



ICAO

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

INFORMATION PAPER

Paper informs

NACC/DCA/13 — IP/06

17/07/25

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

Santo Domingo, República Dominicana, 4 al 7 de agosto de 2025

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

**NACC UPDATES ON AIR TRANSPORT MATTERS**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

This paper presents the annual update of activities conducted by the NACC Regional Office on promoting and supporting the economic development of Air Transport in the CAR Region, supporting the Strategic goal for “the Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All” through data analysis, forecasting and facilitating the partnership and regional collaboration amount States and aviation stakeholders.

*Strategic Objectives:*

- Economic Development of Air Transport

*Reference:*

- NACCDCA/12 Meeting

**1. Introduction**

1.1 Air transport is a critical component of global society, and the growth of aviation still faces many challenges such as economic uncertainties, regulatory fragmentation, insufficient financing for infrastructure development and lack of effective economic regulation and oversight. These challenges: present a substantial threat to the sustainable development of air transport, which could lead to higher costs of operation, hindering air connectivity improvement as well as restricting traffic growth. The high taxes and charges affect the ability of aviation to meet demand as well as impede economic growth.

1.2 The ICAO Strategic Goal for “the Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All” aims to foster the development of a sound and economically viable and affordable civil aviation system, that will facilitate the achievement of measurable prosperity and well-being for everyone through aviation, with ICAO supporting every Member State using a balanced approach across all strategic areas.

## 2. Updates on 2024-2025 Air Transport Activities

### *2025 ICAO main objectives for Air Transport*

2.1 For 2025, ICAO NACC Regional Office focused its efforts and assistance toward several main objectives as follows:

- a) support and promote the sustainable development of an economically viable and resilient civil aviation system through the promotion of ICAO air transport policies, guidance and events, and monitor and report significant developments
- b) provide assistance to States concerning civil aviation forecasting, economic planning, and statistics and sharing of data/information
- c) cooperate with international/regional organizations on events and activities addressing air transport matters, as well as promote collaboration among different stakeholders to maximize synergies and ensure efficient and cost-effective assistance to States
- d) identify States' needs for assistance in the air transport field; promote and support the implementation of technical assistance and technical cooperation activities/projects; and in close collaboration with HQ, support the ICAO resource mobilization activities/efforts.

### *NACC/DCA/12 Support to Air transport Enhancements*

2.2 During the NACC/DCA/12 meeting and resulting from the dynamic discussion of the panel on the challenges faced by the Caribbean States affecting air connectivity, several proposals and factors to encourage greater air connectivity were exchanged, especially for intra-regional connectivity. The panel explored several topics from identifying challenges to optimize air transport in the CAR Region, the status of liberalization of international air transport, the effective implementation of ICAO's policies on charges for airport and air navigation services vs taxes and the adequate economic policies and regulatory predictability in favour of a robust and liberalized air transport market. This exchange included:

- Bahamas illustrating their specific strategy on charter flights and greater collaboration among air carriers for promoting air connectivity within its islands
- France highlighted its strategy for increasing the agreements on air navigation services and regional cooperation, facilitating the connectivity and services through the Eastern Caribbean,
- Trinidad and Tobago highlighted the prioritization of resources and the political will for air transport sustainability and increase ratification of air transport agreements.
- ACI-LAC raised the awareness on efficient cost-effective airport charges, and
- ALTA on supporting States for enhancing liberalization measures and working with all aviation stakeholders

2.3 The Meeting recognized that liberalization of air transport in the CAR Region brings numerous benefits to States and to their citizens. These benefits are fundamental for the increase in passenger and cargo traffic, greater connectivity and competitiveness on routes, the entry of new air operators, a decrease in the price of air tickets, a greater contribution to GDP, an increase in tourism and income received, among others.

2.4 From this exchange the NACC/DCA/12 meeting adopted its conclusion NACC/DCA/12/11 IMPROVING AIR TRANSPORT ACTIONS IN THE CAR REGION, identifying the challenges as illustrated:



2.5 Concerns had been identified on excessive taxation imposed on aviation, and the proliferation of interchangeability of taxes in the form of charges. To realize and maximize the benefits of aviation, there is a need for a robust regulatory framework and effective economic oversight to ensure that taxes and charges do not impede the development of air transport, and the revenues raised do not outweigh the economic benefits that could be generated from increased demand.

*NACC SAP Assistance on Air Transport Matters*

2.6 Since the 2024 review of the NACC Strategic Assistance Programme (SAP), the areas of Economic development of Air Transport and Environmental Protection have been added under the SAP activities, applying SAP Prioritization Criteria: Prioritization of States and areas (LEG, ORG, OPS, BEL, AIR, ANS, AGA, AIG, SEC, FAC, ENV and DEV):

**NACC Strategic Assistance Programme (SAP)**

- ✓ Maintain the initiative in response to the ICAO "NO COUNTRY LEFT BEHIND" Campaign;
- ✓ Establish a **Political Commitment** through the establishment of the **Country Strategic Plan of Action (COSPA)** or other means of commitment with NACC ICAO;
- ✓ Assists States in implementing ICAO SARPs, also resolve Significant Concerns (SSCs and SSeCs).
- ✓ Cover all areas of International civil aviation;
- ✓ Coordination, collaboration and synergy of effort between all partners.
- ✓ Shift to a **strategic approach** in State assistance that still incorporates a **systemic evaluation of needs and feasibility**.

*ICAO Aviation Forecasting, Economic Planning, and Statistics and Data Sharing/Information*

2.7 Following that ICAO Member States shall submit data to ICAO according to the Chicago Convention (articles, and 67, 54 and 55) and to the ICAO Assembly Resolution A41 appendix D, and as every year, ICAO coordinated with States the data collection to complete the delivery of the Annual Report on Air Transport statistics, by the Air Transport Reporting Forms (ATRs), achieving nearly 99% coverage, a remarkable success made possible by the States` collaboration and positive engagement.

*Foster Air Transport initiatives to enhance Air liberalization implementation and the enhancement of air transport connectivity among CAR State*

2.8 **1st Meeting of national civil aviation authorities of the Greater Caribbean and Airline representatives:** (with participation of ICAO) with the theme of “By advancing in connectivity, we promote the development and integration of our region” organized by the Civil Aviation Board (Junta de Aviación Civil-JAC) of Dominican Republic and the Association of Caribbean States (ACS). The Meeting included panels of air transport experts which analysed the challenges and solutions to enhance intraregional air connectivity (passengers and cargo) in the Caribbean; and discussion with State CAAs and airline representatives. The main objectives were to:

- a) establish dialogue and discussions among States Civil Aviation Authorities (CAAs) and airlines representatives on the challenges and solutions for enhancing air connectivity in the greater Caribbean subregion and in particular interregional connectivity of passengers and cargo; and
- b) define/agree on solutions to enhance air connectivity.

2.9 The main outcomes of this meeting were:

- a) the recognition and support for the ICAO Air connectivity Pan American Declaration for enhancing Air Transport, the LACAC 7<sup>th</sup> Air Cargo freedom agreement, as well as the promotion of the Air Transport Agreement between member States and members of the Association of Caribbean States (ACS-AEC) for regional air connectivity
- b) promote the organization of fora at the regional level that actively involve contributions from national governments and private sector entities in the Caribbean air transport industry, and promotion of public-private partnerships for the development of logistics, as well as modern and diverse air transport infrastructure and services in the wider Caribbean.
- c) support the establishment of a working group composed of representatives of national CAAs and airlines in the wider Caribbean area to continue work initiated at this first meeting,

2.10 **OAS Meeting:** ICAO participated in the Inter-American Council for Integral Development (CIDI) Meeting on October 01, 2024, on the topic of “Air Connectivity to Unlock Economic Growth” to explore strategic solutions for improving air connectivity across the Americas, leveraging existing capacities to better connect our people and our economies. This includes identifying the most relevant, timely, and feasible mechanisms for promoting regional trade and economic integration, including financial mechanisms—such as reducing aviation taxes and airport charges—and regulatory measures—such as strengthening governance frameworks to attract private sector investment.

2.11 By highlighting the critical role of air connectivity in fostering economic growth and integration, this meeting promoted a robust dialogue on the need for deeper coordination and cooperation among member states. A more connected Americas is vital to the future of this region in an increasingly interconnected and interdependent world.

2.12 **eFTU4All Pilot Project:** ICAO in support of regional initiatives that promote air connectivity in the Caribbean, supports the implementation of IT systems and technology. In this regard, ICAO supported the Electronic Freight Transport Information initiative led by France as a Pilot Project for the Caribbean Air cargo sector (eFTU4All) which looks to assist the Caribbean States for the development and implementation of IT platforms in accordance with the Regulation on electronic freight transport information (eFTi4All) (Reg. EU N°2020/1056) (CEF-T-2023-SIMOBGEN). The beneficial States are those considered under the Greater Caribbean (Antigua and Barbuda, Aruba, Bahamas, Barbados, Belize, Cuba, Dominica, Dominican Republic, Grenada, Haiti, Jamaica, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, and Trinidad and Tobago).

2.13 **Collaboration with UN and International organizations:** ICAO continues working on partnership with other UN agencies like UNCTD and WTO, and with LACAC and other to facilitate air transport into other travel domains and promote States tourism and travelling, such as the initiative towards harmonizing the work between the WTO NTFCs and ICAO NFCs so that the NTFCs can provide the NFCs the knowledge and perspective to enhance the understanding of air cargo requirements.

2.14 **ICAN 2025:** The preparation and coordination for the 2025 ICAO Air Services Negotiation Event 2025 (ICAN2025) is ongoing. ICAN2025 is scheduled for 10–14 November 2025 at Barceló Bávaro Grand Resort, Punta Cana, Dominican Republic, kindly hosted by the Junta de Aviación Civil (JAC) of the Dominican Republic. This 17th edition of ICAO's Air Services Negotiation event will provide a unique opportunity for all States to have Bilateral, regional, and plurilateral air services negotiations, Consultations among States, Networking opportunities under a centralized platform. The expected audience are Policy makers, Regulators, Air operators, Service providers and all different aviation stakeholders.

### 3. Conclusion

3.1 To unlock the full potential of air transport in the Caribbean, a coordinated, regionally tailored approach is essential. Enhancing air connectivity and liberalizing air services will stimulate economic growth, particularly in tourism, trade, and investment, improve regional integration and mobility for Caribbean citizens and strengthen resilience by diversifying air routes and reducing dependency on a few carriers or hubs.

3.2 A unified vision, supported by ICAO, States and regional organizations like LACAC, CARICOM and others, will be critical to achieving a liberalized, competitive, and resilient Caribbean air transport system.

— END —