



# ICAO

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WORKING PAPER

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## Thirteenth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/13)

Santo Domingo, Dominican Republic, 4-7 August 2025

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

#### **PROPOSAL FOR THE CREATION OF A REGIONAL GROUP FOR AVANDAZADA AIR MOBILITY (AAM) AND URBAN AIR MOBILITY (UAM)**

**(Submitted by Dominican Republic)**

#### **EXECUTIVE SUMMARY**

This note proposes the establishment of regional working groups dedicated to Advanced Air Mobility (AAM) and Urban Air Mobility (UAM), with a view to fostering a common vision and a coordinated approach at the regional level. The Dominican Republic, backed by its national experience in this area, submits to consideration the creation of these spaces for technical and political dialogue, and invites States to discuss this initiative in a regional framework. It also reiterates the importance of ICAO continuing to provide technical assistance and training programmes to developing States in order to strengthen their capacities in these emerging areas.

<b>Action:</b>	The Meeting is invited to: a) To support this strategy, aimed at promoting the exchange of knowledge and cooperation between States with different levels of technological development. b) To recommend the creation of a regional group to facilitate spaces for consultation and collaboration on work related to Advanced Air Mobility (AAM) and Urban Air Mobility (UAM).
<b>Strategic Objectives:</b>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<b>Financial repercussions</b>	The activities mentioned in this document will be carried out subject to the resources available in regular Budget of the program for the period 2025-2028 and/or extraordinary contributions from the Member States.
<b>References:</b>	<ul style="list-style-type: none"><li>• Anexo 6 – Operation of Aircraft, Part IV – RPAS</li><li>• AAM Call to Action - Paving the Way for the Future of Aviation with Advanced Air Mobility, 2024</li><li>• Doc 9750, Global Air Navigation Plan (GANP)</li><li>• <i>Model UAS Regulations Parts 101, 109 and 149***</i></li></ul>

## 1. INTRODUCTION

- 1.1 The Dominican Republic recognizes the fundamental role played by the International Civil Aviation Organization (ICAO) in promoting initiatives aimed at the safe, orderly and harmonized integration of Advanced Air Mobility (AAM) and Urban Air Mobility (UAM) at the global level. It applauds the progress made in the development of international frameworks and expresses its strong commitment to increasingly innovative, efficient and sustainable aviation
- 1.2 Based on its experience in adapting regulatory and operational frameworks for the incorporation of new technologies, the Dominican Republic considers that the emerging challenges in the area of Advanced Air Mobility (AAM) require a coordinated and sustained response at the regional level
- 1.3 We take this opportunity to highlight the recommendations of the participating states in the workshop on drone/UAS operations, challenges and opportunities for the NAM/CAR/SAM regions, held in Mexico City from June 17 to 19, 2025. The participating states presented the challenges and opportunities they face, as well as the best practices used in their implementation. It was noted that it was necessary to schedule periodic meetings among the states, coordinated by the NACC regional office, to improve collaboration and contribute to the timely and effective implementation of the regulatory framework.
- 1.4 In this regard, this study note presents the progress made by the country and proposes the creation of a regional working group, which would serve as a mechanism for technical cooperation, exchange of good practices and regulatory harmonization among States
- 1.5 This proposal builds on the decision taken at the 41st ICAO Assembly, which established the Subgroup of Experts on AAM (AAM SG) with the aim of advancing a common vision and coordinating actions at the global level. The Dominican Republic believes that, in addition to this global effort, it is also necessary to have a space for dialogue and work at the regional level, which will make it possible to adapt the general guidelines to the particular realities and capacities of the States of the region.

## 2. DISCUSSION

- 2.1 In recent years, several States have initiated the formulation of public policies, regulatory frameworks and technological initiatives to facilitate the integration of Advanced Air Mobility (AAM). This evolution responds to challenges such as accelerated urbanization, land transport congestion, and the need for sustainable solutions
- 2.2 The Model UAS Regulations developed by ICAO provide a common technical basis that States can adapt according to their national needs and circumstances. The Dominican Republic's experience in applying these models—especially Parts 101, 102, and 149—has shown that their effective implementation is not automatic, but requires a process of policy contextualization, coordination among national institutions, and ongoing technical assistance.

- 2.3 In this context, the Dominican Republic has launched a series of key initiatives to bring its legislation into line with the requirements of Advanced Air Mobility (AAM), such as:
- *The review of existing regulatory frameworks;*
  - *The development of risk management strategies;*
  - *The design of regulations adapted to new technologies and aircraft*
- 2.4 This approach has enabled the Dominican Republic to make progress in defining standards for vertiports, in the certification of unmanned aircraft and in the development of urban air traffic management (UTM) systems, while also promoting the active participation of public and private actors.
- 2.5 However, the effective implementation of the AAM and the UAM continues to face challenges shared by many States. From a regulatory point of view, there is still a lack of clear and up-to-date legal frameworks for the use of airspace by unmanned aircraft, especially in urban and suburban environments. The absence of specific policies, regulatory fragmentation and lack of international harmonisation make it difficult to safely integrate these systems into existing airspace.
- 2.6 On the technological level, there are still limitations related to flight autonomy, load capacity, resistance to adverse weather conditions and the development of navigation and detection systems that allow operation in dense and dynamic urban environments. In many cases, UTM systems are still in the experimental stage, which restricts their application on a large scale.
- 2.7 From an economic perspective, the implementation of AAM entails high costs associated with the development of specialized infrastructure, such as vertiports, charging stations, and control centers, as well as aircraft research, certification, and maintenance. The lack of consolidated business models and uncertainty about long-term profitability also represent barriers to attracting private investment.
- 2.8 This reality reaffirms the need to establish a regional working group on MEAs and UAMs to facilitate the exchange of experiences, regulatory harmonization and institutional strengthening. Such a group would allow States to advance in a more coordinated, efficient and equitable manner in the integration of new technologies, reducing existing gaps and promoting more balanced development throughout the region.

### **3. CONCLUSION**

- 3.1 The Dominican Republic reiterates that the development of Advanced Air Mobility (AAM) must be addressed jointly and with a regional vision, promoting a roadmap that includes regulatory harmonization, technical training and assistance adapted to regional needs. By virtue of the above, it is proposed to establish a regional group that facilitates spaces for consultation and collaboration on the work related to AAM and Urban Air Mobility (UAM).