



International Civil Aviation Organization

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**ASSEMBLY — 40TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 23: Technical Assistance Programme**

**RECOGNITION TO THE REGIONAL OFFICE FOR  
NORTH AMERICA, CENTRAL AMERICA AND THE CARIBBEAN (NACC)**

(Presented by the Member States of the Central American  
Corporation for Air Navigation Services (COCESNA)<sup>2</sup>)

**REVISION NO. 1**

**EXECUTIVE SUMMARY**

This paper includes the work conducted by the Regional Office for North America, Central America and the Caribbean (NACC) with the States in the sustainable development of their civil aviation, especially for the implementation of the Strategic Objectives of ICAO, effective application of Standards and Recommended Practices (SARPs) and the correct handling of ICAO policies and regional plans.

<i>Strategic Objectives:</i>	All Strategic Objectives.
<i>Financial implications:</i>	It does not have financial implications for ICAO.
<i>References:</i>	Convention on International Civil Aviation Annexes to the Agreement Guidance documents

**1. INTRODUCTION**

1.1 The Regional Office for North America, Central America and the Caribbean (NACC), which has already celebrated its 60th Anniversary, has been of strategic importance to our States, playing an effective role coordinating with the civil aviation authorities as well as the industry.

1.2 At present, a more direct and frequent approach is observed which has resulted in true and uniform assistance, allowing the identification of the real situation presented by each State.

<sup>1</sup> English and Spanish versions provided by COCESNA.

<sup>2</sup> Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua.

1.3 NACC, its Regional Director and work team, has provided ongoing support and carried out meetings and events that have allowed strengthening and promoting all the activities that comprise the five general Strategic Objectives. That is why all our States are giving a well-deserved recognition.

## 2. AVIATION SAFETY

2.1 The improvements achieved in safety management in our States are intrinsically linked to the support and persistence offered by the NACC Office. Inspired by the Second High-level Safety Conference (HLSC 2015) and the Montreal Declaration, the assistance was doubled above all in the implementation of the Standards and Recommended Practices (SARP) of aviation safety.

2.2 In the implementation of the State safety programme (SSP), important steps have been taken although additional guidelines are missing and the sharing of experiences to further develop this task is still under process, which together with Amendment 1 to Annex 19 will be complimented for its application on the scheduled date.

2.3 Training activity for safety management is an achievement of the NACC Office, so personnel, in general, may train and achieve an understanding of the management processes with examples of practice and utility.

2.4 With safety being the highest priority in civil aviation, the NACC Office has paid great attention to guide States in the *Global Aviation Safety Plan* (Doc 10004, GASP), which is made up of the *Global Air Navigation Plan* (Doc 9750, GANP) and the *Global Aviation Security Plan* (GASeP).

## 3. AIR NAVIGATION CAPACITY AND EFFICIENCY

3.1 NACC Office has tried for the States to advance in the implementation of the air navigation plan (ANP) of the region and State aligned with the GANP, emphasizing the updates of the aviation system block upgrade (ASBU) in the modules of the zero Block (0) to know the status of its implementation.

3.2 One of the issues that the NACC Office has been able to assess and understand is the funding problem for some States to fully implement the ASBU. However, it continues to encourage them to continue with the GANP/ASBU concepts and help to take the necessary steps and components that bridge the gap between the concepts and practical use of the ASBU framework necessary for its implementation.

## 4. SECURITY AND FACILITATION

4.1 NACC Office has provided objective assistance through comprehensive measures, as the instruction that has allowed the mitigation of significant deficiencies that have been identified through ICAO's Universal Security Audit Programme Continuous Monitoring Approach (USAP CMA). It has also worked with the Member States in prioritized areas of GASeP to improve the performance of aviation security.

4.2 Based on the new Standards in Annex 9 — *Facilitation*, the NACC Office has been insisting with the States on the need for its implementation in coordination with the government institutions to ensure and strengthen the protection of border security.

## 5. ECONOMIC DEVELOPMENT OF AIR TRANSPORT

5.1 The NACC Office has been guiding the States as far as possible, to remove the impediments to the economic sustainability of air transport and raise the priority given to aviation in financing matters. It has also made governments aware that civil aviation is a driving force for national and regional development that contributes to economic growth and the expansion of trade and tourism.

## 6. ENVIRONMENTAL PROTECTION

6.1 The NACC Office has been encouraging States that designate a focal point to lead and follow-up on the progress of the State Action Plan and serve as a coordinator between the other parts of the State. These updated State Action Plans would be the fulfilment of the proposed goal before the 40th Assembly.

6.2 It has also encouraged all NACC States to be prepared to implement the SARPs contained in the First Edition of Annex 16 — *Environmental Protection*, Volume IV — *Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)* and to participate in the voluntary phase of CORSA, appointing a focal point.

## 7. CONCLUSIONS

7.1 There is no doubt that the NACC Regional Office has changed its working style for its actions with the States, where more direct attention focused on the fulfilment of the ICAO general Strategic Objectives is appreciated.

7.2 Initiatives such as the Declaration of Port of Spain. The dynamics introduced to progress uniformly in the strategy “No Country Left Behind” (NCLB). The implementation of the regional strategy of the SSP, where the Champion States were encouraged to provide support in their implementation to other States, have been influential factors in the progress made.

7.3 Something significant worth mentioning in this recognition to the NACC Regional Office is the work that is being carried out with the System Assistance Programme (SAP) that covers several work areas divided into five phases.

7.4 Achieving that a good number of States reach the condition of “Champion State” demonstrates convincingly that it is on the right track to no country is left behind.

## 8. PROPOSED ACTION

- a) Take note of the information provided;
- b) recognize the excellent work done by the Regional Office for North America, Central America and the Caribbean; and
- c) the Assembly maintain this type of support through the Regional Offices to the States.