



ICAO

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

SUMMARY OF DISCUSSIONS

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

Thirteenth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/13) Santo Domingo, Dominican Republic, 4-7 August 2025

SUMMARY OF DISCUSSIONS

ii.1 Place and Date of the Meeting

The Thirteenth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/13) was held at the Sheraton hotel in Santo Domingo, Dominican Republic, from 4 to 7 August 2025.

ii.2 Opening Ceremony

Mr. Juan Carlos Salazar, Secretary General of the International Civil Aviation Organization (ICAO), provided opening remarks, highlighting the importance of ICAO's 2026-2050 strategic planning to face the future growth of aviation, the technological challenges, the operational demands to be faced, and how regional collaboration and the support of each of the States and aviation actors play a fundamental role for the success of the Plan, the importance of the upcoming 42nd session of the ICAO Assembly, and the goals that aviation seeks to meet in terms of safety and environmental protection. Finally, he mentioned ICAO's gratitude and appreciation to Dominican Republic for hosting the meeting. Mr. José Ignacio Paliza, Minister of the Dominican Republic Presidency, welcomed the participants to Santo Domingo, highlighted the current achievements in aviation by the government, as well as its commitment to the growth of tourism and development of the country, and officially opened the meeting.

ii.3 Officers of the Meeting

ii.3.1 The Meeting elected Mr. Igor Rodríguez, Director General of the Instituto Dominicano de Aviación Civil of Dominican Republic, to chair the meeting plenary. Mr. Christopher Barks, Regional Director of the ICAO NACC Regional Office, served as Secretary of the meeting, assisted by Messrs. Julio Siu, Deputy Regional Director; Eddian Méndez, Regional Officer, Air Traffic Management and Search and Rescue; Fernando Camargo, Regional Officer, Technical Assistance; and Mrs. Sereya Schotborgh, Regional Officer, Safety Implementation, and Mr. Gabriel Gutiérrez, Administrative Assistant, all from the ICAO NACC Regional Office. The following personnel from ICAO Headquarters and the SAM Regional Office also provided assistance to the Secretariat:

- Fabio Rabbani, Director, SAM Regional Office
- Dawn Flanagan, Chief, Regional Safety Cooperation Unit
- Guillermo Iovino, Head Operations Unit OSG/CDI/FOS/APA, Capacity Development, and Implementation (CDI) Bureau
- Gabriel Gutierrez, Implementation Support Section, Air Navigation Bureau (Acting)

ii.4 Working Languages

ii.4.1 The working languages of the Meeting were English and Spanish.

ii.5 Schedule and Working Arrangements

ii.5.1 It was agreed that the working hours for the sessions of the meeting would be from 08:30 to 16:00 hours daily with adequate breaks.

ii.6 Agenda

- | | |
|---------------|----------------------------------------------------------------------------------------------|
| Agenda Item 1 | Election of Chair and Adoption of the Agenda and Schedule |
| Agenda Item 2 | “Fireside Chat” with the Secretary General |
| Agenda Item 3 | Towards More Effective Implementation: Aviation Security (AVSEC) and Facilitation (FAL) |
| Agenda Item 4 | Towards More Effective Implementation: Safety |
| Agenda Item 5 | Towards More Effective Implementation: Air Navigation Services (ANS) Capacity and Efficiency |
| Agenda Item 6 | Environmental (ENV) Matters |
| Agenda Item 7 | Air Transport (AT) Regulation and Air Connectivity |

Agenda Item 8	Preparation for the Forty-Second ICAO Assembly and Ratification of International Air Law Instruments
Agenda Item 9	Overview of the Multi-Regional Civil Aviation Assistance Programme
Agenda Item 10	Follow-up to NACC/DCA Valid Conclusions and Decisions
Agenda Item 11	Other Business

ii.7 Attendance

ii.7.1 The Meeting was attended by 27 States/Territories from the NAM/CAR Regions, 3 from the Middle East (MID) Region, and 14 International Organizations/industry, totalling 115 delegates as indicated in the list of participants of **Appendix A**.

ii.8 Conclusions and Decisions

ii.8.1 The Directors of Civil Aviation of the North America, Central America and Caribbean Meetings record agreements as conclusions and decisions as follows:

Conclusions: Activities requiring action/communication by States/Territories/International Organizations/ICAO.

Decisions: Internal activities of the Meetings of Directors of Civil Aviation of North America, Central America, and the Caribbean.

ii.8.1 List of Conclusions

Number	Title	Page
1	STRENGTHENING NATIONAL CAPACITIES FOR AVIATION CYBERSECURITY	11
3	ICAO SAFETY FUND (SAFE)	14
6	SUPPORT FORMALIZATION OF SAR RESPONSIBILITIES	20
7	PATHWAY TO SUSTAINABLE AVIATION	21
8	CORSIA AND CLIMATE FINANCE	22
9	RATIFICATION OF INTERNATIONAL AIR LAW TREATIES	28

ii.8.2 List of Decisions

Number	Title	Page
2	CAPACITY DEVELOPMENT AND IMPLEMENTATION PORTFOLIO AND APPEAL	14
4	STRENGTHENING REGIONAL SAFETY/SECURITY OVERSIGHT ORGANIZATIONS (RSOOS)	15
5	REGIONAL GROUP FOR AVANCED AIR MOBILITY (AAM) AND URBAN AIR MOBILITY (UAM)	19
9	USE OF CAMP FOR THE IMPLEMENTATION AND FOLLOW-UP OF ICAO'S LONG-TERM STRATEGIC PLAN	31
10	ACTIVITIES TO ENHANCE HUMAN RESOURCES RETENTION IN AVIATION	32

ii.9 List of Working and Information Papers and Presentations

Refer to the Meeting web page:

<https://www.icao.int/nacc/meetingdocs?fid=3158#block-icao-page-title>

Working Papers

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01 Rev.	1	Agenda and Schedule	31/07/25	Secretariat
WP/02 Rev.	10	Follow-Up on Valid Conclusions and Decisions of NACC/DCA Meetings	31/07/25	Secretariat
WP/03	8	Ratification of International Air Law Treaties	11/07/25	Secretariat
WP/04	6	ICAO's Progress on Aviation and Climate Change	15/07/25	Secretariat
WP/05	5	Search and Rescue Exercise (SAREX) 2025	21/05//25	France
WP/06	8	Areas of Interest for the United States at the 42nd Session of the ICAO Assembly	22/07/25	United States
WP/07	6	IATA'S Views on ICAO CAAF/3 Implementation Roadmap on Global Framework for SAF, LCAF, and Other Aviation Cleaner Energies	16/07/25	IATA
WP/08	6	IATA's view on critical actions to ensure robust implementation of CORSIA	16/07/25	IATA
WP/09	5	Proposal for the Creation of a Regional Group for AVANDAZADA AIR MOBILITY (AAM) and Urban Air Mobility (UAM)	25/07/25	Dominican Republic
WP/10	4	SAFETY (SAFE) Fund	25/07/25	Secretariat

Working Papers

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/11	8	Request for support for the Working Papers to be Presented by IATA at the 42nd ICAO Assembly	28/07/25	IATA

Information Papers

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01 Rev.	---	List of Working, Information Papers and Presentations	05/08/25	Secretariat
NI/02	3	Manual de entrenamiento y evaluación de las unidades caninas (K-9) (available in Spanish only)	04/07/25	Dominican Republic
NI/03	3	Implementación de un Programa nacional de acreditación y certificación de seguridad de la aviación civil (PNACSAC) (available in Spanish only)	04/07/25	República Dominicana
IP/04	4	Briefing on Safety Updates	14/07/25	Secretariat
IP/05	7	Air Transport Updates	14/07/25	Secretariat
IP/06	7	NACC Updates on Air Transport Matters	17/07/25	Secretariat
IP/07	3	Developments on Aviation Security (AVSEC) and Facilitation (FAL)	17/07/25	Secretariat
IP/08	7	Methodology of the Strengthening Caribbean Air Transport: Regional Cooperation, Modernization, and Market Panel	23/07/25	Secretariat
IP/09	3 & 4	PANEL: Strengthening Safety and Security Oversight Through Regional Collaboration: Challenges and Opportunities	18/07/25	Secretariat
IP/10	5	Air Navigation Services (ANS) Implementation Updates: Regional Progress on Airspace Optimization, Air Traffic Flow Management (ATFM), and Environmental Impact through Free Route Airspace (FRA) Initiatives	21/07/25	Secretariat
IP/11	7	eFTI4ALL: Electronic Freight Transport Information	21/07/25	France
IP/12		Cancelled		
IP/13	6º	NACC Project Proposals - Aviation is Environmentally Sustainable	23/07/25	Secretariat
IP/14	3&4	NACC Project Proposals - Every Flight is Safe and Secure	17/07/25	Secretariat

Information Papers

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/15	7	NACC Project Proposals - the Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All	23/07/25	Secretariat
IP/16	5	Work of the North American, Central American and Caribbean Working Group (NACC/WG)	29/07/25	NACC/WG Chairperson

Presentations

Number	Agenda Item	Title	Presented by
1 Rev.	9	MCAAP Programme RLA/09/801 Overview and Member Benefits	Secretariat
2	3	Towards More Effective Implementation: Developments in ICAO Facilitation (FAL)	Secretariat
3 Rev.	4	Briefing on Safety Updates	Secretariat
4	7	Air Transport Updates	Secretariat
5	6	ICAO'S Progress on Aviation and Climate Change	Secretariat
6 Rev.	6	Aportes de COCESNA a la Protección del Medio Ambiente en la FIR Central American (available in Spanish only)	COCESNA
7	5	Planificación de Contingencia en COCESNA (available in Spanish only)	COCESNA
8 Rev.	5	Plan de Navegacion Aérea de COCESNA (available in Spanish only)	COCESNA
9 Rev.	5	Simposio Internacional de Inspección en Vuelo – IFIS 2026 (available in Spanish only)	COCESNA
10	4	ACSA/COCESNA involvement in aeronautical safety matters in Central America	COCESNA
11	5	Navigation Services (ANS) Implementation Updates: Regional Progress on Airspace Optimization, ATFM, and Environmental Impact through FRA Initiatives	Secretariat
12	3	Global and Regional Perspectives on Threats and Risks to Civil Aviation	United States
13	11	Key ICAO Programmes to Support Aviation	Secretariat
14	3	Towards More Effective Implementation: Developments in ICAO Aviation Security (AVSEC)	Secretariat

Presentations			
Number	Agenda Item	Title	Presented by
15 Rev.	5	Global Developments in Air Navigation	Secretariat
16	5	SAREX	France
17	3	Decimotercera Reunión del Grupo Regional sobre Seguridad de la Aviación y Facilitación NAM/CAR y SAM OACI/CLAC (AVSEC/FAL/RG/13) (available in Spanish only)	Rapporteur of the AVSEC/FAL/RG
18 Rev.	5	Strengthening Air Navigation in the NAM/CAR Regions NACC/WG Achievements and the Key Role of Managers	Chairperson of the NACC/WG
19 Rev.	3	UN Countering Terrorist Travel Programme: Supporting Effective AVSECFAL Implementation (available in Spanish only)	UNOCT
20	4	State Collaboration	United States
21	4	A Regional Safety Initiative for the Western Hemisphere	United States
22	8	Preparation for the Forty-Second ICAO Assembly and Ratification of International Air Law Instruments	Secretariat
23	6	Working for quieter and cleaner aviation	EASA
24	6	IATA's Views on ICAO CAAF/3 Implementation Roadmap on Global Framework For SAF, LCAF, And other Aviation Cleaner Energies	IATA
25	4	Strategic Goals and Capacity Development & Implementation Support	Secretariat
26	11	Human Capital Challenges in civil aviation: a dialogue on building a sustainable workforce through the attraction and retention of human resources	Secretariat

Agenda Item 1 Election of Chair and Adoption of the Agenda and Schedule

1.1 The Meeting unanimously elected Mr. Igor Rodriguez, Dominican Republic, as Chairperson of the event. The Secretariat presented WP/01 Rev. inviting the Meeting to approve the provisional revised agenda and schedule. The Meeting approved the revised agenda and schedule.

Agenda Item 2 “Fireside Chat” with the Secretary General

2.1 The Director of the ICAO South American Regional Office held a “fireside chat” with the Secretary General to discuss future challenges and opportunities in aviation and how ICAO will be prepared to meet these challenges and opportunities.

2.2 It was stressed that in order to follow a path of change to respond to the evolving demands of aviation and the Organisation, ICAO must evolve in parallel to remain effective and relevant in serving its Member States, as well as the needs of operators and manufacturers, with realistic expectations on future capacity, given limited resources, improving operational efficiency and making a cultural shift within the Organization towards sustainable transformation, continuous improvement and results-focused delivery.

2.3 To ensure that long-term commitments in aviation become a concrete and responsible path towards an aviation system that truly connects the world, delivering real benefits to nations and people, ICAO is strengthening the bridge between policy development and implementation, ensuring that global standards translate into operational improvements, and that these improvements will drive growth. Safety, aviation security, and efficient air navigation remain the foundation of aviation. Progress on these core responsibilities allows for progress on all other goals, as well as demonstrating our progress in decarbonization is also key to protecting the future of aviation, especially as air connectivity expands precisely where it is needed most: in less developed countries and markets. Regional cooperation, as demonstrated in this region and in South America, shows how collective action accelerates progress and allows for effective sharing of best practices.

2.4 The interview culminated with an exchange of views on the crucial agenda items of the 42nd session of the ICAO Assembly, with the ICAO Strategic Plan moving from a vision to a reality, and States examining pathways to achieve zero fatalities and net zero emissions by 2050, while expanding air connectivity for everyone, everywhere. The Assembly will strengthen frameworks that enable regions to share knowledge, pool resources, and build capacities according to their priorities. On the environmental front, significant progress is expected, with the new FINVEST hub, for example, which will help deploy sustainable aviation fuels by addressing financing gaps. This supports broader work on Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and the aspirational long-term goal of net zero emissions (LTAG), as regions develop approaches tailored to their circumstances. Similarly, the Assembly's work on emerging technologies will demonstrate collaboration at its best with remotely piloted aircraft systems (RPAS). Finally, the Secretary General and the SAM Regional Director exchanged on the evolution of international air law, essential to ensure the relevance and solidity of the international aviation foundation as we move forward and face unprecedented complexities.

Agenda Item 3 Towards More Effective Implementation: Aviation Security (AVSEC) and Facilitation (FAL)

Aviation Security (AVSEC)

3.1 The Secretariat presented P/14 on the developments on AVSEC at both global and regional levels and provided an overview of the activities carried out by ICAO Headquarters and the NACC Regional Office. IP/07 provided further details on this matter.

3.2 United States presented P/12 on the global and regional threats and risks to civil aviation. The presentation included topics such as cargo and mail threats, remote attacks, unmanned aircraft systems, land areas, Cyber-attacks, the armed conflict in Ukraine and the war in Gaza, insider threats, false alarms, and violent extremisms, among others. United States mentioned that in 2024, there were no terrorist attacks targeting civil aviation in this county and that most foreign terrorist organizations have demonstrated only the aspirational intent to attack national civil aviation infrastructure or assets.

- The 2024 attacks against aviation were almost exclusively in conflict zones. Five of the incidents occurred in the Americas of which none were perpetrated by foreign terrorist organizations and three incidents occurred on the same day at Toussaint Louverture International Airport (PAP) in Haiti and were attributed to gang violence. Consequently, this violence prompted the FAA to suspend U.S. flights to PAP until September 2025.
- The recently designated transnational criminal organizations (TCOs) in the Americas poses a low threat level to civil aviation in the Western Hemisphere and that some TCOs have demonstrated sophisticated capabilities to carry out attacks, however, none have demonstrated the intent to specifically target civil aviation.
- The threat actors were identified in the Americas, as well as the fact that there is no information which indicates any intended attack on civil aviation in South and Central America nor in the Caribbean. The cartels and newly designated foreign organizations are primarily involved in criminal activities such as drug and arms trafficking, money laundering, human smuggling, extortion, and fuel theft, all of which depend on ground transportation to facilitate their activities.
- In 2025, 300 cyber incidents have been witnessed affecting civil aviation. Tactics observed include denial of service, data breaches/cyberespionage, brute force attacks, social engineering, malware, and ransomware.

3.3 Under P/19 Rev., UNODOC presented the United Nations programme on the countering terrorist travel and the support for the effective implementation of the AVSEC/FAL. The presentation highlighted the following topics:

- a) Advance Passenger Information (API) and its use.
- b) Passenger Name Record (PNR)

- c) the obligations related to the data of international passengers
- d) the programme objective
- e) the UNODOC presence in the Americas; and
- f) other coordinating mechanisms.

3.4 Under P/17, the Rapporteur of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) (Dominican Republic) presented updates on the results and achievements of the AVSEC/FAL/RG/13 meeting of May 2025, viz:

- a. updates on the AVSEC/FAL/RG Procedural Handbook and the Terms of Reference (ToRs) with the responsibility of the AVSEC/FAL/RG Chair to effectively communicate the needs, activities, and results of the AVSEC/FAL/RG in relevant fora, and to coordinate this function with the AVSEC/FAL/RG Member States to have representatives on ICAO Panels to align regional priorities, global discussions and developments and updates on the Group's ToR with the ICAO Long-term Strategic Plan 2026-2050
- b. updates on the Inter State Aviation Security Drill
- c. common problems of Small Developing States (SDS) regarding Acceptable Means of Compliance (AMC), with the creation of a task force that will present a working paper at the next Aviation Security Panel (AVSECP) meeting outlining the areas where small States encounter the greatest compliance challenges and where the AMC can be applied
- d. the recommendations of the ICAO Regional Seminar on Cybersecurity in Aviation and Conflict Zones (Santo Domingo, May 2025)
- e. common methodology for standardized Explosive Device Detection system (EDD) - Development of a certification methodology for explosive detection dogs for the benefit of the NAM, CAR, and SAM Regions. The progress of this work will be presented in the AVSEC/FAL/RG/14
- f. the agreements:
 - AVSEC/FAL/RG/13/5 - The development of standardized security awareness course to be presented at the next AVSEC/FAL/RG meeting
 - AVSEC/FAL/RG/13/6 - Information on the evolution of threats against civil aviation
 - AVSEC/FAL/RG/13/7 - Application of the AVSEC Continuous Quality Control Improvement Methodology. Brazil and Colombia to present their results of the aviation security methodology at the next AVSEC/FAL/RG meeting
 - AVSEC/FAL/RG/13/8 - Continuation of the task force for the development of a model regulation.

3.5 Based on the discussion of these issues, the Meeting adopted the following Conclusion to strengthen actions against cyber-attacks and the cybersecurity capacity of States:

CONCLUSION NACC/DCA/13/01	STRENGTHENING NATIONAL CAPACITIES FOR AVIATION CYBERSECURITY
<p>What:</p> <p>That, in light of the recommendations of the ICAO Regional Aviation Cybersecurity Seminar and Conflict Zones (Santo Domingo, May 2025), and following the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group activities, States:</p> <ul style="list-style-type: none"> a) strengthen national capacities to address cyber threats to ensure the security and business continuity of civil aviation; b) coordinate civil aviation cybersecurity policies and measures between the different competent state authorities, air navigation service providers, airports, and airlines, and national CERT/CSIRTs; c) conduct an industry-specific risk assessment to identify acceptable security measures based on the criticality of systems and information and to serve as a guide for key air transport actors to be presented by NACC/DCA/14; and d) collaborate with other States and supranational entities by exchanging relevant information on threats, cybersecurity incidents, and cyber-attacks. 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<p>Why:</p> <p>The proposed cybersecurity actions are aligned with ICAO's cybersecurity strategy and with the priorities of GAsEP 1 (Improving risk awareness and response), 4 (Improving technological resources and fostering innovation) and 6 (Increasing cooperation and support).</p>	
<p>When: NACC/DCA/14</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	

3.6 Under NI/02, Dominican Republic reported on its Training and Evaluation Manual for Canine Units (K-9) as a way to share best practices regarding the use of K-9 units to detect explosives.

3.7 Under NI/03, Dominican Republic reported that, through the Specialized Corps for Airport and Civil Aviation Security (CESAC), it created a Directorate responsible for reviewing and updating the security programs and procedures of aircraft operators, aircraft consignees, supply companies, and other entities that provide services to civil aviation. This Directorate is responsible for the certification of personnel who perform AVSEC security functions, in the different international airports of the country, and prepared the National Programme of Accreditation and Certification of Civil Aviation Security (PNACSAC), which contains all the regulations, guidelines and requirements to carry out the processes.

Facilitation (FAL)

3.8 The Secretariat, through P/02, updated the Meeting on developments in the field of FAL at the global and regional levels and provided an overview of the activities carried out by ICAO headquarters and the NACC Regional Office. NI/07 elaborated on these developments.

3.9 Under IP/14, the Secretariat reported on ICAO's Project Proposals under ICAO's strategic objectives to support implementation by States to achieve specific strategic objectives and, in this case, to ensure that each flight is safe and secure, with the Proposal: Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) Technical Assistance for the NAM and CAR Regions.

Agenda Item 4 Towards More Effective Implementation: Safety

4.1 Under P/03 Rev. and IP/04, the Secretariat provided an overview of the current status of safety effective implementation in the NAM/CAR Regions. It included updates on the Global Aviation Safety Plan (GASP), the Universal Safety Oversight Audit Programme (USOAP), the regional implementation of State Safety Programmes (SSPs), National Aviation Safety Plans (NASPs), and ongoing initiatives led by the ICAO NACC Regional Office, including the activities of the National Continuous Monitoring Coordinators (NCMCs) and SSP Working Groups.

4.2 Under IP/14, the Secretariat reported on Proposals under ICAO's strategic objectives to support implementation by States to achieve specific strategic objectives and, in this case, to ensure that each flight is safe and secure, with the Proposal: Accident and Incident Investigation (AIG) Turnkey Project 2 - Follow-up in the Caribbean.

4.3 Under P/10, the Central American Corporation for Air Navigation Services (COCESNA) and its Central American Safety Agency (ACSA) presented their involvement in aeronautical safety matters in Central America. The presentation addressed the topics of the importance of regional safety oversight organisation, the difficulties and challenges of the States, the advantages of a regional system, and ACSA's work.

4.4 Under P/20, United States described the importance of State-to-State collaboration and its impact on safety by commenting on ICAO's activities for the support and participation of States in ICAO working groups, events, and activities (implementation workshops, runway safety teams, etc.). Collaboration between States allows for the sharing of best practices and experiences, as well as the creation of technical expert groups (Subject Matter Experts - SMEs). Finally, it was reported on the International Airport Activities office, support activities, and recent examples of collaboration with the CAR Region.

4.5 Under P/21, United States reported to the Meeting on its Safety Oversight Initiative, based on its four pillars: training and capacity building of inspectors from individual States, collection and analysis of data from different audit findings to identify key and common failures in most States, collaborate and develop a comprehensive solution to address those common failures and submit them to ICAO as an "I-Pack"; and strengthening the capacity of the Regional Safety Oversight Organization (RSOO).

For its implementation, emphasis was placed on leveraging working relationships with, and among, Member States, that key States can co-lead or partner in implementation and seek to develop and share best practices, and strengthen standardization throughout the hemisphere.

4.6 Under WP/10, the Secretariat presented the Safety (SAFE) Fund providing an overview of its planning, coordination and deployment of implementation support activities, projects and programmes utilizing voluntary contributions. States, donors, and partners were requested to review the projects appended to the paper and consider providing voluntary contributions to the SAFE fund to ensure timely implementation support is provided to States in need of assistance.

4.7 To close this topic, the Panel on Strengthening Regional Safety and Aviation Security Oversight through Regional Collaboration: Challenges and Opportunities:



4.8 The Panel described through IP/09 discussed the benefits of regional cooperation, the challenges faced and the lessons learned, creating greater awareness among participants about the successful models and challenges faced by different RSOOs and other regional organizations; presenting practical recommendations to improve financing, sustainability and the competencies of Subject Matter Experts (SMEs); and fostering collaborative initiatives between regional organizations and Member States.

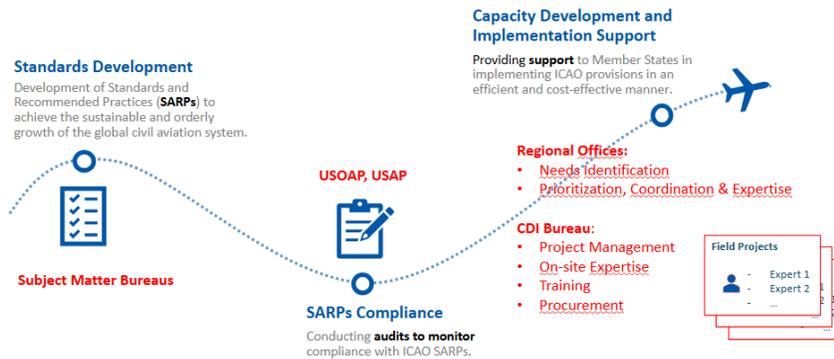
4.9 As a result of this discussion, the Meeting adopted the following Decisions:

DECISION NACC/DCA/13/02		CAPACITY DEVELOPMENT AND IMPLEMENTATION PORTFOLIO AND APPEAL	
What: That in view that the Capacity Development and Implementation (CDI) portfolio is results-based, cost-effective, and benefits from economies of scale to maximize impact and value for ICAO Member States, and that from regulatory oversight and master planning to training and environmental sustainability, CDI solutions are tailored to assist Member States in strengthening compliance and advancing their national aviation priorities, a) States/Territories leverage ICAO's portfolio of (CDI) products and services to support their States in addressing priority aviation needs across all ICAO Annexes by October 2025; and b) donor States and organizations provide support to address implementation needs in the CAR Region, and consider attending the First ICAO A42 Ministerial Pledging Event on 24 September 2025		Expected impact: <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: ICAO recognizes the constraints and challenges its member States face, in a complex industry that requires to attend the needs of its different users and stakeholders.			
When: October 2025		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other: Donors			

CONCLUSION NACC/DCA/13/03		ICAO SAFETY FUND (SAFE)	
What: That, recognizing the need to develop and provide implementation support to States in need of assistance to rectify deficiencies, States and Partners provide voluntary contributions to the SAFE fund to support provision of implementation support to States in need of Assistance by 31 December 2025 .		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: voluntary funds are necessary to enable ICAO to provide implementation support			
When: 31 December 2025		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:		Partners	

DECISION				
NACC/DCA/13/04	STRENGTHENING	REGIONAL	SAFETY/SECURITY	OVERSIGHT
ORGANIZATIONS (RSOOS)				
What: That, recognizing the benefits of States to work together on a regional level under Regional Safety Oversight Organizations (RSOOs) to address limited technical and financial resources, States and Partners support the strengthening and sustainability of Regional Safety/Security Oversight Organizations (RSOOs) in the CAR Region.			Expected impact: <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: to help States meet their safety/ Security oversight obligations through regional collaboration				
When: Immediately			Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:			Partners	

4.10 Finally, under P/25, the Secretary commented on the products and services available to assist States and aviation in general based on the Strategic Objectives of aviation and Capacity Building and Implementation Support. The Meeting noted that ICAO offers a comprehensive approach, from the development of Standards and Recommended Practices (SARPs) to supporting States in their implementation:



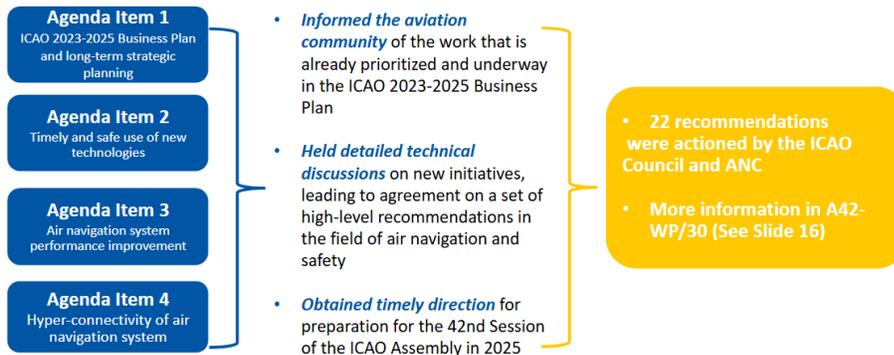
4.11 ICAO referred to its range of services and activities, on which the Meeting took note:

<p>PROJECT MANAGEMENT</p>  <ul style="list-style-type: none"> Large and Small Scale projects Implementation Support Programmes 	<p>PROVISION OF EXPERTS</p>  <ul style="list-style-type: none"> Operational Assistance National Experts 	<p>AVIATION TRAINING</p>  <ul style="list-style-type: none"> Competency Based Training TRAINAIR PLUS Network Fellowships 	<p>PROCUREMENT</p>  <ul style="list-style-type: none"> Technical Specifications Procurement of hardware/software
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Agenda Item 5 Towards More Effective Implementation: Air Navigation Services (ANS) Capacity and Efficiency

Air Navigation Global Developments

5.1 Under P/15 Rev, the Secretariat briefed the Meeting on global developments in air navigation, providing a summary of the outcomes of AN/CONF 14, the list of upcoming ICAO ANS provisions/amendments, the Air Navigation Priorities to be presented at A42:



and considerations on crisis preparedness and response:



Implementation of Air Navigation in the NACC States

5.2 Under P/18 Rev. and NI/16, the Chairperson of the North American, Central American and Caribbean Working Group (NACC/WG) commented on Strengthening Air Navigation in the NAM/CAR Regions, highlighting the achievements of NACC/WG and the relevant activities being developed by NACC/WG, and emphasizing the key role of the NACC/WG Task Forces, requesting the Directors-General of Civil Aviation to:

1. support the different activities and the implementation of the action plan of the different Task Forces that make up the NACC/WG

2. encourage the participation of staff from the States, particularly ATM, CNS, MET, AIM, ANS Project Managers and air navigation planners in NACC/WG meetings
3. integrate into its annual planning the financial resources that air navigation personnel require to complete the NACC/WG work programme
4. facilitate regional coordination
5. promote cooperation agreements between States
6. promote the training of personnel in the different areas of air navigation
7. facilitate coordination with other adjacent Flight Information Regions (FIRs) to improve safety.

5.3 **Appendix B** provides a detailed list of NACC/WG achievements and deliverables. Among the relevant concerns, the Meeting was informed and supported action on the following:

- a) the majority of the Caribbean Air Navigation Services Network (CANSNET) Member States have not signed the contract for the new telecommunications network, which to date has been delayed two months due to non-compliance with this activity, currently under the responsibility of the Directors of Civil Aviation of the States and/or Air Navigation Service Providers (ANSPs).
- b) the increase in illicit aircraft operations in the region: this increase is generating an alarming concern in terms of safety, so the Directors are requested to be attentive to what is happening in the region and the risk associated with any provision of air navigation services.

5.4 The Meeting also noted that States were fostered to:

- a) promote effective implementation of the National Air Navigation Plans (NANP) in alignment with the Global Air Navigation Plan (GANP);
- b) consolidate the use of Key Performance Indicator (KPIs) to assess the efficiency and security of ANS;
- c) actively participate of States in Search and Rescue (SAR) exercises, Global Aeronautical Distress and Safety System (GADSS) workshops and Air Traffic Flow Management (ATFM) activities;
- d) strengthen interoperability between FIRs and regional technical cooperation; and
- e) support the restructuring of the NACC/WG for greater efficiency and technical focus.

5.5 Based on this intervention, the Meeting expressed its commitment to support the NACC/WG as a critical mechanism for the implementation of air navigation issues, with a view to achieving a safer, more efficient, and interoperable region. The Meeting was invited to participate in the Tenth NACC/WG meeting, to be held in Tulum, Mexico, from 8 to 12 September 2025.

5.6 Under P/11 and IP/10 the Secretariat provided information regarding the regional progress on airspace optimization, ATFM, and the environmental impact through Free Route Airspace (FRA) initiatives, providing also an update on recent developments in the implementation of ANS in the NAM/CAR Regions. Key developments include the consolidation of the Airspace Optimization and ATFM Task Forces, the continued implementation of the FRA with measurable environmental and economic benefits, regional KPI alignment efforts, and the development of new collaboration tools such as digital dashboards and space operations coordination. These efforts directly support the GANP, the LTAG, ICAO's Aviation System Block Improvements (ASBU), and the principle of "No Country Left Behind."

5.7 Airspace optimization activities are implemented through the CANSO, IATA, AND ICAO FRA (CIIFRA) initiative, focusing on:

- operationalize the FRA
- promotion of regional coordination and harmonization of FIR boundaries
- supporting FRA cross-border planning in the NAM/CAR/SAM Regions
- engaging States, ANSPs and industry in shared planning forums.

5.8 The presentation also informed about Mexico's FRA Trial, starting with Merida Air Traffic Control Center (ACC) in August 2025. The following environmental benefits will be achieved through efficiency gains:

- FRA reduces fuel burn and track mileage
- average savings: 15 NM per aircraft → 55 kg CO₂ reduction per FRA flight
- 30 FRA flights daily = 1.65 metric tons/day, or 50 metric tons/month
- environmental value: \$750–\$2,550 per month depending on CO₂ valuation
- annualized impact: \$9,000–\$30,700 in CO₂ benefit avoided
- supports ICAO LTAG goals and aligns with regional KPIs.

5.9 The Secretariat emphasized the importance of the two State Letters submitted: the FIR information and the airport airspace capabilities letters. These documents form the foundation of all the work that the CIIFRA project is conducting.

5.10 P/07 from COCESNA provided information regarding their ANS contingency planning. As a regional ANS provider, COCESNA develops an integrated approach to contingency planning, aligned with the ICAO SARPs and regional agreements, responding to requirements to enhance the resiliency and continuity of services. COCESNA's contingency planning not only ensures the continuity of services but also strengthens operational safety and efficiency in air traffic management, contributing to the sustainable development of civil aviation in the region.

5.11 Under P/08 Rev, COCESNA reported on its Air Navigation Plan (ANP)– Volume III and its link with the plans of each Central American State. COCESNA expanded the information with the strategy for the modernization and management of the FIR/Upper Flight Information Region (UIR) CENMER airspace, aligned with ICAO standards and the GANP.

5.12 Under P/09 Rev, COCESNA informed and invited the Meeting to participate in the International Symposium on In-Flight Inspection - IFIS 2026, to be held in San Salvador, El Salvador. IFIS is a global technical event, held biennially under the supervision of ICASC, with the support of ICAO and brings together experts in in-flight inspection, validation of procedures, navigation technologies, and on-board systems. We also invite you to submit your proposals for topics of interest that can be evaluated to be included in the development of the programme of conferences and presentations of the Symposium.

5.13 Under NE/09, Dominican Republic shared its national experience on Advanced Air Mobility (AAM) and Urban Air Mobility (UAM), proposing the establishment of regional working groups dedicated to AAM and UAM, with a view to fostering a common vision and a coordinated approach at the regional level. Finally, States were invited to discuss this initiative in a regional framework. Dominican Republic also reiterated the importance of the NACC/WG undertaking this task and ICAO continuing to provide technical assistance and training programmes to States to strengthen their capacities in these emerging areas. The Meeting therefore adopted the following Decision:

DECISION	
NACC/DCA/13/05	REGIONAL GROUP FOR AVANCED AIR MOBILITY (AAM) AND URBAN AIR MOBILITY (UAM)
What: That, considering the benefits and challenges that accompanied the implementation of the AAM and UAM a) ICAO continue providing technical assistance and training programmes to developing States in order to strengthen their capacities in these emerging matters; and b) the NACC/WG establish a task force dedicated to Advanced Air Mobility (AAM) and Urban Air Mobility (UAM).	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: To foster a common vision and a coordinated approach at the regional level on UAM and AAM in a coordinated manner	
When: NACC/DCA/14	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	

5.14 France presented WP/05, supported by P/16, to provide information regarding the Search and Rescue Exercise (SAREX) organized by the French DGAC through the ANS in French West Indies and French Guiana (SNA-AG). Their SAREX 2025 aimed at tackling the challenges in how to deal with the complexity of the areas of responsibilities regarding SAR within the PIARCO FIR and how to improve SAR response time with an active participation of Trinidad and Tobago. One main feature was the use of the Location of an Aircraft in Distress Repository (LADR) in real-time operations. The Paper requested support for the formalization of SAR agreements and the clarification of the status of the aeronautical and maritime rescue coordination centres and rescue coordination regions, according to the ICAO and the International Maritime Organization (IMO) regional planning. Based on the discussions of this paper, the Meeting adopted the following Conclusion:

CONCLUSION	
NACC/DCA/13/06	SUPPORT FORMALIZATION OF SAR RESPONSIBILITIES
<p>What:</p> <p>To formalize Search and Rescue (SAR) Responsibilities and improve the adequate implementation of the Global Aeronautical Distress and Safety System (GADSS) in the Caribbean (CAR) Region,</p> <p>a) States and Territories of the Piarco Search and Rescue Region (SRR) formalize pending SAR agreements and delegations using as a reference the template proposed by France;</p> <p>b) the NACC/WG SAR/TF carry out the necessary actions to clarify the status of the aeronautical & maritime rescue coordination centres (RCC) and subcentres (RSC) of the CAR Region and continue working to delimitate the Search and Rescue regions (SRR) declared to ICAO in the CAR/SAM Regional Air Navigation Plan and to International Maritime Organisation (IMO); and</p> <p>c) States to encourage air operators, area control centres and RCCs to register into the Location of Aircraft in Distress Repository.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>To enhance SAR response and the implementation of GADSS.</p>	
<p>When: Report to the NACCDCA14</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

Agenda Item 6 Environmental (ENV) Matters

6.1 Under P/05 and WP/04, the Secretariat presented the progress achieved by ICAO regarding international aviation and climate change, with a focus on the implementation of the LTAG of net-zero carbon emissions by 2050. The paper highlighted outcomes from the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3), including the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other aviation cleaner energies, as well as the ICAO Roadmap for implementing the CAAF/3 outcomes and the LTAG. In addition, the Secretariat provided updates on the continued implementation of the CORSIA, developments on climate finance and aviation taxation, and preparations for the 42nd Session of the ICAO Assembly.

6.2 The Secretariat highlighted the progress in LTAG implementation in the NAM/CAR Regions, including State Action Plans (SAPs) submissions, participation in the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels Programme (ACT-SAF), and ongoing SAF feasibility studies. It also reviewed CORSIA developments, highlighting the high voluntary participation of NACC

States, Monitoring, Reporting and Verification (MRV) progress, and updates on eligible fuels and emissions units. The Secretariat stressed the importance of protecting international aviation from disproportionate financial burdens and avoiding unilateral levies through coordinated positions.

6.3 As a result of the discussions, the Meeting adopted the following Conclusions:

CONCLUSION	
NACC/DCA/13/07	PATHWAY TO SUSTAINABLE AVIATION
<p>What:</p> <p>That, to support the aviation industry's transition to cleaner energy sources and to achieve the Net-Zero Carbon Emissions by 2050 goal, and by the NACC/DCA/14 meeting, the NACC States:</p> <ul style="list-style-type: none"> a) support, and continue to actively contribute to the implementation of the LTAG and ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies; b) put in place national regulations in line with and harmonized with the ICAO Global Framework on SAF, LCAF and other Aviation Cleaner Energies; c) join and continue supporting the ICAO ACT-SAF programme to promote the scaling-up of SAF within and outside the NAM/CAR Regions, through close coordination with ICAO; d) submit and update quantified State Action Plans to ICAO, encompassing innovations in aviation technologies and cleaner energies, outlining respective policies, actions, and roadmaps, including long-term projections, and ensuring the use of the best available data as supported by ICAO guidance and tools to the NACC/DCA/14; e) encourage additional States to notify the ICAO Secretariat of their decision to voluntarily participate in CORSIA prior to the 42nd Session of the ICAO Assembly; f) renew their support for the implementation of CORSIA, by ensuring continuous compliance with Annex 16-Volume IV deadlines, and active participation in the ICAO ACT-CORSIA programme; and g) actively promote the mobilization of public and private financing and investment for aviation decarbonization projects and support the ICAO "Finvest Hub" initiative to achieve the LTAG. 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical
<p>Why:</p> <p>To demonstrate States' commitment to the LTAG and the ICAO Global Framework and contribute to the goal of achieving net-zero carbon emissions for international aviation by 2050.</p>	
<p>When: By the NACC/DCA/14</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

CONCLUSION	
NACC/DCA/13/08	CORSIA AND CLIMATE FINANCE
<p>What:</p> <p>That, the NACC States take decisive actions by the NACC/DCA/14 to support the integrity and effectiveness of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) while also expressing a clear concern on the use of international aviation as a source for climate finance for other sectors, by</p> <ol style="list-style-type: none"> i. expediting and issuing Letters of Authorization for activities that generate CORSIA-eligible emissions units, utilizing the UNFCCC voluntary template for host country authorization to ensure environmental integrity and avoid double-counting; ii. engaging with relevant authorities to ensure effective alignment between the CORSIA emissions unit eligibility criteria and the provisions of Article 6 of the Paris Agreement; and iii. expressing clear concern at relevant UN bodies and international organizations regarding the use of international aviation as a source for mobilizing revenue for climate finance, and to inform ICAO of any related developments within their State or region. 	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>To demonstrate States' commitment and support to the CORSIA and contribute to climate finance.</p>	
<p>When: By the NACC/DCA/14</p>	<p>Status <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

6.4 Under P/24 and WP/07, IATA presented its views on the progress achieved by ICAO since the 41st Assembly in implementing the Roadmap for the outcomes of the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) and the LTAG. The paper highlighted that cleaner fuels, including SAF, Lower Carbon Aviation Fuels (LCAF), and other aviation cleaner energies, will make the largest contribution to achieving net-zero carbon emissions by 2050. IATA stressed the importance of harmonised global policies, early government support to accelerate SAF production, and the development of a robust accounting and reporting framework that complements the CORSIA to ensure airlines can claim the environmental benefits of their cleaner fuel purchases.

6.5 IATA explained the critical role of well-designed policies in enabling the scaling-up of SAF and LCAF production, emphasising the importance of balanced and well-sequenced measures to avoid market distortions. It highlighted the potential unintended consequences of mandatory SAF blending mandates recently introduced in the European Union and the United Kingdom, noting that such measures have resulted in increased costs for airlines due to additional margins imposed by fuel suppliers, creating compliance challenges and potentially limiting the sector's capacity to achieve optimal CO₂ emission reductions. IATA underscored the need for global harmonisation in sustainability criteria, certification practices, and chain-of-custody mechanisms to ensure the integrity and transparency of SAF claims. It also presented its SAF Accounting and Reporting Methodology, incorporated within the Civil Aviation Decarbonization Organization (CADO) SAF registry, which aligns with and complements CORSIA standards.

6.6 Under WP/07, France reaffirmed its commitment to ICAO's 2050 carbon neutrality goal and the CAAF/3 target of a 5 per cent CO₂ reduction by 2030 through SAF. It supported policies to develop SAF production, urged patience in assessing new mandates, and endorsed work on a robust SAF accounting framework. France highlighted CORSIA's importance, encouraged broader participation by NACC States, and noted its contributions to SAF development projects in States with particular needs. It also advocated equitable global financing mechanisms, such as its solidarity tax on plane tickets, while emphasising the need to preserve a competitive and efficient aviation sector.

6.7 The Meeting agreed on learning from other regions' SAF policies, called for a globally harmonised SAF accounting and reporting system, and urged collaboration with the aviation industry to accelerate the use of SAF, LCAF and cleaner energies.

6.8 Under P/24 and WP/08, IATA presented its views on the critical actions required to ensure the robust implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). The paper recalled that offsetting obligations under the first phase of CORSIA began in 2024 and are expected to mitigate around 140 million metric tonnes of CO₂ by 2026. IATA stressed the importance of increasing State participation in the voluntary phase, the prompt issuance of Letters of Authorization to facilitate the availability of CORSIA Eligible Emissions Units (EEUs), and the protection of CORSIA's exclusivity as the only global market-based measure for international aviation emissions.

6.9 The Meeting discussed the need for greater States engagement to expand CORSIA coverage and ensure timely issuance of EEUs to support aeroplane operators' compliance. It also underlined the importance of avoiding fragmented market-based measures or unilateral levies, which could undermine CORSIA's integrity and impose additional financial and administrative burdens on operators.

6.10 IATA urged the Meeting to promote broader State participation in CORSIA, expedite Letters of Authorization to boost EEU supply, reaffirm CORSIA as the sole global market-based measure aligned with ICAO taxation policies, and ensure its unified implementation under Annex 16, Volume IV.

6.11 Under P/06 Rev, COCESNA presented its initiatives to protect the environment in the Central American FIR, focusing on the reduction of emissions through upper airspace optimisation. The presentation highlighted the implementation of Satellite-based Automatic Dependent Surveillance–Broadcast (ADS-B) in oceanic airspace, Performance-Based Navigation (PBN) procedures, and the integrated management model of the FIR MHCC, all contributing to enhanced efficiency, reduced fuel consumption, and lower greenhouse gas emissions.

6.12 COCESNA explained that these measures have led to measurable environmental benefits, including the avoidance of over 93,000 metric tonnes of CO₂ between 2020 and 2025. The presentation also emphasised the alignment of these efforts with ICAO’s environmental objectives and global commitments. Actions include conducting a technical-operational airspace diagnostic, updating Standard Instrument Departures (SIDs)/Standard Instrument Arrivals (STAR) procedures to optimise take-off, and landing phases, supporting CORSIA implementation, and strengthening regional cooperation with ICAO, IATA, FAA, EASA, LACAC, and SICA to promote sustainable aviation practices.

6.13 The Meeting acknowledged COCESNA’s environmental contributions, supported ICAO’s role in setting standards for valuing avoided emissions, and encouraged coordinated cooperation to mobilise resources for further emission-reducing measures.

6.14 Under P/23, EASA shared the results and progress of its EU-LAC Project on assistance to states in CORSIA.

6.15 Finally, under IP/13, the Secretariat reported on current ICAO project proposals under its strategic objectives to support implementation by States to achieve specific strategic objectives and, in this case, to make aviation environmentally sustainable. This proposal was noted: Development and updating of the Action Plans of the States on Activities to Reduce CO₂ Emissions.

Agenda Item 7 Air Transport (AT) Regulation and Air Connectivity

7.1 Under P/04 and IP/05, the Secretariat presented several updates to the activities and guidelines developed by ICAO to assist States in the economic development of air transport, commenting on the current recovery of traffic in the region, with the NAM/CAR NACC region having a recovery rate above the world average in the passenger sector and with very stable forecasts in both passengers and cargo.

7.2 The updates included practical solutions to address emerging regulatory challenges of global importance, such as market access, competition and consumer protection, as well as issues to promote the efficient development of aeronautical infrastructure, develop and update policies and guidance on charging for airport and air navigation services, the economics of airports and air navigation services. ICAO strives to harmonize the global regulatory framework through the development of policies and guidance materials. Several documents have been produced and are continuously updated to respond to new trends and demands, as well as the work on Aviation Data and Analytics.

7.3 Under IP/06, the Secretariat presented the annual update of the activities carried out by the NACC Regional Office on the promotion and support of the economic development of air transport in the CAR Region, highlighting the activities of the NACC Strategic Assistance Programme (SAP), the 1st Meeting of National Civil Aviation Authorities of the Greater Caribbean and airline representatives, ICAO's participation in the Meeting of the Inter-American Council for Integral Development (CIDI) of the Organization of American States (OAS) on 1 October 2024, on the theme "Air Connectivity to Unlock Economic Growth", eFTU4All Pilot Project, and collaboration with the United Nations and international organizations such as the UN Counter-Terrorism Centre (UNCCT), the World Trade Organization (WTO), and LACAC. The Meeting was invited to attend and participate in the ICAO Air Services Negotiation Event (ICAN) 2025.

7.4 Based on IP/08, the Panel on Strengthening Caribbean Regional Air Transport Cooperation, Modernization and Market was held as a follow-up to the previous 2024 Air Transport Panel held at the NACC/DCA/12 meeting. The discussion focused on removing regulatory and operational barriers, stimulating market access, and fostering greater alignment among Caribbean States to support a more integrated and competitive air transport market. The composition of the Panel was:



7.5 The Panel concluded that:

- advancing air transport liberalization in the Caribbean requires a comprehensive and coordinated approach to unleash the full economic potential of regional connectivity
- given the geographical dispersion of the region and the predominance of small island economies, homogeneous regulatory harmonization, modernization of infrastructure and liberalization of market access are essential to facilitate the efficient movement of people and goods
- Air Navigation Services Agreements (ASAs) play a critical role in enabling the liberalization of air transport in the Caribbean by supporting the safe, efficient, and cost-effective movement of aircraft through multiple States
- given the fragmented geography and closely spaced FIRs in the Caribbean, smooth cooperation in air navigation services is essential to unlock the benefits of liberalized air transport.

- for Caribbean States, ICAN offers a strategic opportunity to advance shared liberalization goals, align regulatory practices, and explore new air service opportunities that enhance regional connectivity. By participating in ICAN, States can streamline negotiations, build consensus on common interests, and accelerate the implementation of liberalized air transport frameworks that support economic integration, tourism, and trade. This year, ICAN will be hosted by the Dominican Republic from November 10 to 14, 2025 in Punta Cana
- the importance of regional cooperation and integration to achieve sustainable connectivity was highlighted. Strengthening collaboration between States and regional institutions is essential for harmonizing policies, pooling resources, and coordinating development efforts.

7.6 Under IP/15, it was reported that, to improve air connectivity and the liberalization of air transport in the States of Central America and the Caribbean, the Secretariat has formulated different NACC Project Proposals: technical assistance to improve air connectivity and air transport liberalization in Central America and the Caribbean.

7.7 Under IP/11, France commented that the efficiency of freight transport and logistics is vital for the growth and competitiveness of the economy, the functioning of the internal market and the social and economic cohesion of all regions. Multiple IT solutions are currently used across Europe for the exchange of information on freight transport. The incompatibility between these solutions often leads logistics operators to prefer the use of paper documents, which is a costly and time-consuming process.

7.8 Electronic Freight Transport Information (eFTI) is a European Union-wide project that seeks to establish a legal and standardised framework for the digital exchange of freight transport information between companies and authorities responsible for monitoring the movement of goods, such as police and customs administrations. The eFTI4ALL project builds on the eFTI4EU project, further contributing to the implementation of the Electronic Cargo Transport Information (eFTI) Regulation, involving more Member States, and including economic operators, who together will develop and test the eFTI data exchange environment and its interoperability, as well as explore new use cases. such as the transport of dangerous goods and multimodal transport. The Martinique Territorial Collectivity (CTM) has been designated as a pilot site in the Greater Caribbean, in partnership with various public and private actors in the region.

Agenda Item 8 Preparation for the Forty-Second ICAO Assembly and Ratification of International Air Law Instruments

8.1 Under P/22 and WP/03, the Secretariat provided an overview of the actions undertaken by the ICAO to promote the ratification of international air law treaties since the NACC/DCA/12. The paper presented the responses of the NACC States to these initiatives, including recent depositary actions, and highlighted the need for further progress in ratifying six key international air law treaties: the 2016 Protocols amending Articles 50(a) and 56 of the Convention on International Civil Aviation (Chicago Convention), the 1999 Montreal Convention, the 2010 Beijing Convention and Protocol, and the 2014 Montréal Protocol. The Secretariat also outlined future events and capacity-building initiatives aimed at supporting States in accelerating the ratification process.

8.2 The Secretariat explained the status of ratifications of the NACC States of international air law treaties, noting that only 7 of the 22 States have designated Focal Points and that ratifications remain limited for treaties addressing emerging threats, such as the 2010 Beijing instruments and the 2014 Montréal Protocol. Therefore, NACC States were encouraged to become parties to the six highlighted treaties and any other pending international air law treaties, to participate in the Third ICAO Treaty Event (September 2025), the Fourth Civil Aviation Legal Advisors Forum (CALAF) in Bahamas (27-29 May 2026), the ICAO International Air Law Course, and other similar capacity-building activities, including the possibility of hosting such events, and to liaise with the ICAO Legal Affairs and External Relations Bureau (LEB) for any assistance related to the ratification process. As a result of the discussions, the Meeting adopted the following Decision:

CONCLUSION	
NACC/DCA/13/09	RATIFICATION OF INTERNATIONAL AIR LAW TREATIES
<p>What:</p> <p>That, consistent with ICAO Assembly Resolution A41-4, for States to accelerate the ratification and implementation of international air law instruments and considering the benefits of such ratification, NACC States,</p> <ul style="list-style-type: none"> a) become parties to the six international air law treaties and to any other international air law treaties that they have not yet ratified; b) nominate a Focal Point for the Ratification of International Air Law Treaties, if they have not already done so and to inform the ICAO NACC Regional Office accordingly by 1 October 2025; c) participate in the third ICAO Treaty Event in September 2025, in the fourth edition of the Civil Aviation Legal Advisers Forum (CALAF) in Bahamas in May 2026, in the ICAO International Air Law Course as well as other similar events for the continuous training and development of their legal advisers with regard to ratification and implementation of international air law instruments and to consider hosting from time to time such events in their States; d) inform ICAO by 19 December 2025 of their further progress towards the ratification of international air law treaties by updating/using the DGCA tracking matrix set out in Appendix B to the WP/03 of the NACC/DCA/13; and 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical

e) contact the ICAO LEB Treaty Section (treaty@icao.int) for any information or assistance regarding ratification matters.	
Why: To support the sustainable and continuous air transport development in the region.	
When: By 1 October 2025	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	

8.3 Under WP/06, United States provided an overview of its areas of interest for consideration and exchange with states during the A42, including:

- a) Cybersecurity
- b) Commercial space transportation
- c) Aviation safety
- d) Aviation security and facilitation
- e) Trafficking in persons
- f) Illegal immigration
- g) Topics for mass information exchange: advanced air mobility activities, unmanned aircraft systems (UAS) traffic management activities, international harmonization of technical standards for flight simulation training devices (FSTDs), FAA air traffic modernization objectives, advanced predictability and coordination difficulties related to random re-entry of space debris, and the definition and delimitation of the outer space and other topics of great interest, among them.

8.4 Similarly under WP/11, IATA shared with the Meeting the issues it will be presenting at A42, seeking the support of states on these issues:

- Implementation of new mandates in aircraft operation
- Identification of the crew and the framework provided by Annex 9
- Industry initiatives to improve regularity, efficiency, and economic benefits by implementing the safety standards contained in Annex 17
- Views from the air transport industry on the ICAO CAAF/3 implementation roadmap in the global framework for SAF, LCAF and other cleaner aviation energy
- USOAP and SSP-IA programs to evolve ICAO's SARPs
- Celebrating 10 years of ICAO's Fundamental Principles on Consumer Protection
- improve the publication of accident investigation reports and mechanisms
- IATA's opinion on critical actions to ensure a robust implementation of CORSIA
- Spectrum resilience: balancing spectrum efficiency with aviation safety
- Radio Frequency Interference (RFI) in GNSS
- Additional activities needed to ensure efficient FF-ICE deployment for airspace users
- ICAO Policies on the Imposition of Taxes on the Income of International Air Carriers
- Accessibility in air transport

Agenda Item 9 Overview of the Multi-Regional Civil Aviation Assistance Programme

9.1 Under P/01, the Secretariat provided an overview of the Multi-Regional Civil Aviation Assistance Programme (MCAAP), implemented under ICAO project RLA/09/801, and its benefits for member States. The presentation highlighted that MCAAP is a regional cooperative programme supporting the effective implementation of ICAO Standards and Recommended Practices (SARPs) in the NAM/CAR Regions. The Programme aligns with the GANP, the Global Aviation Safety Plan (GASP), the CAR/SAM Air Navigation Plan (ANP), and the No Country Left Behind (NCLB) initiative. It promotes safety, efficiency, capacity, and sustainability through activities such as technical missions, expert support, training, fellowships, and equipment provision.

9.2 The Secretariat explained the Programme's governance structure and its key focus areas, which are to improve regional safety, enhance capacity and efficiency, and ensure sustainability. It detailed the tangible benefits for States, including tailored technical support, access to ICAO experts and training, assistance for Air traffic (AT), environmental (ENV) and ANS implementation, and improvements in the Universal Safety Oversight Audit Programme (USOAP) effective implementation. The Secretariat also illustrated MCAAP's practical impact through recent initiatives, such as regional airspace optimisation projects, aerodrome certification courses, accident investigation cooperation, and cybersecurity support in air navigation services.

9.3 As a result of the presentation, the Meeting:

- a) acknowledged the significant benefits of the MCAAP Programme for the implementation of ICAO SARPs and the strengthening of regional safety and efficiency;
- b) encouraged States and regional organisations to actively participate in MCAAP activities and take advantage of its training and technical support opportunities; and
- c) invited non-member States and relevant organisations to consider joining MCAAP to benefit from its cooperative framework and ICAO's continued support.

Agenda Item 10 Follow-up to NACC/DCA Valid Conclusions and Decisions

10.1 Under WP/02 Rev., the Secretariat shared the analysis of the status of the valid Conclusions and Decisions of NACC/DCA/12 meeting, recalling that said meeting had agreed to complete previous valid conclusions and decisions. From this evaluation, it was concluded that all 10 Conclusions and 2 Decisions of the NACC/DCA/12 Meeting were completed.

Agenda Item 11 Other Business

CAMP Workshop

11.1 From the preamble to the agenda items of the NACC/DCA/13 meeting, with the ICAO workshop on Civil Aviation Master Planning (CAMP): An Overview for Directors-General of Civil Aviation held on 4 August 2025, the Meeting thanked the Secretariat for such an event. This workshop highlighted the importance of strategic planning with ICAO's new Long-Term Plan and supported States to align and work towards the aviation objectives contained in ICAO's new Strategic Plan 2026-2050.

11.2 The key objectives of the CAMP Workshop were: to align aviation development (ICAO Strategic Plan) with national economic and social plans, to enable access to finance for infrastructure and connectivity, and to support the UN 2030 Agenda and the Strategic Development Goals (SDGs).

National Aviation Planning Framework



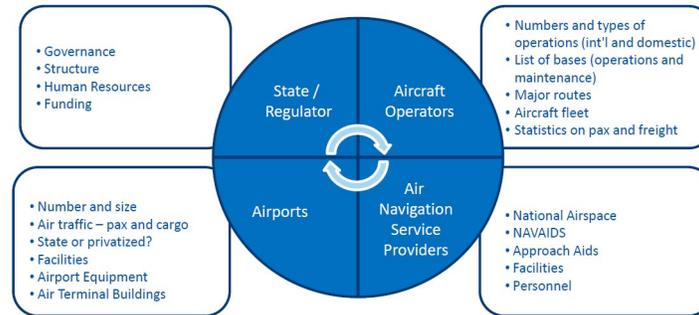
11.3 The workshop was composed of 4 modules and included the analysis of governance, national structures and potential solutions and important aspects of CAMP considering the general aviation vision of a State:



Workshop Structure



Overview of the State's Aviation System



11.4 The workshop gave certificates to the participants, and in recognition of the value of the workshop, the Meeting adopted the following Decision:

DECISION NACC/DCA/13/10		USE OF CAMP FOR THE IMPLEMENTATION AND FOLLOW-UP OF ICAO'S LONG-TERM STRATEGIC PLAN	
What: That, recognizing the benefits and formulation of a Civil Aviation Master Planning (CAMP) in the efficient and timely planning of the different areas of aviation in a State, that the NAM/CAR States/Territories consider the adoption and updating of the CAMP as a comprehensive national planning instrument, aligned with the objectives and priorities of the ICAO Strategic Plan 2026–2050.		Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: For effective aviation implementation and planning in the States in line with the Global Aviation Strategic Planning			
When: Immediately	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed		
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:			

Interactive Dialogue on Human Capital Challenges

11.5 The Meeting attended the dialogue on human capital challenges in civil aviation under P/26 and the panel organized by the United Arab Emirates, in which the different perspectives and challenges that aviation currently faces due to world changes and the growing projection of air operations:



11.6 The Meeting recognised the importance of actions to address the challenges on human capital in civil aviation and with the aim of raising awareness and fostering collaborative dialogue on exploring sustainable solutions to attract, develop and retain talent in the NAM/CAR Regions, the Meeting agreed the following:

DECISION	
NACC/DCA/13/11	ACTIVITIES TO ENHANCE HUMAN RESOURCES RETENTION IN AVIATION
<p>What:</p> <p>That, considering the negative effects of the lack or shortage human resources in State CAA,</p> <p>a) the States participate in the survey on human resources to be developed by the United Arab Emirates for data gathering that will contribute to developing strategies to increase workforce retention in aviation;</p> <p>b) the ICAO NACC Regional Office, in coordination with United Arab Emirates, conduct a gap analysis for strategic planning to increase workforce retention in aviation, and for States to provide the necessary support resulting from this gap analysis; and</p> <p>c) the ICAO NACC Regional coordinate a workshop on human resource retention in aviation.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>To increase workforce retention in civil aviation to face scarcity of human resources in the next ten years.</p>	

When: NACC/DCA/14	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	United Arab Emirates

ICAO Global Ambassadors Programme, the Next Generation of Aviation Professionals, and the Gender Equality Programme

11.7 The tremendous growth projected for aviation will require investments in infrastructure, new technologies, policies, and oversight capabilities and also demands for innovative and comprehensive approaches to human resources and workforce development. It is for this reason that the Secretariat presented P/13 on the ICAO Global Ambassadors Programme, the Next Generation of Aviation Professionals, and the Gender Equality Programme.

11.8 The ICAO Council has recently approved a proposal on establishment of the first ever ICAO Global Ambassadors Programme which will assist the Organization to promote strategic priorities in line with the ICAO Strategic Plan 2026-2050 and will be a key tool for ICAO and all Member States to introduce aviation to all people through role models and champions while ensuring that aviation is recognized as a serious career choice around the world. States are requested to nominate Ambassadors and Champions.

11.9 Another important initiative ICAO continues to implement is the Next Generation of Aviation Professionals (NGAP). The 2025 NGAP Summit will be held in Durban, South Africa from 12 to 14 August, which aims at discussing bottlenecks, lessons learned and concrete actions to transform the talent attraction, education, and retention, leading to preparation of an NGAP Call to Action.

11.10 At the 42nd Assembly, an updated resolution on ICAO's NGAP programme will be presented which emphasizes a more structured workforce development framework and aims to expand the scope of NGAP across all categories of aviation personnel, age groups and integrate NGAP into national strategies to ensure a long-term pipeline of talents.

11.11 The ICAO Gender Equality Programme, promotes the participation of women and girls in aviation which continues to be actively pursued through flagship events such as the Global Aviation Gender Summit. Presently, discussions are ongoing for the possibility to organize the next Summit in 2026. In addition, ICAO has created a platform for exchange among States about issues related to women and continues to engage the newly established Global Network of Gender Focal Points. ICAO also produce data and global studies, supports States through guidance material and launches promotional training campaigns targeted at women and girls.

APPENDIX A/APÉNDICE A
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APPENDIX B
2024-2025 ADVANCEMENTS AND ACHIEVEMENTS OF THE NACC/WG

- a) NACC/WG: Supports innovation in air navigation by promoting cybersecurity in air navigation, unmanned aircraft, among others.
- b) NACC/WG/MET: Supports meteorological data exchange operations in the Region.
- c) NACC/WG/COMM: Design, execution, and currently working on the implementation of the IP communications network (redundant ground/air) CANSNET.
- d) NACC/WG/FREQ: Works on protecting aeronautical frequencies required by aviation for current and future services.
- e) NACC/WG/OA: Approval of the Optimized Caribbean Airspace Concept 2025–2030, reducing fuel consumption and making airspace more efficient through the development of direct routes.
- f) NACC/WG/SURV: Supports States in developing documents such as the ADS-B Operational Concept and the ADS-B Monitoring Parameters Document. Implementation of monitoring software systems in Mexico and the Dominican Republic, and currently supporting Eastern Caribbean States in implementing ADS-B.
- g) NACC/WG/ASBU: Progress in National Air Navigation Plans (NANP).
- h) NACC/WG/SAR: Achievements: SAR activities in NAM/CAR have been strengthened through exercises led by the French DGAC, via the air navigation services of the French Antilles and French Guiana (SNA-AG), organizing the Search and Rescue Exercise (SAREX) in May 2025.
- i) NACC/WG/AIM: AMHS-AIM interoperability and transition from AIS to AIM. Key topics being worked on by the AIM/TF and submitted for consideration/awareness of the NACC/DCA:
 - Coordination between AIM/TF and AMCB/TF: Considering the creation of the AMCB/TF (merging AO/TF and others) and the issues identified by this new TF that are interrelated with AIM (non-uniform publication and inconsistencies in AIPs, need for data collection from FIRs in the region, duplication and other FPL errors, ambiguity in aerospace operations NOTAMs), collaboration between both TFs has been proposed to address these issues from the perspectives of ATM and AIM specialties without excluding other stakeholders (CIIFRA, CADENA, IATA, CANSO, etc.). This proposal was an approved conclusion in the AIM/TF, and the first meeting of both groups will be held in August prior to the AMCB/TF meeting. Additionally, within the AIM/TF, a specific Ad hoc group was created to address FPL duplication and errors, and it is considered very appropriate to include other specialties in this group.
 - Ad hoc Group for SWIM/AIM/MET Data Exchange Management: To achieve SWIM implementation, multidisciplinary coordination is required among areas such as AIM, MET, COM, flight operations, other service providers, and entities outside civil aviation (MET in many States is outside the scope of civil aviation). Although the expanded development of AIM is the essential foundation for SWIM's launch, all SWIM stakeholders must progress in unison. Within AIM/TF, this Ad hoc group was created/consolidated and developed a checklist for step-by-step SWIM implementation and to ensure continuity in its evolution from AIM's perspective. However, cross-sector interaction from all SWIM stakeholders is necessary for this task.

Civil Aviation Directors were requested to support these activities, especially due to the interaction they represent among various air navigation specialties, operators, and even institutions outside civil aviation.

Additionally, the following is brought to the Directors' attention:

- Implementation of the regional AIM tracking website for monitoring the AIS to AIM transition (AIM Tracking System Website), through which States will report progress on the AIS to AIM transition roadmap. It presents the information as a dashboard that will serve all stakeholders as a reference for AIM development in the region.
- Adoption of the AIM training curriculum and competencies: The AIM/TF has created a training curriculum for AIM personnel with a Competency-Based Training and Assessment (CBTA) framework, intending for States in the Region to adapt their national AIM training programs to ICAO's CBTA methodology. Directors are informed to support the implementation of this task.