



ICAO

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North American, Central American and Caribbean Office

INFORMATION PAPER

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(NACC/DCA/13)**

Santo Domingo, Dominican Republic, 4 to 7 August 2025

Agenda Item 6: Environmental (ENV) Matters

NACC PROJECT PROPOSALS - AVIATION IS ENVIRONMENTALLY SUSTAINABLE

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This paper informs on the current ICAO Project proposals under the ICAO Strategic goals toward supporting the implementation by States for achieving the specific Strategic Goals and in this case for Aviation is Environmentally Sustainable

Strategic Objectives:

- Environmental Protection

References:

- ICAO NACC Long Term Strategic Plan

1. Introduction

1.1 Under the ICAO Long term Strategic Plan 2028-2050, under the Strategic Goal No Country Left Behind, ICAO is requested to lead collaboration and cooperation, including with the support of its Member States and stakeholders, for continuous capacity building and support, enabling the achievement of safety, security, efficiency, and sustainability goals for aviation. This means States will benefit from ICAO's implementation support and resource mobilization activities, which are designed to promote the effective implementation of policies, standards and recommended practices and help overcome resource limitations that impact infrastructure, finance, training, supply chain access and coordination, especially in developing countries. This approach ensures that the benefits described in this strategic plan are enjoyed by all people, leaving No Country Left Behind.

1.2 Similarly, to successfully achieve the Strategic Goals outlined in the Long-Term Strategic Plan, ICAO has identified a set of High Priority Enablers as critical cross-cutting factors that underpin the successful implementation of the Strategic Goals and ensure that the benefits of aviation are realized across all strategic areas. One of these is the Partnerships, Resource Mobilization and Financial Sustainability, which acknowledges partnerships as being intrinsically intertwined to aviation and to resource mobilization for States and the Organization, facilitating ICAO to achieve its Strategic Goals in support of the UN Sustainable Development Goals. ICAO will unite Member States, UN system organizations, agencies, funds and programmes, international associations and other stakeholders to leverage the diverse capabilities, resources and knowledge of ICAO's partners, while ensuring alignment to the Organization's principles, objectives and values, as well as its financial sustainability and flexibility.

2. ICAO Project Proposals

2.1 Under these considerations and to support the accomplishment of the Strategic Goal *Aviation is Environmentally Sustainable*, the ICAO NACC Regional Office has proposed for this upcoming A42 a programme for Supporting the Development and Update of States' Action Plans on CO₂ Emissions Reduction Activities- **Appendix**

3. Conclusion

3.1 Partnerships and Resource Mobilization are key enablers for assisting States to comply with and implement ICAO SARPs, policies, and plans. The contribution of voluntary funds from donors States and organisations is a critical element in ensuring ICAO is able to assist States in developing and updating State Action Plans. States and organisations are encouraged to review the attached proposal and contact ICAO for guidance on contributing to the programme.

APPENDIX

Programme on Supporting the Development and Update of States' Action Plans on CO₂ Emissions Reduction Activities

Beneficiary States or Organizations:

ICAO NACC States (20): Antigua and Barbuda, Bahamas, Barbados, Belize, Costa Rica, Cuba, Dominica, El Salvador, Grenada, Guatemala, Haiti, Honduras, Jamaica, Mexico, Nicaragua, Dominican Republic, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago.

Problem statement and needs:

Listed States continue to face significant technical and institutional challenges in developing and maintaining robust State Action Plans (SAPs) on CO₂ emissions reduction for international civil aviation. Although ICAO requires States to update their SAPs every three years, the majority have only submitted an initial version and have not revised or expanded their plans in line with evolving guidance or national progress.

A key barrier is the limited capacity to generate country-specific data on planned and implemented mitigation measures, particularly in areas such as Sustainable Aviation Fuels (SAF), operational improvements (many of which are in place but not documented), and the implementation of CORSIA, including the use of CORSIA Eligible Fuels and Emissions Units. Furthermore, States often lack clarity in identifying their own capacity-building needs and in recognizing what constitutes a “bankable” project suitable for climate finance.

Implementation support components and activities:

Phase I: Assessment and Planning

Objective: Establish current gaps and define a roadmap for SAP enhancement.

Key Activities:

- Conduct a baseline assessment on existing SAPs and identify missing or outdated components.
- Evaluate the extent to which operational improvements, SAF initiatives, and CORSIA implementation are reflected in national plans.
- Provide guidance on ICAO's SAP update requirements.

Phase II: Capacity Building and Technical Support

Objective: Strengthen national capabilities to generate, analyse, and report CO₂ mitigation data.

Key Activities:

- Facilitate regional workshops and peer learning exchanges:
 - Quantifying emissions reductions from SAF, operational improvements, and CORSIA as applicable,
 - Use of ICAO tools such as the Environmental Benefits Tool (EBT), among others,
- Support the integration of undocumented operational measures into SAPs.
- Provide templates and technical guidance for identifying and structuring “bankable” mitigation projects.

Phase III: Implementation and Investment Readiness

Objective: Enable States to operationalize updated SAPs and access climate finance.

Key Activities:

- Assist in finalizing and submitting updated SAPs to ICAO.
- Support the formulation of investment-ready project proposals aligned with SAP priorities.
- Monitor progress and provide follow-up support for implementation tracking and reporting.

Expected outcomes:**Phase I: Assessment and Planning**

- States identify gaps in existing SAPs and understand ICAO’s update requirements.
- Roadmap developed to integrate SAF, operational measures, and CORSIA elements into SAPs.

Phase II: Capacity Building and Technical Support

- National teams trained to quantify emissions reductions by using ICAO tools (e.g., EBT).
- Operational measures and SAF pathways documented and integrated into SAPs.
- States gain tools to define capacity-building needs and outline fundable project concepts.

Phase III: Implementation and Investment Readiness

- Updated SAPs submitted to ICAO with improved data quality and alignment.
- States understand how to formulate mitigation project proposals and navigate mechanisms for accessing climate finance.

Risks level: Low

Project value:

Phase I: 15.000 USD

Phase II: 50.000 USD

Phase III: 60.000 USD