

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

Nil

Agenda Item 2 ICAO Strategic Plan, Business Plan and Budget

Nil

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

DRAFT 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 Superseded / 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 type="checkbox"/> Other:</p>	

Agenda Item 4 Towards More Effective Implementation: Safety

DRAFT DECISION		CAPACITY DEVELOPMENT AND IMPLEMENTATION PORTFOLIO AND APPEAL	
NACC/DCA/13/02			
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			

DRAFT CONCLUSION		ICAO SAFETY FUND (SAFE)	
NACC/DCA/13/03			
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	

DRAFT 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

Agenda Item 5 Towards More Effective Implementation: Air Navigation Services (ANS) Capacity and Efficiency

DRAFT 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:	

DRAFT 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

DRAFT 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; g) issue Letters of Authorization using the UNFCCC voluntary template for host country authorization, to facilitate the access and availability of CORSIA eligible emissions units to aeroplane operators; h) express a clear concern on the use of international aviation as a source for the mobilization of revenue for climate finance to the other sectors, including through national coordinated efforts to other relevant UN bodies, and to inform ICAO on developments related to such levies in their State or region; and 	<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>i) 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>	
<p>Why: 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>	

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

Nil

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

<p>DRAFT CONCLUSION NACC/DCA/13/08</p>	
<p>RATIFICATION OF INTERNATIONAL AIR LAW TREATIES</p>	
<p>What: 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> <p>a) become parties to the six international air law treaties and to any other international air law treaties that they have not yet ratified;</p> <p>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;</p> <p>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 February 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;</p>	<p>Expected impact:</p> <p><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</p>

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

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

To be included in the draft Summary of Discussions

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

Nil

Agenda Item 11 Other Business

<p>DRAFT DECISION</p> <p>NACC/DCA/13/09</p>		<p>USE OF CAMP FOR THE IMPLEMENTATION AND FOLLOW-UP OF ICAO'S LONG-TERM STRATEGIC PLAN</p>	
<p>What:</p> <p>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.</p>		<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>	
<p>Why:</p> <p>For effective aviation implementation and planning in the States in line with the Global Aviation Strategic Planning</p>			
<p>When: Immediately</p>		<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>	
<p>Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>			

DRAFT DECISION	
NACC/DCA/13/10	ACTIVITIES TO ENHANCE HUMAN RESOURCES RETENTION IN THE AVIATION FIELD
<p>What: 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 for data gathering aimed at increasing workforce retention available by the NACC/DCA/14;</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, 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</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: 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 type="checkbox"/> Other:	