiencies in the CAR Region are correlated with the following PQs:

- Does the State ensure aerodrome operators have a process to determine and provide relevant information about whether a runway, or part of it, may be wet and slippery, and when the level of friction of a paved runway or part of it is lower than the minimum level of friction set by the state?
- Has the State established and implemented a mechanism to evaluate the results of conducting risk assessments or aeronautical studies?
- Does the State ensure that aerodrome operators provide training to personnel on firefighting, including real fire drills?

- Does the State ensure that aerodrome operators establish and implement procedures for the timely elimination of contaminants?
- Does the State require and guarantee the provision of Runway End Safety Area/Runway End Safety Area (RESA) at aerodromes?

3.1.24   In addition, it is observed that these States and Territories comply with around 50% of the BBB, referring to the essential services provided by airports for international civil aviation under ICAO standards.

SAR

3.1.25   The Rapporteur of the SAR Implementation Support Task force presented WP/07 Rev. to report the progress made by this Task Force since its previous progress report. This Working Paper included details of the activities carried out and drew attention to points that merit the attention of the entire NACC/WG.

3.1.26   The Fourth Meeting of the NACC/WG/SAR/TF was held on-line and in person at the ICAO NACC Regional Office from 7 to 11 August 2023. This Meeting addressed the follow-up to the work program of the Task force, as well as other aspects related to the provision of SAR service that deserves to be addressed as part of the activities of the NACC/WG.

3.1.27   For the Task force, the provision of SAR services in the Eastern Caribbean, specifically in the Piarco Search and Rescue Region, has become the main SAR priority of the Region. The SAR provision in this SRR is quite complex, as it involves integration between several States and Territories at different service levels. The CAR/SAM Air Navigation Plan assigns Trinidad and Tobago the responsibilities for the establishment of the Rescue Coordination Center (RCC) for this SRR. The Task force remains to be informed of the progress in coordination between Trinidad and Tobago and the ICAO, to follow up on the verification of operational procedures, as well as SAR agreements. Likewise, information is awaited on the status of the signing of SAR agreements, particularly between RCC Piarco (Trinidad and Tobago) and the United States Coast Guard.

3.1.28   The ICAO NACC Regional Office requested support from the Task force for the work of updating the Air Navigation Plan of the CAR/SAM Regions Volume I with the limits and responsibilities regarding Search and Rescue. As of the date of NACC/WG/8, Jamaica and Trinidad and Tobago have not responded to the request made by ICAO to designate contact points to represent their States in this work. SAR delimitation has an additional complexity to other air navigation services since the assignment of aeronautical SAR responsibilities carried out within the ICAO and maritime SAR responsibilities carried out under the International Maritime Organization (IMO) are different. This is a quite complex issue with implications for territorial sovereignty, which is why the SAR Task force suggests developing greater coordination with the IMO.

3.1.29   The Meeting addressed the new capabilities in smartphones for automatic emergency notification, mainly those carried out via satellite. The potential benefit of this technology was recognized at the Meeting, as well as the possible challenge it could bring to search and rescue services, due to the increase in the reception of messages outside the channels established until now. In this regard, it was suggested to inform telecommunications authorities to consider SAR Services when approving the implementation and use of these new functions.

3.1.30   The Meeting also discussed the work of the NACC/WG for the evaluation of BBBs for the SAR area. The Task force analyzed the challenges to complete this task objectively so that it reflects the support needs for SAR implementation and operation in the Region. Unfortunately, some States have difficulty being able to accurately respond to the status of their systems concerning Annex 12 requirements, so assigning this task on a survey basis would place an additional burden on SAR personnel.

3.1.31   The Task Force agreed that to complete this task, more information on the BBB was needed and information was collected on the experience of other regions in this assessment. The Meeting requested the ICAO NACC Regional Office to coordinate with other regional offices and request improved guidance. The Meeting also considered that this assessment should be evidence-based and that SAR Working Group experts could assist in evaluating the evidence. This evaluation must consider the in-person visit to the State's SAR facilities.

Regional Air Navigation Plan

3.1.32   Under the P/01, the Secretary reported on the "Regional Air Navigation Plan", which contained topics on the Basic Building Blocks, the ASBU Elements, the Key Performance Indicators, the e-ANP Volume III and National Air Navigation Plans. During the presentation, the Meeting took note of the importance of planning investment decisions in improvement elements or ASBU elements with the knowledge of the current implementation baseline (BBB), GANP performance indicators and the costs and benefits for the State and the CAR Region.

ASBU/TF

3.1.33   Under WP/32, the ASBU Task force rapporteur presented the report of the Group's activities. The rapporteur indicated that the pandemic significantly slowed down the work of the ICAO Global Air Navigation Plan (GANP)/Aviation System Block Improvements (ASBU). Despite these challenges, ICAO published the 7th edition of the GANP/ASBU in late 2022.

3.1.34   It was informed that major revisions are planned to be published in the 8th edition, which is scheduled for publication in 2025. The purpose of this document is to provide information on the implications of these new GANP policies and approaches.

3.1.35   The Group has re-activated its work plan, covering the preparation and maintenance of NANPs by ICAO Member States, Territories and international organizations, in the region.

3.1.36   It was noted that to effectively prepare and maintain States' NANPs, States need to understand the GANP/ASBU in conjunction with the current and future needs of their States in aviation technologies, and States must use the National Air Navigation Plan to strategically plan what and when capability will be implemented.

3.1.37   The evaluation of the GANP from editions 5th to 7th was presented, as well as the changes planned to the eighth edition, which is expected to be approved in 2025.

GANP/ASBU Revisions
- The 4th edition (2013) – Block 0 Elements Ready
- **The 5th edition (2016)** – minor updates
- The 6th edition (2019) – Block 1 Elements Ready
- The 7th edition (2022) – minor updates
- **The 8th edition (2025) – Block 2 Elements Ready**
- The 9th edition (2028) – minor updates
- The 10th edition (2031) – Block 3 Elements Ready

3.1.38   The ICAO NACC Regional Office and the ASBU Task Force Rapporteur will continue monitoring the development of the new edition of GANP/ASBU and provide information. Based on new guidance and guidelines from ICAO Headquarters (GANP Study Group supported by ASBU PPT and GANP Performance Panel), the NACC Regional Office should articulate its guidance and guidelines to its Member States, Territories and international organizations, which will have to consider the following two areas: support for the GREPECAS regional ANP, and the review of the NANP.

3.2   Presentation by the TFs of the Implementation analysis to the Aviation System Block Upgrade (ASBU) elements

3.2.1   Under WP/10, Cuba presented the inconsistencies identified in the orientation documents published by ICAO in the GANP Portal and provided during the Second NACC/WG Rapporteurs Meeting for the evaluation compliance with the implementation of the Basic Building Blocks (BBB) and its link with the USOAP CMA protocol questions.

3.2.2   The WP/10 made reference to WP/02 REV presented during the Second Meeting of Rapporteurs of NACC/WG, and to the evaluation format presented, which includes the references to the USOAP PQs related to the implementation of the essential services available in https://www4.icao.int/ganpportal/BBBsUSOAPPQs and detailed the inconsistencies by Air Navigation areas, and the need of including the elements for the assessment of the CNS infrastructure needed to provide all services and the references to the corresponding USOAP PQS.

3.2.3   Cuba presented WP/11 to evaluate its compliance in the implementation of the reference frameworks of the BBB and ASBU, requesting to consider the need to complement and customize the basic proposals prepared by ICAO so that States can demonstrate their implementation.

3.2.4   As part of Project RLA/09/801 –MCAAP, Cuba received from the ICAO NACC Regional Office a schedule proposal to monitor and evaluate the implementation of the BBB and ASBU frameworks, the KPIs and the development of the electronic national air navigation plan (e-NANP). The schedule consists of three stages:

   • Evaluation of the BBBs and the ASBU, (July - August 2023);
   • Evaluation of the KPI, (September – October 2023);
   • Development of the National Air Navigation Plan (NANP) (November – December 2023)

3.2.5   Cuba suggested that the ICAO NACC Regional Office improve the tables provided at the Second NACC/WG Rapporteurs Meeting with the graphical representation provided by the document published by ICAO on the Global Air Navigation Plan Portal, as well as the table of the USOAP ANS protocol questions that relate to the implementation of the BBBs, and their evidence folders. Similarly, the tables referred to evaluate the implementation of the elements of Blocks 0 and I of ASBU. Cuba can support this process by facilitating their specialists to be part of the technical assistance missions (TEAM) for implementation that are formed within the framework of the MCAAP.

3.2.6   Under WP/31, CANSO presented a summary of the proposed development of the "Air Traffic Management (ATM) Roadmap for Implementation of Enhanced Services" (ARIES) Program. This program aims to support the Air navigation services providers (ANSP)/States of the region in their long-term planning process.

3.2.7   The ARIES program has the objective of having all ANSPs at the same level of maturity exchanging aeronautical information in a fast, simple, efficient, transparent, and seamless manner for all those who operate in the air system.

3.2.8   The initiative for the creation of ARIES was born under decision NACC/WG/RAP/02/06 "Creation of a strategy and road map for the implementation of air navigation for the CAR Region" of the Second Meeting of Rapporteurs/ as of the North American, Central American and Caribbean Working Group (NACC/WG/RAP/02).

3.2.9   This process requires a scheme that helps obtain accurate information that supports decision-making, in that sense the proposed scheme is as follows:

Infrastructure and services

1. Establish the current CNS infrastructure by State/ANSP and Regionally for Air Traffic Management services.
2. Establish the current Air Traffic Management infrastructure.
3. Establish the current airport infrastructure.
4. Establish the ATM and airport services of the States/ANSPs and the region.

Regional Statistics: It is essential to have individual and regional data to support decision-making, for example:

1. Statistics of air traffic control and airport operations minimum of the last five (5) years.
2. Annual growth expectations.
3. Identification of national needs and objectives in which all interested parties are integrated.
4. Identification of regional objectives.
5. Establish national and regional measurement mechanisms through Key Performance Indicators, indicated in version seven of the Global Air Navigation Plan.

3.2.10   It is planned that the data obtained from the States will directly impact the development of ARIES in the following way:

Activity		Information to be used by ARIES
Evaluation of BBB and ASBU elements	⬌	Identification of the infrastructure and services currently in operation in the States and the region.
Implementation and measurement of Key Performance Indicators	⬌	Establish current operational bases and future goals. Satisfy state and regional requirements.
ICAO AN-SPA Analysis	⬌	Identification of new infrastructure Number and expectations in terms of human resources Training needs Investment Implementation schedule

3.2.11   CANSO, together with the ICAO NACC RO will review the development of the strategic plans and report on progress during the NACC/WG Meetings.

3.3 **Presentation by the Airspace Organization (AO)/TF, Air Traffic Flow Management (ATFM)/TF and Surveillance (SURV)/TF on the available information for the development of the Key Performance Indicators (KPIs) for regional measurement**

3.3.1   As a follow-up to what was reported in WP/02, the rapporteur of the NACC/WG/AFTM Task force in WP/12 indicates the need for States to provide metrics on KPIs that have a great influence on our operations and that it is necessary to determine the most important KPIs and start collecting them.

3.3.2   Proposes a mechanism to collect and develop a data maintenance mechanism by identifying the source of the data, establishing a data collection method, validation, and verifying the quality of the data.

3.4 **NACC/WG progress in Aeronautical Information Management (AIM) and Aeronautical Meteorology (MET)**

AIM/TF

3.4.1   Under WP/14 was presented, by the AIM/TF Rapporteur, the draft report of the AIM/TF 06 Meeting, which discussed important Agenda points on AIM activities and priorities associated with GANP the Seventh Edition, the electronic Air Navigation Plan (e-ANP) Vol. III, the Aeronautical Information Management (AIM) Training Curriculum, the AIM Collaborative Plan, relevant aspects of the transition to AIM, and the AIM Tracking Website. The objective of the Meeting was to update the regional status of the AIM implementation process of the SARPs of Annex 15, Annex 4, and the AIM Roadmap, of the Work Plan and the tasks and their schedules and activities and AIM Collaboration Plan and status of the AIM Action Plan.

3.4.2   The importance of the collaborative exchange of information and data that will allow aligning the efforts of States to complete the 21 Steps (Phases 1, 2 and 3) was discussed, under the ICAO Roadmap, the GANP, ASBU and BBB, which specify all the updated major elements of ongoing AIM projects and some new or emerging ones. The final report of the AIM/TF 06 Meeting will be published and available on the ICAO NACC site: AIM/TF/6 (icao.int).

MET/TF

3.4.3   Under WP/15 the MET/TF Coordinator presented the work program progress report as approved during the NACC/WG/7 Meeting and the next assistance activities under the MET/TF Terms of Reference.

3.4.4   WP/15 emphasized that the results presented have been obtained based on remote work and the development of various teleconferences, likewise, highlighted the support that project RLA/09/801 - Multi-Regional Assistance Program for Civil Aviation (MCAAP) provided and the potential for project members to take advantage of and support its regional implementation.

3.4.5		Mexico informed the Meeting about the nomination of Mr. Juan Carlos Ramos Soto - Head of the Directorate of Meteorology and Aeronautical Telecommunications of the Air Services to Air Navigation in the Mexican Airspace (SENEAM) as Rapporteur of the MET/TF, the Meeting gave welcomed Mr. Ramos and wished him success in his management.

3.4.6		The Collaborative work between Civil Aviation Authorities, Meteorological Authorities and entities that provide the meteorological service facilitating the implementation of the work Programme and generating efficiencies and synergy in the establishment or enhancement of the States' Safety Oversight System (SSO) and MET service provision for international air navigation.

3.4.7		The following table presents the initially proposed work plan and summarizes the most representative activities deployed during the 7 months of operation of the MET/TF.

Reference	Description	Status
Annex 3 GANP e-ANP	Regional event on the foundational cores of Meteorological Service for International Air Navigation and its evolution	Ongoing NAM/CAR/SAM Workshop on the proposed PANS-MET and Amendment 81 to Annex 3 (Lima, Peru, 30 October to 1 November 2023)
Annex 3 ICAO Guidance Material	Regional event on provisions related to the implementation of OPMET Data Exchange under IWXXM	Planning Supported by MEVA/TMG: interoperability tests for the exchange on AMHS of OPMET data in accordance with IWXXM
Annex 3 GANP e-ANP ICAO Guidance Material	Regional event on provisions related to meteorological authority, quality assurance, State safety oversight responsibilities and functions, and competency training and qualifications for aeronautical meteorological personnel	Ongoing 1 MET/TF teleconference Supported by WMO RAIV – ET AVI: 1 webinar on QMS and AMP competency framework. Additional activities under planning
Annex 3 e-ANP	Review of current CAR/SAM provisions on SIGMET.	Ongoing In cooperation with WMO RA IV – ET AVI, ICAO SAM RO, and CAR - SAM States.
Annex 3 e-ANP ICAO Guidance Material	CAR Regional SIGMET test analysis and report	- CAR/SAM Regional SIGMET Guide, - SIGMET Workshop Part 1, Mexico NACC RO 29 May to 02 June 2023
Annex 3 ICAO Guidance Material	Dissemination and analysis of the MET-SWIM Plan and the MET-SWIM Roadmap	Not Started
Annex 3 GANP e-ANP BBB / ASBU Frameworks	Event for the review of the national and regional MET systems and essential services	Ongoing BBB verification process ongoing 1 MET/TF teleconference 2 Teleconferences with COCESNA and Costa Rica
GANP e-ANP	Review of the e-ANP Vol I and Vol II MET Tables and draft the corresponding Proposal for Amendment	Ongoing Initial review completed
GANP ASBU Framework	Development of e-ANP Vol III MET component	Not Started

Annex 3 Anne 19 USOAP CMA	Technical assistance to enhance the State's capability for the safety oversight of aeronautical meteorology	Ongoing Coordination on UK ASSI and Mexico request for NACC support on MET safety oversight implementation

3.4.8   Finally, WP/15 invited the States to note the MET/TF achievements in preparation for GREPECAS/21, and designate experts from CAA and MET Authority to participate in the NAM/CAR/SAM Workshop on the proposed PANS-MET and Amendment 81 to Annex 3 to be held in Lima, Peru, 30 October to 1 November 2023 and in the SIGMET Workshop part 2, which will be held in Costa Rica from 27 November to 1 December 2023.

3.5   NACC/WG progress in technology: Air Traffic Services Inter-Facility Data Communication (AIDC), SURV, Communication Management (COMM), and Aeronautical Frequencies (FRE)

3.5.1   Under WP/13, the NACC/WG/AIDC rapporteur presented an overview of AIDC implementation in the NAM/CAR Regions, presented past and current challenges of AIDC implementation, and considered identified priorities for the future.

3.5.2   Most States in the region have successfully implemented at least one automated interface and, therefore, have good experience for future implementations with the remaining adjacent Flight Information Regions (FIRs), the status of these interfaces is shown in following table:

Antigua and Barbuda	Dominican Republic	Mexico
Bahamas	El Salvador	Trinidad and Tobago
Barbados	Grenada	United States
Belize	Guatemala	Nicaragua
Canada	Haiti	Saint Kitts and Nevis
Costa Rica	Honduras	Saint Lucia
Cuba	Jamaica	Saint Vincent and the Grenadines
Dominica		
OPERACIONAL	NO OPERACIONAL	EN PROCESO

3.5.3   Some connections are in the process of being put into operation; Canada-United States, Jamaica-Cuba, and interconnections between Central American States.

3.5.4   Following the recommendations of the Air Traffic Services (ATS) Inter-facility Data Communications Task force of the North American, Central American and Caribbean Working Group (NACC/WG/AIDC/TF), the workshop on the Aircraft Data Base (BADA), which had the support of Eurocontrol and the industry, and its main objective was to assist CAR States in the process of updating their ATC databases.

3.5.5   In the Sixth Follow-up Meeting on the implementation of ATS Inter Facility Data Communications (AIDC) and the North American Interface Control Document (NAM/ICD) for the NAM/CAR regions (AIDC/NAM/ICD/ 6) held on 3 and 4 August 2023, the change of Rapporteur of the group was made, appointing Mr. Luis Fuentes from Dominican Republic as the new rapporteur of the Group.

3.5.6   The NACC/WG/COMM Communications Group, formerly MEVA/TMG, reported that in addition to being responsible for tasks related to MEVA and the CANSNET communications network, it has created an Ad hoc Group to cover the needs of the aids to air navigation and also to support the communications network of the Eastern Caribbean.

3.5.7   Frequentis presented to the MEVA/TMG/38 Meeting information regarding its operation and performance in the period 06/2022 - 07/2023, as well as about its operation until March 2025. In this framework, it offered the possibility that MEVA III could continue operating if the CANSNET schedule could not be completed before the planned date, and prior contractual arrangements must be made. In this sense, the Meeting took DECISION MEVA/TMG/38/01 ANALYSIS OF THE NEED TO EXTEND THE SERVICE CONTRACT OF THE MEVA III COMMUNICATIONS NETWORK.

3.5.8   Under WP/34, the NACC/WG/COMM rapporteur provided an update on the activities developed within the framework of the CANSNET project, indicating that the project was expected to be tendered for August 2023, but it was moved to September 2023. The results of the project bidding will be provided during the NACC/WG/09.

3.5.9   Under WP/17 the rapporteur of the NACC/WG/FRE Frequency Group, reported that Following Conclusion GREPECAS/20/05 "Creation of an Ad hoc Group for the Development of a Regional Project for the Management of Frequencies Aeronautics", which was reinforced by ICAO Assembly Resolution A41-7: "Support for ICAO radio frequency spectrum policy". The first Meeting of the ad hoc Group took place at the ICAO NACC Regional Office, from 30 January 3 February 2023 and a NAM/CAR/SAM regional project was created to be followed up through the NACC/WG and by GREPECAS.

3.5.10   This regional project integrates Specialists from the CAR and SAM Regions who will work on the development of the regional project that promotes the regional management of the aeronautical frequency spectrum, to guarantee that the aeronautical frequencies necessary for air navigation services are available for both current and future needs of the regions, as well as to improve security, avoid interference and other problems related to the use of frequencies.

3.5.11   The rapporteur indicated that it is crucial for States to allocate human resources and to specialize, through training, the personnel who will oversee managing the radio spectrum assigned to aviation, both for current and future services. In this regard, it was indicated that Cuba has not yet designated the Contact Point to work on frequencies and that United States needs to send the Contact Point and the frequencies that operate in coordination with the frequencies of the Caribbean States.

3.5.12   For effective management required by the GREPECAS Project, it is necessary for all CAR/SAM States to use the Frequency Finder 2023 application as a management tool for the frequencies currently included in the COM 2 (NAV) and COM 3 (VHF) Lists. COM). The objective is for the CAR/SAM States to update the information in the application database, which will become the main source of consultation for the frequencies used and for the analysis of new deployments or studies of possible interference between services/stations. deployed.

3.5.13   Under WP/18, the Monitoring Group rapporteur informed that the NACC/WG/SURV has continued working based on the Terms of Reference previously presented and approved. Additionally, the NACC/WG/SURV has coordinated to update its action plan to identify more effective ways to further harmonize the implementation of the systems.

3.5.14   Under WP/19, the Secretariat reported that through State letter Ref.: AN 7/67.2-21/18 31 March 2021, ICAO sent its Member States the draft of the first version of Annex 10, Volume VI. At the fifth session of its 222nd session, held on 1 March 2021, the Council adopted the first edition of the International Standards and Recommended Practices, Annex 10 — Aeronautical Telecommunications, Volume VI — Related Communication Systems and Procedures with the C2 link of remotely piloted aircraft systems.

3.5.15   The referred communication requests to a) notify any disapproval before 12 July 2021; b) notify compliance and any differences before 26 October 2026; and c) consider the use of the Electronic Filing of Differences System (EFOD) to report differences and compliance.

3.5.16   Annex 10, Volume VI has several repercussions on safety, economics, aviation security, the environment, efficiency, among others that must be evaluated by the States and comments provided to the headquarters of the ICAO according to the indicated dates.

3.6   NACC/WG progress in operations: AO, Air Traffic Management (ATM), Search and Rescue (SAR), ATFM and Aerodromes and Ground Aids (AGA)

3.6.1   WP/20 summarizes the accomplishments and progress of the Airspace Optimization (AO/TF) Taskforce for the previous year, the following was discussed:

- Summary of two-tiered plan, low-hanging fruit vs long-term move to Free Route Airspace (FRA)
- Collaboration-States, CANSO, IATA ICAO
- CIIFRA
- Inclusion of other task forces in the support of optimization starting with AIM support of harmonization of AIP publication for the region

3.6.2   "Strategic Direct Routing (SDR) – SDR allows users to plan a route using any named waypoints within a specified volume of airspace if the route complies with parameters set by the State. The parameters may include restrictions such as hours in which SDR rules apply, at or above altitude requirements and maximum distance between waypoints. Users must file flights via authorized (i.e., published) routes to the entry and exit point at the boundaries of the SDR airspace volume; that is, the SDR system only applies inside the defined volume of airspace. SDR is a transition to the implementation of the Free Route Airspace (FRA) concept".

3.6.3   The Secretariat presented WP/21 to reflect the work carried out by the ICAO NACC Regional Office to update the CAR/SAM Regions Air Navigation Plan Volume I, to include the lateral limits, including coordinates, of the Flight Information Regions, the upper Flight Information Regions and the Search and Rescue Regions of the CAR Region, and request support to complete this task.

3.6.4   On 14 April 2023, the ICAO NACC Regional Office sent to the States the State Letter NT-NT4-1.1— E.OSG-NACC96918, requesting the Designation of a Point of Contact (PoC) no later than 25 April 2023, to start a series of coordination to gather all the necessary information that allows for a consensus on the Proposal for Amendment (PfA) to the corresponding CAR/SAM ANP. For this coordination, a series of teleconferences would be carried out, to agree with the States/Territories related to each FIR/UIR and SRR the corresponding lateral and vertical limits, to later consolidate the results for the development of the PfA.

3.6.5   Upon completion of the work to update the air navigation plan of the CAR/SAM Regions, it is necessary to ensure that the corresponding information is presented in the respective Aeronautical Information Publications (AIP) of the States of our Region.

3.6.6   The Meeting requested the States of the CAR Region that have not designated contact points for the works carried out around the delimitation of the FIR/UIR and SRR, please do so.

3.6.7   Under WP/22, the Air Traffic Flow Management Implementation Task Force (ATFM/TF) summarizes the accomplishment and progress during the last year, an online ATFM workshop was carried out on 23 January 2023, a Collaborative Decision Making (CDM) International on-line workshop was made available, and Several States attended a Contingency planning seminar hosted by United States and National Collaboration Forum at the FAA command center.

3.6.8   Regarding deliverables and results the work towards ATFM minimum requirements for the CAR Region and the work with the Secretariat in the development of the CAR/SAM ANP Vol. III continues to be carried out, as well as the support for ATFM performance measurement.

3.6.9   Capacity, efficiency, and predictability, in this scenario, are priorities of the future work programme.

• Future Work Programme priorities
• Improve Pre-Event Planning and coordination/collaboration with stakeholders.
• The Task force will support planning for the FIFA 2026 World Cup which will be held in three states within the region.
• Continue Collaborative Decision-Making outreach via virtual workshops.
• Improve Post-Event Analysis.
• Improve Seasonal Review Capability with stakeholders.

- Continue efforts to enable Air Navigation Service Providers (ANSPs) to connect to the basic ATFM platform for real-time demand visualization and awareness.

3.6.10   It is highly recommended to continue to support in the ongoing evolution of ATFM and provide support for the establishment of the performance framework in the CAR Region and encourage States to continue the use of CADENA as a mechanism for data sharing and situational awareness.

3.6.11   The Secretariat presented WP/26 with the report of the activities developed during the Third NAM/CAR Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/3) and presented to the consideration of the NACC/WG the feasibility to maintain these Meetings.

3.6.12   Since 2019, the ICAO NACC Regional Office has organized the Regional Meeting for the Contingency and Emergency Planning and Response. The purposes of this Meeting are to review the contingencies that occurred in the previous year, take concrete actions to address contingency and emergencies from a regional perspective, and make the necessary arrangements to prepare for the hurricane season.

3.6.13   The Third NAM/CAR Regional Meeting for Contingency and Emergency Planning and Response (NAM/CAR/CONT/3) was held at the ICAO NACC Regional Office in Mexico City, Mexico, and online, from 9 to 11 May 2023. The Meeting was chaired by Mr. Luis Miranda, Deputy Director General of the General Directorate of Civil Aviation of Costa Rica and attended by 19 States/Territories of the NAM/CAR/SAM Regions and 2 International Organizations, totalling 89 delegates (40 online).

3.6.14   The NAM/CAR/CONT/3 evaluated the status of compliance with the requirements related to contingency planning for both the provision of air traffic services and the operation of airports. In this same context, the different regional initiatives that address contingency planning and response in the CAR Region for the areas of air traffic management and airport operations were addressed in a combined manner. During this event, synergies and possible joint efforts between the ICAO NACC Regional Office and the different related regional groups were analysed.

3.6.15   The Meeting took note of the information provided in this Working Paper and endorsed the activities reflected therein.

3.6.16   United States presented IP/02 to provide information on the FAA's plans for implementation of 20-NM Performance-Based Longitudinal Separation Minima (PBLS) in the United States delegated oceanic control areas of New York East, New York West, Oakland, and Anchorage air traffic facilities.

3.6.17   The FAA considered many ways to implement 20 NM longitudinal separation within U.S.-delegated airspace. Based upon language in Doc 4444, and from an operational and safety viewpoint, the most likely implementation will be through confirmation (acknowledgment) that both aircraft have established ADS-C periodic reporting intervals of 192 seconds before application of the separation standard. This will be performed manually or with automation software and controller management. The initial implementation will be between specific aircraft pairs versus utilization of a 192-second reporting interval for all eligible aircraft.

3.6.18   The FAA administered a safety risk management assessment for the implementation of 20 NM longitudinal separation in United States delegated airspace. A panel of experts conducted the assessment during the last week of October 2022. The FAA also recently completed the pre-implementation safety assessment following ICAO Doc 9689 and ICAO Doc 10120 (PBLS Manual). The results of that study indicate that the Target Level of Safety (TLS) will be met for the U.S. oceanic airspaces examined.

3.6.19   Implementation of the 20 NM PBLS will be available after the latest Advanced Technologies and Oceanic Procedures (ATOP) update scheduled for release in October 2024.

3.6.20   IP/03 presented by the United States, provided the Meeting with information regarding the Introduction of the 23 NM lateral separation standard in the FAA's Oceanic Control Areas (OCAs), aimed to achieve harmonization with States providing air traffic services where the 23 NM lateral separation standard is or will be implemented, supporting efficient handoff of aircraft transiting between adjacent air traffic control centers.

3.6.21   A 23 NM lateral separation standard will be applied at or above the floor of FAA-controlled airspace in the three Oceanic OCA/FIRs, excluding the Arctic. In U.S. oceanic airspace, performance-based separation standards are enabled using the ATOP system, an upgradable flight data processing system used by the FAA to support oceanic air traffic control.

3.6.22   Performance-based separation standards, including 23 NM lateral, will only be authorized for turbojet aircraft that are certified and approved for Reduced Vertical Separation Minimum (RVSM); relevant Required Navigational Performance (RNP); Automatic Dependent Surveillance Contract (ADS-C) the appropriate RSP and RCP approvals; and Controller Pilot Data Link Communication (CPDLC). Aircraft not authorized for RCP240 and RSP180, and those not communicating with ADS-C and CPDLC will still be allowed to fly within the OCAs. The 23 NM lateral separation standard will not be applied between pairs of such aircraft nor between pairs in which only one aircraft is approved for application of the 23 NM standard.

3.6.23   The ATOP system will only allow controllers to apply reduced separation to aircraft that are logged on and indicate proper equipage in their flight plan. A logon attempt will be rejected by the New York ATOP system, if the ICAO flight plan does not contain at least one of the J-codes indicating Satellite Communications (SATCOM) capability (J5 or J7).

3.6.24   To be eligible for application of the 23 NM lateral separation standard, the most recently received ADS position report for the flight, must contain a Figure of Merit (FOM) that meets or exceeds the adapted minimum RNP4 threshold.

3.6.25   The following should be noted in association with implementation of the 23 NM lateral standard:

• No changes resulting from this implementation will be required by adjacent air traffic service providers.
• No changes resulting from this implementation will be required by aircraft operating in airspace adjacent to the FAA oceanic OCAs.

3.6.26   Implementation of the 23 NM Lateral Separation will be available after the latest ATOP update scheduled for release in October of 2023.

3.7   Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG), Eastern Caribbean Aeronautical Fixed Service Network Technical Group (E/CAR/RD and ECAR/NTG NTG) progress

3.7.1   Under WP/24, the E/CAR/NTG, E/CAR/RD, Task force rapporteur, presented a summary of the activities carried out by the task force, emphasizing the results of the Twelfth Meeting of the Technical Group for the Eastern Caribbean Network (E/CAR/NTG/12) and the Tenth Meeting of the Ad hoc Eastern Caribbean Radar Data Exchange Group (E/CAR/RD/10) were held at the Americas Regional Office of IATA in Miami, United States, on 24 and 25 July 2023. The Meetings were attended by seven (7) States/Territories, three (3) international organizations and the ICAO Secretariat, with a total participation of twenty-one (21) delegates.

3.7.2   It was reported that during the Meeting and as the work of the Group, it was integrated into the activities of the NACC/WG specifically regarding communications and surveillance. In addition, as part of the update of its work plan, it is reviewing the availability of the E/CAR communications network and the work on the development of specifications for a regional project to cover the areas in the Eastern Caribbean that are not currently available.

3.7.3   Additionally, the new rapporteur for both Groups, Mr. Steve Saroop, was introduced, replacing Ms. Veronica Ramdath.

3.7.4   The E/CAR/CATG Working Group did not present information about the work of its Group.

3.8   Other aspects of Air Navigation Services

Principles of human performance (HP) in AIM and NOTAM

3.8.1   Under P/06, the Secretariat explained the application of the principles of human performance (HP) in the areas of AIM and NOTAM.

3.8.2   Human Performance asks the regulator to recognize it in their daily work activities and seek help from a qualified and experienced professional in Human Performance to guide and structure it in the people who are being regulated.

3.8.3   ICAO Doc 10151 was presented:
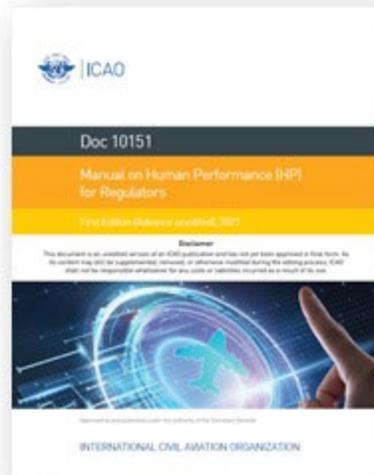
3.8.4　　　　　In this context, the five principles of human action were explained:

1. Human performance is determined by people's capabilities and limitations;
2. People interpret situations differently and act according to what makes sense to them;
3. People adapt to meet the demands of a complex and dynamic work environment;
4. People evaluate risks and make trade-offs before deciding; and
5. People's actions are influenced by working with other people, technology, and the environment.

Agenda Item 4:   **2024 NACC/WG Work Programme**

4.1   Presentation of the Terms of Reference (ToRs) and update of the ACC/WG Work Programme for 2024

4.1.1   Under WP/27, the new ToRs of the NACC/WG were presented following what was discussed at the Second Meeting of Rapporteurs of the Working Group for North America, Central America and the Caribbean (NACC/WG/RAP/02) in March 2023, where a new structure of the NACC/WG was discussed under the implementation mechanisms of air navigation activities and their reporting to the reporting and approval bodies, the CAR/SAM Regional Planning and Execution Group (GREPECAS). and the meeting of Directors of North America, Central America and the Caribbean (NACC/DCA).

4.1.2   The Group reviewed its ToRs (**Appendix E**).

4.2   Development of Vol. III of the Electronic Air Navigation Plan (e-ANP)

4.2.1   Under WP/28 the Secretariat provided information on the process to develop and update the Electronic Air Navigation Plan (e-ANP), Volume III. The implementation of Volume III of e-ANP CAR/SAM is a complex process that will bring significant benefits towards the transformation of the planning and implementation of the global air navigation system.

4.2.2   The Meeting took note of the importance of the information necessary to finalize the ANP Vol. III tables related to the elements/ ASBU and the KPIs.

4.3   National air navigation plans (NANP) of CAR States

Strategy for the development of the air navigation plans of the States

4.3.1   Under WP/09, the Secretariat presented a summary of the proposed strategy for the development of the air navigation plans of the States and, thereby, strengthen the national planning of each of them and regional growth.

4.3.2   The Secretariat explained that each ASBU element has an interrelationship with other ASBU elements, this means that the implementation of one element requires that another element is already operating. In the case of operational elements, they require elements of the technology and information thread to enable them.

4.3.3   Each ASBU element also has enablers that must be implemented as part of the commissioning of the element. All enablers must be implemented, before defining the element as operational. The types of enablers are:

- Ground infrastructure (technology)
- Systems on board aircraft
- Development of procedures
- Certifications
- Development of regulation
- Staff training
- Operational authorization
- Space system infrastructure
- Others according to the element

4.3.4   The Secretariat indicated that, according to the regional analysis of the implementation of the ASBU elements, the following elements were identified as a priority to be implemented in the region, especially CAR, since they are enablers of development and support the implementation of others modules:

1. AMET-B0/1: Enables other MET elements and operational elements.
2. ASUR-B0/1: is the number one technological enabler that supports the implementation of operational modules in the area of Air Traffic Management and Airport Management.
3. FICE-B0/1: Supports capacity and efficiency.
4. COMI-B0/7-ATS: Supports the exchange of aeronautical and meteorological information.

4.3.5   There are other operational elements, which are in a "Ready to be implemented" status but that depend on these technological or information enablers, as an example: CSEP-B1/1: depends on ADS-B.

4.3.6   Based on the information of the items presented in this Study Note, it is indicated that the regional priorities are:

1. Regional implementation of ADS-B and ensuring surveillance data coverage throughout the region.
2. The AMHS aeronautical messaging system (almost implemented in the entire region) NACC/WG/8
3. Strengthen and secure communications infrastructure for the exchange of information between NAM/CAR States and other regions.
4. Desirable: NAM/ICD and AIDC, provided that the necessary surveillance infrastructure is available to support this implementation.
5. Integrate MET and AIM information.

4.3.7   Under NE/29, the strategy proposed by the Secretariat for the development of the National Air Navigation plans of the States was summarized and thereby strengthened the national planning of each of them and regional growth.

4.3.8   The 41st ICAO Assembly urged the Planning and Implementation Regional Groups (PIRGs) and the aviation industry to use the guidance provided by the GANP in their planning and implementation activities, establishing priorities, targets, and indicators consistent with globally harmonized targets based on operational needs.

4.3.9   The pilot strategy to support the States in the development of their National Air Navigation Plan (NANP), this strategy contemplates the following activities:

- carry out the evaluation of the BBB as a first step, with the objective of establishing the State's baseline regarding its implementation of air navigation.
- carry out the assessment of the ASBU elements in their maturity status "Ready to be implemented" this assessment will provide information on the application of the ANS status in the CAR region.
- carry out the evaluation of KPIs in the areas of Air Traffic operations and airport operations. States must evaluate what KPIs they can evaluate.

4.3.10   The National Air Navigation Plan of each State is the reflection of the development of the information in the electronic air navigation plans (e-ANP) in its volumes I, II and III. In this regard, the development of NANP requires hard work that can be summarized as follows:

- Update of e-ANP information Volume I and II.
- Development of e-ANP Volume III data.

4.4   Emerging technologies and regional challenges

4.4.1   With P/02, the Secretariat informed the Meeting about the regional work related to Unmanned Aircraft Systems (UAS), highlighting:

- The availability of a UAS regulation model for local use developed and published by the ICAO.
- Current applications in which unmanned aircraft are used.
- Increase in unmanned aviation activities.
- Accelerating the pace of technological development, for example, the concept of the Autonomous Aerial Vehicle.
- Focus of the RPAS expert group and work on the formulation and updating of provisions in the 19 ICAO Annexes.

4.4.2   Additionally, the Secretariat highlighted the main challenges for operational safety, highlighting:

• Integration of RPAS in the airspace coexisting with manned aircraft,
• Avoid the use of UAs for illicit activities,
• Avoid incidents and accidents,
• Privacy and protection of information,
• Security, Cybersecurity,
• Application of the correct legislation for its use,
• Awareness of its use. Education to the population,
• Continuous evolution and adaptation to new technologies and applications,
• Have qualified personnel for its evolution and application,
• Implementation of technologies to support the operation of large UAs,

4.4.3   Finally, P/02 concluded that the integration of unmanned aircraft into the aviation system requires:

- Technical background,
- Intergovernmental reference framework,
- Global geographic coverage,
- Cooperation of regulators and industry,
- Education and
- Monitoring and continuous improvement

4.4.4   WP/30 informed about Circular 328 AN/190, which provides information on UAS. The paper also related the documentation developed by the ICAO and the documentation kindly provided by the SAM Regional Office to support States in the development process of its regulations, procedures, among others, for the integration of these operations in its airspace:

a) Categorization:

• Open category and specific categories: ICAO Model for the regulation of UAS Part-1 and part-2, which is an example for ICAO Member States to establish a regulation for unmanned aircraft operations. Document under the following link:
https://www.icao.int/safety/UA/Documents/Final%20Model%20UAS%20Regulations3%20-%20Parts%20101%20and%20102.pdf
• Certified category: All ICAO annexes apply.
• Approval of Aviation Organizations (AAO): For unmanned aircraft operators, example for the development of the regulation: ICAO Model for UAS Regulation Part-149:
https://www.icao.int/safety/UA/Documents/Final%20Model%20UAS%20Regulations3%20-%20Part%20149.pdf

b) Regulations available for analysis

1. UAS LAR 100: General requirements for unmanned aircraft systems (UAS) operations.
2. LAR UAS 101: Unmanned aircraft systems (UAS) operations in the open category.
3. Concept of operations for UAS Traffic Management (UTM)
4. concept of operations (CONOPS) for unmanned aircraft systems (UAS).

4.4.5   Mexico informed the meeting about the capacity acquired for the operation of UAS in the verification processes of aeronautical procedures and certification, also about the current challenges from the regulatory perspective and the possibility of offering this type of services to other States.

4.4.6   With NE/30, the ICAO NACC Regional Office proposed the creation of a Multidisciplinary Group that can carry out analysis and recommendations for the development and application of a regulation applied to unmanned aircraft operations in the region, integrating the analysis work of Annex 10, Volume VI.

Agenda Item 5   **Other business**

        5.1   Conclusions and Decisions of the Meeting

5.1.1   In response to the topics addressed and after discussing all the Groups, integrating the information on all the issues of the day, the Meeting agreed on the conclusions and decisions described below.

CONCLUSION	
NACC/WG/08/C/01 **VERIFYING PROCESS OF THE MET BBBs**	
What: That, to improve support to States and Territories and facilitate reporting on the status of implementation of the Basic Constituent Elements (BBBs): a) the ICAO NACC Regional Office supports the development of tools to implement the verification process; b) the MET/TF continues the development and application of the verification process; and c) the States, Territories and Organizations that represent them, strengthen the verification process and join national efforts to apply it and feed the dashboard by GREPECAS/22	**Expected impact:** ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: It is important to establish the level of regional implementation of the BBBs and establish the priorities of the region. In accordance with the provisions of GREPECAS, it is necessary to establish and monitor the implementation status of the Meteorological Service for International Air Navigation through the verification of the BBB.	
When: GREPECAS/22	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☒ ICAO ☐ Other:	CAR States supported by the ICAO NACC

5.1.2   The Optimization Task Force (NACC/WG/AO) and the Search and Rescue Task Force (NACC/WG/SAR) shared with the Meeting the need for the development of a strategy for the evaluation of BBBs in their areas through the support of other third parties that help them better understand the mandatory services that they need to evaluate in their respective areas.

5.1.3   In response to what was indicated by Cuba in WP/10 and 11, the NACC Regional Office will update the evaluation document of the BBBs, eliminating the USOAP PQ from the table, so that when the State completes the evaluation, it does so from a service point of view and not from evaluating the level of USOAP compliance. In this sense, the meeting decided:

DECISION	
NACC/WG/08/D/02 **UPDATING OF BBB AND USOAP PQ DOCUMENTS**	
What: That,the ICAO NACC Regional Office, in coordination with the NACC/WG, update the BBBs and USOAP PQs guidance document and update the related working documents with the objective of States better identifying the evaluation of mandatory services BBB.	**Expected impact:** ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: ICAO guidance material needs to be updated to facilitate BBB verification processes	
When: Immediately	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☐ States ☒ ICAO ☐ Other:	ICAO/NACC, NACC/WG

5.1.4   Following up on the development tasks of Volume III of the e-ANP, the meeting formulated the following draft conclusion:

CONCLUSION	
NACC/WG/08/C/03 **VOLUME III OF THE CAR/SAM ELECTRONIC AIR NAVIGATION PLAN (EANP)**	
What: That States, a) implement work teams to develop data collection activities and management of the GANP KPIs as a basis for filling out the data in the Tables of Vol III of the CAR/SAM eANP and inform ICAO the names of these work teams; and b) send the data and information that they consider important and available to finalize and send the tables of Vol III of the CAR/SAM eANP (presented in the Appendix of NACC/WG/08-NE/28) by the end of September 2023 to: nacc-aga@icao.int	**Expected impact:** ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: It is important to development a regional objectives and States have information to support them to create their National Air Navigation Plans and improve their planning for future implementaions.	
When: NACC/WG/09	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed

Who:	☒ States ☐ ICAO ☐ Other:	NAM/CAR States

5.1.5   In response to the information provided by the Automation Task Group (NACC/WG/AIDC), the meeting supports what was indicated by the Group and establishes the need to prioritize the implementation of automated protocols, take advantage of the advantage of having access to BADA information and work more emphatically on a mechanism for standardizing rejection messages and knowledge of flight plans. In this sense, the Meeting made following draft conclusion:

<table>
<tr>
<td colspan="2">CONCLUSION
NACC/WG/08/C/04   PRIORITIZE THE IMPLEMENTATION OF AIDC PROTOCOLS IN THE REGION</td>
</tr>
<tr>
<td>What:

That, due to the identified benefits in operational safety and efficiency, the States resume AIDC and NAM/ICD implementation activities and prioritize the following activities during 2023 and 2024 with Cuba, Haiti, Jamaica and Mexico:.

a) Support coordination actions between Cuba and Jamaica with NAM/ICD in its phase I;
b) Support coordination actions between the United States and Mexico to promote the implementation of phase II and III of the NAM/ICD between both States; and
c) Support Haiti in the current implementation project.</td>
<td>Expected impact:

☐ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td>
</tr>
<tr>
<td colspan="2">Why:
Because the implementation of automated protocols is a regional priority.</td>
</tr>
<tr>
<td>When: NACC/WG/09</td>
<td>Status: ☒ Valid / ☐ Superseded / ☐ Completed</td>
</tr>
<tr>
<td>Who: ☒ States ☐ ICAO ☐ Other:</td>
<td>NACC/WG/AIDC, Involved States</td>
</tr>
</table>

5.1.6   It was identified that different users receive different information from the messages rejected by the automation systems (control centers) of the different States and in that sense, it is necessary to agree on standardized mechanisms for rejection and acceptance of flight plans. In that sense, the NACC/WG/AIDC Task Group will work with its members on this issue, and the following decision was made based on this discussion:

DECISION		
NACC/WG/08/D/05	**STANDARDIZATION OF REJECTED AND (REJ) AND ACKNOWLEDGED (ACK) MESSAGES**	
What:		**Expected impact:**
That, since most airline systems currently accept United States FAA format for REJ and ACK messages, every regional implementation be modeled on the current control center formats, coordinated through the NACC/WG/AIDC, prior to any implementation, and be reported to the NACC/WG/09.		☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why:		
Because these messages are important as feedback to the airlines, which will contribute to reducing errors in flight plans.		
When: NACC/WG/09	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☐ States ☐ ICAO ☒ Other:	NACC/WG/AIDC	

5.1.7   The NACC/WG/AIDC Task Force, together with the Airspace Optimization Task Foce agreed on the need to implement agreements to update the air traffic control systems databases using the Eurocontrol "BADA" aircraft database. In this regard, CAR States must establish letters of agreement with Eurocontrol to have access to this data. Further to this, the Meeting reached the following draft conclusion:

CONCLUSIÓN		
NACC/WG/08/C/06	**SIGNING OF AGREEMENT WITH EUROCONTROL FOR THE USE OF BADA**	
What:		**Expected impact:**
That, due to the importance of maintaining homogeneity in the aircraft databases between the Control Centers, the States sign the agreement to obtain the license for the use of BADA.		☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why:		
Because this would represent a potential reduction in coordination errors between Control Centers.		
When: NACC/WG/09	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☒ States ☐ ICAO ☐ Other:	CAR States	

5.1.8   The Search and Rescue Task Force (NACC/WG/SAR), in monitoring its work plan, identified the need to follow up on regional initiatives to promote mechanisms to improve this service, in that sense the meeting concluded:

CONCLUSION NACC/WG/08/C/07	FOLLOW-UP OF IMPROVEMENT INITIATIVES IN THE SAR PROVISION	
What: That, to maintain support for the implementation and adequate provision of SAR services in the NAM/CAR Regions the ICAO NACC Regional Office: a) maintain its attention on the provision of SAR services in the Piarco Search and Rescue Region (SRR) and promote the coordination of operational procedures between the Rescue Coordination Center (RCC) of Piarco, the Rescue Subcenters (RSC) under this SRR and the neighboring RCCs, as well as the signing of Pending SAR agreements. b) support the work to delimit the scope and responsibilities of SAR in the CAR Region and the ICAO NACC Regional Office promote collaboration with the International Maritime Organization (IMO); and c) collect more information and provide better guidance on the mechanism used in other regions for the evaluation of BBBs in SAR and report it to the NACC/WG/09		**Expected impact:** ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: To improve the levels of implementation of requirements related to the provision of SAR services		
When: NACC/WG/09	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☒ States ☐ ICAO ☐ Other:	CAR States	

5.1.9   In response to WP/19, the Communications (NACC/WG/COMM) and the Frequency Management Task Forces agreed to review Volume VI of ICAO Annex 10 and provide comments in the following NACC/WG meeting.

5.1.10   In response to emerging technologies and specifically drone operations, the Meeting made the following decision:

DECISION		
NACC/WG/08/D/08	**MULTIDISCIPLINARY GROUP ON THE OPERATION OF UNMANNED AIRCRAFT IN THE REGION**	
What:		**Expected impact:**
That, the NACC/WG activates a multidisciplinary group to develop and apply a regulatory model applied to unmanned aircraft operations in the region, working with the NACC/WG/COMM and NACC/WG/FREQ Task Forces that will carry out an analysis of Volume VI of ICAO Annex 10 by September 2024..		☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why:		
It is considered necessary to facilitate global harmonization for the operational integration of unmanned aircraft into the aviation system, guaranteeing adequate levels of operational safety. DRONES increase their operation every year, so fast. In that sense it is important that States be prepare to support these operations.		
When: NACC/WG/09 (SEPTEMBER 2024)	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☐ States ☐ ICAO ☒ Other:	NACC/WG	

5.1.11   Finally, the Meeting carried out an analysis of the necessary mechanisms to update and/or develop, in the case that the Air Navigation Plans of the CAR States apply, the need to take advantage of the information already developed by the States and establish mechanisms to integrate information recommended by ICAO.

5.1.12   During the meeting, the NACC/WG/ASBU Task Force agreed to lead the analysis mechanisms of key performance indicators through an Ad-hoc Group, which will be led by Costa Rica, responsible for mapping regional information available and based on this, propose the regional KPIs to measure.

5.1.13   Based on the above, the Meeting made the following decision:

DECISION		
NACC/WG/08/D/09	**UPDATE OR DEVELOPMENT OF THE AIR NAVIGATION PLANS OF THE CAR STATES**	
What:		**Expected impact:**
That, as it is necessary for CAR States to develop or update their air navigation plans in accordance with the new version of the Global Air Navigation Plan (GANP), to regional and global requirements, considering the interoperability requirements of the region,		☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

a) the NACC/WG/ASBU Task Force update the format of the current Air Navigation Plan, integrating the information recommended by ICAO and that at this time is not reflected in the current format and integrate the recommendations or proposals for measuring the Key Performance Indicators regionally By the NACC/WG/09.	
Why: The National Air Navigation Plan (NANP) is a planning document that supports States in defining the direction of air navigation projects and the resources necessary for their implementation.	

When:	NACC/WG/09	**Status:**	☒ Valid / ☐ Superseded / ☐ Completed
Who:	☐ States ☐ ICAO ☒ Other:	NACC/WG/ASBU	

5.2   Acknowledgements

5.2.1   Under NI/05, Ms. Veronica Ramdath, a representative of Trinidad and Tobago, was acknowledged for her work on the Eastern Caribbean Radar Data Exchange and Network.

5.2.2   The Eastern Caribbean Network Technical Group (E/CAR/NTG) and the Eastern Caribbean Radar Data Exchange (E/CAR/RD), which is responsible for the technical management of the Eastern Caribbean network, its operational management, and implementation of improvements. at the regional level, was recently led by Veronica Ramdath. Mr. Steve Saroop, a representative of Trinidad and Tobago, took the lead as the new rapporteur of the E/CAR/NTG and E/CAR/RD Task Forces.

5.2.3   On behalf of the ICAO NACC Regional Office, **Appendix C** shows the recognition given by colleagues and friends of the Eastern Caribbean Communications Network. Congratulations!

5.2.4   Under NI / 06, Mr. Fernando Cassó, representative of Dominican Republic, was acknowledged for his work and support in the NACC / WG / AIDC Task Group.

5.2.5   The Air Traffic Services Interfacility Data Communications Task Group (NACC/WG/AIDC) is responsible for supporting the implementation of Automatic protocols; AIDC implementation and the North American Interface Control Document (NAM/ICD) and was recently led by Fernando Cassó. The new rapporteurs of the NACC/WG/AIDC Task Force are Messrs. Luis E. Fuentes and Luciano Rojas Almonte, both representatives of the Dominican Republic.

5.2.6   On behalf of the ICAO NACC Regional Office, colleagues and friends from the NAM and CAR Regions have delivered the acknowledgment in **Appendix D**. Congratulations!

APPENDIX A

DECISIONS AND CONCLUSIONS

Number	Title	State
D/01	*Basic Building Blocks (BBB) Assessment*	Valid
D/02	*Regional Assessment of Aviation System Block Upgrade (ASBU) Elements*	Valid
D/03	*Creation of an Ad-hoc Group to analyze the ASBU elements of the navigation area (NAVS).*	Completed
D/04	*Measurement of Key Performance Indicators (KPIs) for regional performance*	Valid
D/05	Supporting e-ANP Development Volume III	Valid
D/06	*Creation of an air navigation implementation strategy and roadmap for the CAR Region.*	Valid
D/07	*Information update on Indicators measuring the Level of Implementation of Air Navigation Services*	Valid
C/08	*NACC/WG Structure Change*	Completed
D/09	*Promote a New Format for NACC/WG Meeting Decisions and Conclusions*	Completed

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AIRPORT BBBS VERSUS USOAP PQS WITH PERCENTAGE OF COMPLIANCE BY CAR REGION STATES AND TERRITORIES

BBBs	PQ	Protocol Question of USOAP	CE	No. of PQs with answer SAT or NOT SAT	No. of PQs NOT SAT	% PQ NOT SAT
AERODROME CERTIFICATION	8.091	Does aerodrome certification staff track compliance with the initial certification requirements using appropriate checklists?	CE-6	22	10	45%
AERODROME CERTIFICATION	8.093	Does the scope of the certification process explicitly include referral to competent State entities and coordination with elements of air traffic service (ATS) for the local airspace of an aerodrome?	CE-6	21	11	52%
AERODROME CERTIFICATION	8.085	Does the aerodrome regulatory authority require that a prospective aerodrome operator complete and submit a formal application form for obtaining an aerodrome certificate?	CE-6	22	6	27%
AERODROME CERTIFICATION; AERODROME OPERATIONS	8.111	Does the State ensure that aerodrome operators develop and submit an aerodrome manual to the appropriate State authority for approval/acceptance prior to certification?	CE-6	22	9	41%
AERODROME CERTIFICATION; AERODROME OPERATIONS	8.113	As part of the certification process, does the State assess both initial and continuing organizational competence to ensure that the aerodrome operator's staff has the necessary competence and experience to operate and maintain the aerodrome properly?	CE-7	22	13	59%
AERODROME DESIGN (RWYS, TAXIWAYS, APRONS)	8.137	Does the State ensure that aerodrome operators comply with the requirements for the determination and reporting of pavement bearing strengths?	CE-6	22	3	14%
AERODROME MAINTENANCE	8.323	Does the State ensure that aerodrome operators establish and implement procedures for the timely removal of contaminants?	CE-6	9	7	78%
AERODROME MAINTENANCE	8.251	Does the State ensure that aerodrome operators develop and implement aerodrome maintenance programmes at all aerodromes in the interests of safety, efficiency and regularity of aircraft operations?	CE-6	22	11	50%
AERODROME MAINTENANCE	8.253	Does the State ensure that the aerodrome operators' maintenance programme include precautions for runway, taxiway and apron pavements and taxiway shoulders in relation to surface debris and regularity?	CE-6	22	12	55%

BBBs	PQ	Protocol Question of USOAP	CE	No. of PQs with answer SAT or NOT SAT	No. of PQs NOT SAT	% PQ NOT SAT
AERODROME MAINTENANCE	8.257	Has the State established and implemented a mechanism to ensure that aerodrome operators maintain good friction characteristics and low rolling resistance on runways?	CE-7	22	15	68%
AERODROME MAINTENANCE; OPERATIONAL AREA MANAGEMENT; SAFETY MANAGEMENT	8.143	Does the State ensure that aerodrome operators inspect the movement areas at the appropriate frequency, and monitor and report the condition of the movement areas and operational status of related facilities?	CE-7	22	10	45%
AERODROME MAINTENANCE; VISUAL AIDS	8.259	Does the State ensure that aerodrome operators: a) define maintenance performance level objectives for visual aids as part of their preventive maintenance programme, and b) restrict construction or maintenance activities in the proximity of aerodrome electrical systems during low visibility operations?	CE-6	22	13	59%
AERODROME OPERATIONS	8.087	Does the aerodrome regulatory authority review the organizational competence and level of resources of prospective aerodrome operators or certificate holders and ensure that they employ competent personnel to perform all critical activities for aerodrome operations and maintenance?	CE-6	21	13	62%
AERODROME OPERATIONS	8.115	Does the State ensure that: a) aerodrome manuals are reviewed periodically; b) the information contained in the manual remain correct; and c) up-to-date copies of approved aerodrome manuals are kept by the aerodrome regulatory authority?	CE-7	22	15	68%
AERODROME OPERATIONS	8.133	Has the State established coordination between aerodromes/heliports and AIS to ensure up-to-date information of aerodrome safety-related conditions?	CE-6	22	10	45%
CONTROL OF OBSTACLES	8.273	Does the State ensure that aerodrome operators implement the requirements that runway strips are free of objects unless they are needed for air navigation purposes and meet frangibility requirements?	CE-7	22	13	59%
CONTROL OF OBSTACLES	8.277	Does the State ensure the implementation of requirements relating to the group of obstacle limitation surfaces (OLS) at and around aerodromes?	CE-7	22	9	41%

BBBs	PQ	Protocol Question of USOAP	CE	No. of PQs with answer SAT or NOT SAT	No. of PQs NOT SAT	% PQ NOT SAT
CONTROL OF OBSTACLES	8.387	Does the State ensure the implementation of requirements relating to the obstacle limitation surfaces (OLS) and sectors?	CE-7	**3**	**0**	**0%**
CONTROL OF OBSTACLES; SAFETY MANAGEMENT	8.223	Does the State ensure that aerodrome operators/competent State authority comply with regulations relating to marking and lighting obstacles, both on the aerodrome and in the vicinity of aerodromes, which could otherwise present a hazard to aircraft?	CE-7	**22**	**9**	**41%**
CONTROL OF OBSTACLES; VISUAL AIDS	8.279	Has the State established and implemented a process to ensure that the siting or performance of visual and non-visual aids to navigation is not adversely affected by objects under the approach surface?	CE-7	**22**	**8**	**36%**
DISABLE AIRCRAFT REMOVAL	8.151	Does the State ensure that aerodrome operators provide contact information and aerodrome's capability for the removal of disabled aircraft?	CE-6	**22**	**9**	**41%**
DISABLE AIRCRAFT REMOVAL	8.321	Does the State ensure that the aerodrome has plans for the removal of disabled aircraft, including arrangements for designation of coordinators, the rapid availability and deployment of salvage and removal equipment between aerodromes, and the protection of evidence, custody and the removal of aircraft in accordance with Annex 13?	CE-6	**22**	**8**	**36%**
ELECTRICAL SYSTEMS	8.177	Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway lighting, does the State ensure that aerodrome electrical systems are interlocked to preclude the possibility of simultaneous operation of both forms of lighting?	CE-6	**5**	**0**	**0%**
ELECTRICAL SYSTEMS; AERODROME MAINTENANCE	8.175	If the aerodrome operators use runways when runway visual ranges are less than 550 m, does the State ensure that the electrical systems are designed so that an equipment failure will not leave the pilot with inadequate visual guidance?	CE-6	**6**	**1**	**17%**
ELECTRICAL SYSTEMS; AERODROME MAINTENANCE	8.173	Does the State ensure that aerodrome operators comply with regulations for the provision of primary and secondary power supplies?	CE-6	**22**	**10**	**45%**

BBBs	PQ	Protocol Question of USOAP	CE	No. of PQs with answer SAT or NOT SAT	No. of PQs NOT SAT	% PQ NOT SAT
EMERGENCY PLANNING	8.291	Does the State ensure that aerodrome operators/competent State authority develop emergency plans, including appropriate cooperation and coordination with other entities involved in the provision of emergency services and the development of the plans?	CE-6	22	10	45%
EMERGENCY PLANNING	8.293	Does the State ensure compliance with requirements for the periodic testing and review of aerodrome emergency plans?	CE-7	22	12	55%
EMERGENCY PLANNING	8.299	Does the State ensure the implementation of requirements for the establishment and manning of emergency operations centres and mobile command posts, and for communication between them?	CE-6	22	10	45%
EMERGENCY PLANNING	8.313	Does the State ensure that emergency access roads are provided at aerodromes?	CE-6	21	9	43%
EMERGENCY PLANNING; RESCUE AND FIREFIGHTING	8.297	Does the State ensure the implementation of requirements for the availability and coordination of specialist rescue services to be included in the emergency plans of aerodromes close to water, swampy areas or difficult terrain?	CE-6	22	11	50%
FENCING	8.183	Does the State ensure that aerodrome operators comply with regulations for providing a fence or suitable barriers to aerodromes and off-aerodrome ground installations and facilities, including sewers, ducts and tunnels as well as the requirements for the lighting of security fences and barriers?	CE-6	22	9	41%
GROUND SERVICING OF AIRCRAFT	8.349	Has the State established and implemented a mechanism to ensure the availability of fire extinguishing equipment and trained personnel during ground servicing of aircraft?	CE-7	22	10	45%
OPERATIONAL AREA MANAGEMENT	8.221	Does the State ensure that an aerodrome's surface movement guidance and control system (SMGCS) is designed to assist in the prevention of inadvertent incursions of aircraft and vehicles onto an active runway or taxiway, and collisions on any part of the movement area?	CE-6	22	14	64%
OPERATIONAL AREA MANAGEMENT	8.287	Does the State ensure that aerodrome operators control the use of vehicles on aerodromes, including the restriction on the use of airside roads?	CE-6	22	8	36%

BBBs	PQ	Protocol Question of USOAP	CE	No. of PQs with answer SAT or NOT SAT	No. of PQs NOT SAT	% PQ NOT SAT
OPERATIONAL AREA MANAGEMENT	8.341	If an apron management service is not provided, does the State ensure the safety of aircraft operations on apron areas, considering the movement of vehicles?	CE-7	12	6	50%
OPERATIONAL AREA MANAGEMENT	8.345	Does the State ensure that aerodrome operators restrict the operation of personnel and vehicles on an apron during low visibility operations?	CE-6	10	1	10%
OPERATIONAL AREA MANAGEMENT	8.347	Does the State ensure that aerodrome operators provide for visual monitoring of aircraft stand clearances and the control of vehicle movement on aprons?	CE-6	22	8	36%
OPERATIONAL AREA MANAGEMENT	8.209	Does the State ensure that aerodrome operators comply with the regulations for the provision of a surface movement guidance and control system (SMGCS) and that signs shall be provided to convey a mandatory instruction, information on a specific location or destination on a movement area?	CE-6	22	16	73%
OPERATIONAL AREA MANAGEMENT; SAFETY MANAGEMENT	8.144	Does the State ensure that personnel assessing and reporting runway surface conditions are trained and competent to perform their duties?	CE-6	0	0	
OPERATIONAL AREA MANAGEMENT; SAFETY MANAGEMENT	8.145	Does the State ensure that aerodrome operators establish and implement procedures to assess and report runway surface condition through a runway condition code (RWYCC) and a description using the appropriate terms?	CE-6	22	14	64%
OPERATIONAL AREA MANAGEMENT; SAFETY MANAGEMENT	8.147	Does the State ensure that aerodrome operators have a process for determining and providing relevant information that a runway, or part of, may be slippery wet, and when the friction level of a paved runway or portion thereof is less than the minimum friction level specified by the State?	CE-7	22	19	86%
OPERATIONAL AREA MANAGEMENT; SAFETY MANAGEMENT	8.157	Does the State ensure that aerodrome operators make available information about visual approach slope indicator system installations?	CE-6	22	4	18%
OPERATIONAL AREA MANAGEMENT; SAFETY MANAGEMENT	8.225	Does the State ensure that aerodrome operators develop and implement procedures to mark permanent and temporary movement area closures and meet location and characteristic specifications?	CE-6	22	12	55%

BBBs	PQ	Protocol Question of USOAP	CE	No. of PQs with answer SAT or NOT SAT	No. of PQs NOT SAT	% PQ NOT SAT
RESCUE AND FIREFIGHTING	8.301	Does the State ensure the implementation of requirements for the provision of rescue and firefighting (RFF) services at all aerodromes, which takes into account the aerodrome location and the surrounding terrain?	CE-7	21	8	38%
RESCUE AND FIREFIGHTING	8.305	Has the State established and ensured implementation of rescue and firefighting (RFF) extinguishing agent specifications, including quantities and discharge rates?	CE-7	22	9	41%
RESCUE AND FIREFIGHTING	8.307	Has the State promulgated and ensured implementation of regulations prescribing the minimum number of rescue and firefighting (RFF) vehicles, together with the associated building facilities and their location?	CE-7	22	9	41%
RESCUE AND FIREFIGHTING	8.309	Does the State ensure that aerodrome operators provide a discrete communication system and an alerting system among vehicles, fire stations and aerodrome control towers?	CE-6	22	8	36%
RESCUE AND FIREFIGHTING	8.311	Has the State established and implemented a mechanism to ensure the implementation of requirements for minimum response times by the rescue and firefighting (RFF) services?	CE-7	22	10	45%
RESCUE AND FIREFIGHTING	8.315	Does the State ensure that aerodrome operators provide training for firefighting personnel, including live fire drills?	CE-7	22	18	82%
RESCUE AND FIREFIGHTING	8.317	Does the State ensure that all responding firefighting personnel are equipped with the necessary protective clothing and respiratory equipment?	CE-7	22	8	36%
RESCUE AND FIREFIGHTING	8.319	Does the State ensure that there are sufficient trained personnel to operate all the necessary RFF equipment at maximum capacity, meet the minimum response times and maintain continuous agent application at the appropriate rate?	CE-7	22	9	41%
RESCUE AND FIREFIGHTING; SAFETY MANAGEMENT	8.153	Does the State ensure that aerodrome operators provide information concerning the level of protection available at an aerodrome for aircraft rescue and firefighting (RFF) purposes?	CE-6	22	2	9%

BBBs	PQ	Protocol Question of USOAP	CE	No. of PQs with answer SAT or NOT SAT	No. of PQs NOT SAT	% PQ NOT SAT
RESCUE AND FIREFIGHTING; SAFETY MANAGEMENT	8.155	Does the State ensure that aerodrome operators notify changes in the level of aircraft rescue and firefighting (RFF) protection normally available at an aerodrome to air traffic service (ATS) and AIS?	CE-7	22	10	45%
RUNWAYS; SAFETY MANAGEMENT	8.163	Does the State require and ensure the provision of runway end safety areas (RESA) at aerodromes?	CE-6	22	17	77%
RUNWAYS; TAXIWAYS; APRONS	8.227	Does the State ensure that aerodrome operators use taxi side stripe markings on taxiways, runway turn pads, holding bays and aprons in order to distinguish non-load-bearing surfaces and unserviceable areas from load-bearing areas?	CE-6	22	9	41%
RUNWAYS; VISUAL AIDS; CONTROL OF OBSTACLES	8.191	Does the State ensure that aerodrome operators comply with the frangibility and height restriction requirements for equipment or installations located near or on a runway, on the non-graded portion of a runway strip, on precision approach runways, or for obstacles of operational significance?	CE-6	22	10	45%
SAFETY MANAGEMENT	8.171	Whenever a change to the aerodrome physical characteristics, facilities or equipment is proposed, does the aerodrome regulatory authority ensure that the aerodrome operator has a procedure for evaluating the impact of this change on the safety of the existing operation?	CE-7	22	13	59%
SAFETY MANAGEMENT	8.204	Does the State ensure that aerodrome operators comply with requirements related to runway safety, including the establishment of a runway safety team?	CE-6	0	0	
SAFETY MANAGEMENT	8.233	Does the State ensure that aerodrome operators/competent State authority comply with regulations on the requirement to extinguish, screen or otherwise modify non-aeronautical lights which could present a hazard to aircraft safety?	CE-7	21	12	57%
SAFETY MANAGEMENT	8.365	Has the State promulgated and ensured implementation of a regulation to require aerodrome operators to ensure that organizations performing activities at the aerodrome comply with the aerodrome safety requirements?	CE-6	22	14	64%

BBBs	PQ	Protocol Question of USOAP	CE	No. of PQs with answer SAT or NOT SAT	No. of PQs NOT SAT	% PQ NOT SAT
SAFETY MANAGEMENT	8.375	Has the State established and implemented a mechanism to assess the outcomes of the conduct of risk assessments or aeronautical studies?	CE-7	22	19	86%
SAFETY MANAGEMENT; CONTROL OF OBSTACLES	8.385	Does the State ensure the implementation of requirements for safety areas surrounding final approach and take-off areas (FATOs) for helicopters?	CE-7	3	0	0%

APPENDIX C

North American, Central American and Caribbean Office (NACC)

In recognition of

Veronica Ramdath

For your leadership, dedication and contribution as Communications, Navigation and Surveillance Officer and especially for being the rapporteur to the Communications Network Working Groups and the Eastern Caribbean States Surveillance Working Group (ECAR/NTG and ECAR/RD), your work contributed enormously to the communication and radar infrastructure of the Eastern Caribbean States.

Agosto 2023

Christopher Barks
Regional Director
ICAO North American, Central
American and Caribbean Office
[NACC]
OACI

APPENDIX D

Oficina para Norteamérica, Centroamérica y Caribe (NACC)

En reconocimiento a

Fernando A. Cassó Rodríguez

Por su liderazgo, dedicación y contribución como relator del Grupo de Tareas de Automatización (NACC/WG/AIDC) durante el periodo 2017 a Julio 2023. Su trabajo contribuyo enormemente a la implementación de los protocolos automatizados NAM/ICD y AIDC/PAC en la región NAM/CAR.

Agosto de 2023

Christopher Barks
Director Regional
Oficina para Norteamérica,
Centroamérica
y Caribe [NACC] de La
OACI

TERMS OF REFERENCE FOR THE NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN WORKING GROUP (NACC/WG)

APPENDIX E

The North America, Central America, and Caribbean Working Group (NACC/WG) is the regional implementation mechanism of the NAM and CAR regions, which integrates all the Task Groups in the different air navigation areas and aerodromes. This Group is the mechanism through which the NAM/CAR regions report their level of implementation.

NACC/WG as the regional implementation arm in Air Navigation and Aerodromes reports directly to the Regional Planning and Execution Group (PIRG) of the CAR and SAM regions, CAR/SAM Regional Planning and Execution Group (GREPECAS).

THE NACC/WG IS COMPOSED OF THE FOLLOWING TASK GROUPS:

1. **AIM:**
   Aeronautical Information Management
   Aeronautical Information Task Force (NACC/WG/AIM/TF).

2. **AGA:**
   Aerodrome and Ground Aids
   Aerodrome Task Force (NACC/WG/AGA/TF)

3. **ATM:**
   Air Traffic Management
   Airspace Optimization Task Force (NACC/WG/OA/ TF)
   Air Traffic Flow Management Task Force (NACC/WG/ATFM/TF)
   Search and Rescue Task Force (NACC/WG/SAR/TF)
   Contingency Task Force (NACC/WG/CONT/TF)

4. **CNS**
   Communications, Navigation and Surveillance
   Automation Task Force (NACC/WG/AIDC)
   Aviation System Block Upgrade Task Force (NACC/WG/ASBU/TF)
   Communications Task Force (NACC/WG/COMM/TF)
   Surveillance Task Force (NACC/WG/SURV/TF)
   Aeronautical Frequency Management Task Force (NACC/WG/FREQ/TF)

5. **MET**
   Aeronautical Meteorology
   Aeronautical Meteorology Task Force (NACC/WG/MET/TF)

6. **Eastern Caribbean States Work Group (ECAR)**
   Management of the Eastern Caribbean Civil Aviation Technical Group (ECAR/CATG)
   Eastern Caribbean Network Technical Group (E/CAR/NTG) and Radar Data Exchange Group (ECAR/RD).

TERMS OF REFERENCE FOR THE NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN WORKING GROUP (NACC/WG)

STRUCTURE OF THE NACC/WG
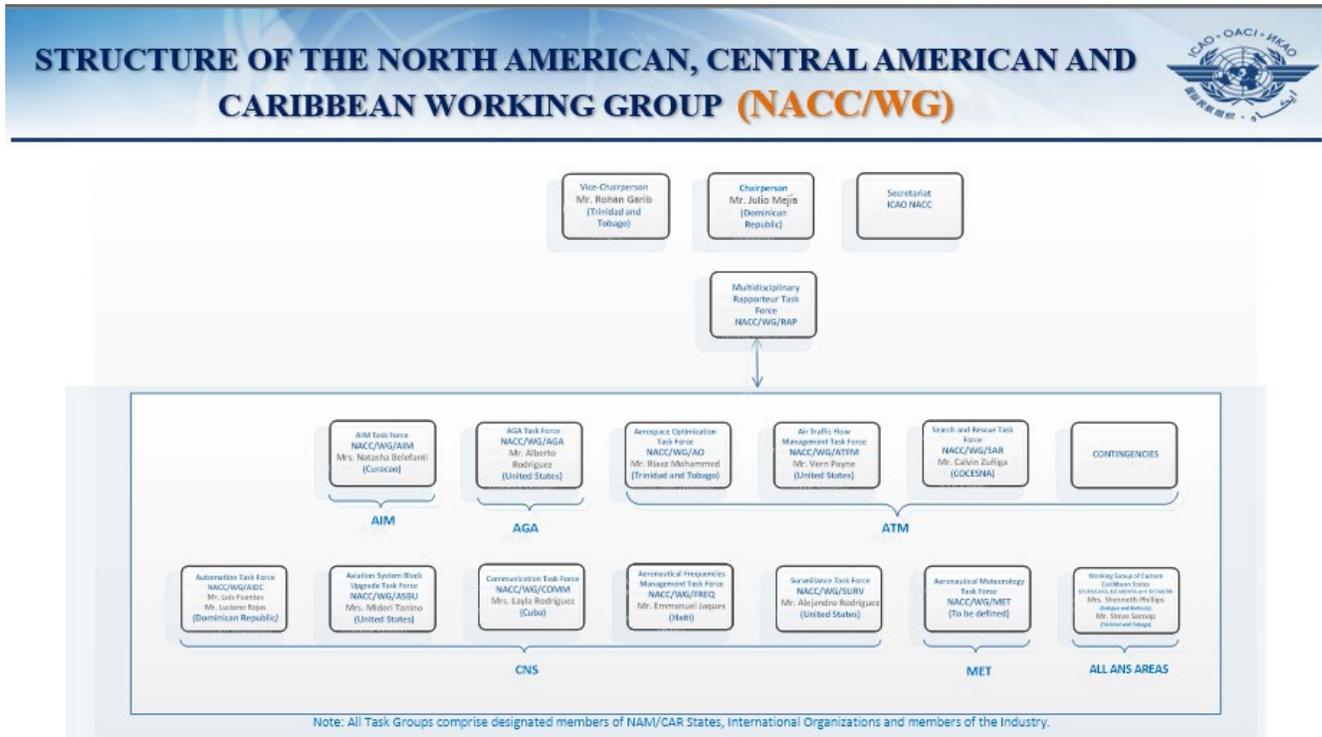
All States and Territories of the North American (NAM) and Caribbean (CAR) regions accredited to the ICAO NACC Regional Office and the Organizations that represent them are members of the NACC/WG. International Organizations accredited to ICAO are invited to participate in the execution of the work program, as well as the industry.

TERMS OF REFERENCE FOR THE NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN WORKING GROUP (NACC/WG)

LEAD THE NACC/WG

Chairman	Julio Mejia	Dominican Republic	Vice-Chairman	Rohan Garib	Trinidad and Tobago
NACC/WG/AIM/TF	Natasha Belefanti	Curacao	NACC/WG/AIDC	Luis Fuentes Luciano Rojas	Dominican Republic
NACC/WG/AGA/TF	Alberto Rodriguez	United States	NACC/WG/ASBU/TF	Midori Tanino	United States
NACC/WG/OA/TF	Riaaz Mohammed	Trinidad and Tobago	NACC/WG/COMM/TF	Layla Rodriguez	Cuba
NACC/WG/ATFM/TF	Vern Payne	United States	NACC/WG/SURV/TF	Alex Rodriguez	United States
NACC/WG/SAR/TF	Calvin Zúniga	COCESNA	NACC/WG/FREQ/TF	Emmanuel Jaques	Haiti
NACC/WG/CONT/TF			NACC/WG/MET/TF		
ECAR/CATG	Shenneth Phillips	Antigua and Barbuda	**ECAR/NTG and ECAR/RD**	Steve Saroop	Trinidad and Tobago

The NACC/WG Chair is responsible for leading the Group, coordinating the formulation, execution and following up on the development of the Work Program.

The Vice-Chair is responsible for following up on the integration of the work programs of the different Task Forces and fulfilling the role of Chair in case of absence.

The rapporteur of the different Task Forces (TF) has the responsibility to lead the development and implementation of the work program of their respective TF, maintain adequate coordination with other TFs of the NACC/WG to optimize the work, report to the NACC/WG and participate in the tasks of analysis, decision making and definition of the annual Work Program of the NACC/WG.

ICAO SECRETARIAT – TF COORDINATORS

AIM	Raúl Martinez	ATM	Ernie Snyder
AGA	Fabiana Todesco	CNS	Mayda Ávila
SAR	Eddian Méndez	MET	Luis Sanchez

The Secretariat acting as coordinators of the different TFs, supports the formulation and execution of their work programs, proposes actions for alignment with the work of GREPECAS, promotes regional coordination mechanisms, and supports the NACC/WG Chair in the management of the Group's meetings.

ICAO/NACC is responsible for bringing together the aeronautical community of the NAM and CAR regions to define a common strategy for the evolution of the regional air navigation system at the global strategic and technical levels of the NANP. It also promotes close coordination between GREPECAS and the Regional Aviation Safety Group (RASG-PA). To verify the effectiveness and monitor the pace of implementation of operational improvements, ICAO provides data and support tools and facilitates the exchange of relevant information, including best practices, among NACC/WG members.

TERMS OF REFERENCE FOR THE NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN WORKING GROUP (NACC/WG)

ROLES AND RESPONSIBILITIES OF NACC/WG MEMBERS

States and Territories of the NAM and CAR regions accredited to the ICAO NACC Regional Office and the Organizations representing them:

Contribute to the implementation of the four levels of the NACG by providing their expertise in local and regional matters and their knowledge of the operational considerations necessary to comply with ICAO provisions.

contribute to the implementation of regional air navigation plans by developing national air navigation plans to ensure the provision of essential air navigation services for international civil aviation and the modernization of their air navigation system based on local performance and operational needs, taking into account regional requirements. In addition, States contribute to the implementation of the regional air navigation plan by sharing best practices and lessons learned from implementation issues, conducting cost-benefit analyses, and assessing environmental impact, human performance, and safety.

provide a clear and stable regulatory framework that complies with ICAO provisions to ensure that the aviation community operates safely and efficiently; At the same time, this regulatory framework will be flexible, agile and scalable enough to allow for the necessary innovation to meet the needs and responsibilities of aviation.

ROLES AND RESPONSIBILITIES OF INTERNATIONAL ORGANIZATIONS AND INDUSTRY

International bodies, including airspace user and airport bodies, support the NACC/WG in the development and implementation of SARPs, sharing information with the organizations' members and raising awareness of compliance requirements by conducting training activities.

The international organizations also convey operational requirements to their members and assist them in planning effective solutions, which in turn are taken into account when developing operational improvements within the SARPs and NACC/WG technical frameworks.

The primary role of aeronautical personnel, such as flight crews, cabin crews and air traffic controllers, is to adhere to standard operating procedures to ensure the highest level of safety and further implementation of SARPs and GANP.

At the same time, professional staff organizations contribute to the development of GANP by sharing their operational expertise. This collaboration ensures that the technology, equipment, and procedures proposed for inclusion take into account human factors and the role of humans in the system, and that the proposed developments therefore produce the expected results in terms of safety and effectiveness.

Professional organizations also make use of all channels, including the reporting mechanisms of safety management systems, to report deficiencies and contribute to the continuous improvement of the overall system.

TERMS OF REFERENCE FOR THE NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN WORKING GROUP (NACC/WG)

NACC/WG Functions

1. Serve as a forum for discussion of air navigation and aerodrome issues of the NAM/RAC regions and their integration with other regions.

2. To be the regional implementation arm in Air Navigation and Aerodromes.

3. Report progress on implementation in Air Navigation and Aerodromes to the NACC/DCA Directors Meeting and report to the Regional Planning and Implementation Regional Group (PIRG) and the Air Navigation Directors of the NAM and CAR Regions through the NACC/ICAO Regional Office.

4. Facilitate the implementation of the Air Navigation Systems Areas (ATM/SAR, AIM, AGA, MET and CNS) and services identified in the CAR/SAM and NAM Air Navigation Plans.

5. Address emerging aviation issues that are related to the Aviation System Block Enhancements (ASBU) and Basic Building Blocks (BBB) elements, focusing on continuous improvements to safety and operational efficiency through broad harmonized coordination of procedures among States, Territories and International Organizations, interoperability of networks and implementation of new technologies.

6. Promote initiatives to promote harmonized Air Navigation in the region, through proper risk analysis, increase operational safety, environmental efficiency and/or the operational capacity of ANS Air Navigation Services.

7. Promote the development of the Regional Air Navigation Plans of the NAM and CAR/SAM Regions, as well as the Global Air Navigation Plan (GANP - Doc. 9750), in support of implementation initiatives related to ICAO strategic objectives.

8. Support the development and updating of the Electronic Air Navigation Plans (e-ANP) in Volumes I, II and III.

9. Promote the implementation of performance measurement of the Air Navigation System through Key Performance Indicators (KPIs) to promote operational improvements and environmental efficiency.

10. Share information on implementation initiatives among States, Territories and their representative organizations to improve compatibility of air traffic management operations.

11. Recommend to the Directors General of Civil Aviation of the States initiatives to improve the SLAs and safety; and

12. Coordinate the common tasks of the NACC/WG Task Groups, as well as coordinate regional information in support of the Group's activities.

WORK PROGRAMME

The work program is based on the activities/tasks of the planned Regional Objectives and integrates the action plans of the different NACC/WG Task Groups, the GREPECAS projects and the regional objectives raised through the annual NACC/WG Action Plan.

The Group also addresses air navigation implementation issues through the Global Air Navigation Plan (GANP) led by each Task Group according to its area of responsibility.

ACTIVITIES TO BE LED BY THE GROUP

1. Review and recommend, as appropriate, deadlines for the implementation of air navigation facilities, services and procedures in the CAR and NAM Regions.
2. Develop guidelines and make recommendations for States/Territories/International Organizations to implement their national plans.
3. Make recommendations to develop proposed amendments to the Regional Air Navigation Plans of the NAM and CAR/SAM Regions, as well as to the Regional Supplementary Procedures ICAO Doc. 7030 that meet the ANS requirements.
4. Monitor the implementation of air navigation facilities and services to ensure inter-regional harmonization, considering ATM community requirements, performance improvements and safety arises.
5. Provide recommendations for improvement actions in human resource planning and development, as well as minimize the impact of Human Factors on safety.
6. Promote close cooperation between States, Territories and their representative Organizations, users, International Organizations, and industry, to optimize the use of available expertise and resources avoiding duplication of work.
7. Lead activities efficiently with a minimum of formality and documentation using electronic tools (Tele-Conf. e-mail, etc.) and conference calls to ensure an exchange of information, when required.
8. Coordinate performance indicators and targets, deadlines, responsible for execution and results, as well as human resources performance to the ICAO NACC Regional Office.
9. The Group is responsible for reporting to GREPECAS on the progress of regional air navigation implementation.

TERMS OF REFERENCE FOR THE NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN WORKING GROUP (NACC/WG)

MEETING WORK PROGRAM

1. The NACC/WG shall be convened by the ICAO NACC Regional Office at least three months prior to the Meeting.
2. The meeting will be development in both languages, Spanish and English with simultaneous interpretation;
3. The meetings may be in face-to-face or virtual modality.
4. If the meeting is face-to-face the NACC/WG shall meet in accordance with the following established rotation: Central America (CA), North America (NAM), Eastern Caribbean (E/CAR) and Central Caribbean (C/CAR);
5. Any Member State/Territory/International Member Organization may volunteer if the meeting is face-to-face, at any time, to host a NACC/WG Meeting.
6. The task groups shall convene the face-to-face and virtual working meetings, as well as the coordination and assistance activities that they deem necessary to develop their work programs.

— END —