



ICAO

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

INFORMATION 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 to 7 August 2025

Agenda Item 3: Aviation Security (AVSEC) and Facilitation (FAL)

Agenda Item 4 Working session: Challenges of, and Solutions to, the Effective Implementation of ICAO Standards and Recommended Practices (SARPs)

NACC PROJECT PROPOSALS - EVERY FLIGHT IS SAFE AND SECURE

(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 Every Flight is Safe and Secure

<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Security & Facilitation
<i>References:</i>	<ul style="list-style-type: none">• 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, and the financial sustainability and flexibility of the Organization.

2. ICAO Project Proposals

2.1 Under these considerations and to support the accomplishment of Strategic Goal for Every Flight is Safe and Secure, ICAO NACC had proposed for this upcoming A42 three project proposals:

- a) Accident And Incident Investigation (AIG) Turnkey 2 Project – Follow-Up on Caribbean- **Appendix A**
- b) CAPSCA Technical Assistance for the NAM and CAR Regions **Appendix B**

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 organizations is a critical element in ensuring ICAO is able to assist States in the various areas identified in this Information Paper. States and organisations are encouraged to review the attached proposals and contact ICAO for guidance on contributing to the programmes.

APPENDIX A
Accident And Incident Investigation (AIG) Turnkey 2 Project – Follow-Up on Caribbean

Details

- **Beneficiary:** Barbados, ECCAA and Trinidad and Tobago.

Problem Statement

Low effective implementation in accident investigation (AIG) is due to inadequate independence, personnel, and processes. Regional solutions require national-level capacity.

Key Activities

- Six assistance missions.
- On-the-job training for AIG experts.

Outcomes

- Established AIG regulations and databases.
- Effective Accident and Incident Investigation System.
- Foundations for a Regional Accident Investigation Organization (RAIO).

Risk Level: Low

Value: USD 97K

Duration: 18 months.

APPENDIX B
CAPSCA Technical Assistance for the NAM and CAR Regions

Beneficiary States or Organizations:

ICAO NACC States (22): Antigua and Barbuda, Bahamas, Barbados, Belize, Canada, Costa Rica, Cuba, Dominica, El Salvador, United States, Grenada, Guatemala, Haiti, Honduras, Jamaica, Mexico, Nicaragua, Dominican Republic, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago

Territories (19): United States Virgin Islands, Puerto Rico, French Antilles (Guadeloupe, Martinique, Saint Barthélemy, Saint Martin, Saint Pierre and Miquelon), Aruba, Curaçao, Sint Maarten, Bonaire, Saba, Sint Eustatius, Anguilla, Bermuda, Cayman Islands, Turks and Caicos Islands, British Virgin Islands, Montserrat

Problem statement and needs

The COVID-19 pandemic underscored the urgent need to strengthen Public Health Emergency (PHE) preparedness frameworks within the civil aviation system. Its impact on air transport highlighted the critical importance of having trained personnel, adequate infrastructure and equipment, and well-established procedures to manage such events effectively.

The Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) is an ICAO programme that provides technical assistance to States. It facilitates joint ICAO/WHO assistance visits to States and international airports, deploying multidisciplinary teams of aviation and public health experts. These missions assess national capacities, identify gaps, recommend priority actions, and deliver targeted training to personnel responsible for managing public health events in the aviation sector.

Through this programme, ICAO supports States and Territories in enhancing their technical capabilities and overall preparedness for PHEs. Despite its importance, the last CAPSCA assistance visit to the NACC Region took place in 2017, underscoring the need to resume and expand these activities.

Implementation support components and activities

- a) Phase 1: Update of CAPSCA materials, including checklists, programme documents, and report templates.- 10000 USD
 - b) Phase 2: Provision of training and meetings – 10000 USD
 - c) Phase 3: 3 missions to CAR States: ECCAA States, Spanish CAR States, CAR Territories, etc.
- Execution of CAPSCA Technical Assistance Missions – 40000 USD, which includes:
- d) Selection and deployment of a qualified team with proven experience in CAPSCA missions.
 - e) On-site assessment (gap analysis) of national and local PHE preparedness plans, measured against ICAO SARPs, the WHO International Health Regulations (2005), and related guidance materials.

- f) Delivery of a confidential report with tailored recommendations to support the State in strengthening its national preparedness plan.
- g) Phase 4: 3 missions to Central American States: COCESNA States, etc.

Execution of CAPSCA Technical Assistance Missions – 40000 USD, which includes:

- h) Selection and deployment of a qualified team with proven experience in CAPSCA missions.
- i) On-site assessment (gap analysis) of national and local PHE preparedness plans, measured against ICAO SARPs, the WHO International Health Regulations (2005), and related guidance materials.
- j) Delivery of a confidential report with tailored recommendations to support the State in strengthening its national preparedness plan.

(The project aims to conduct six technical assistance missions).

Expected outcomes

Goals:

- Strengthen communication, coordination, and cooperation between civil aviation and public health authorities.
- Provide awareness training on ICAO and WHO requirements for managing PHEs in aviation.
- Conduct gap analyses of existing public health emergency measures in the aviation sector.
- Deliver technical and expert guidance to support States in addressing identified deficiencies.

Risks level: High
Project value: 60000 USD (until Phase 3) - 100000 USD (until Phase 4)
Duration: 36 months