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

**WORK OF THE NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN WORKING GROUP  
(NACC/WG)**

(Presented by NACC/WG Chairperson)

**EXECUTIVE SUMMARY**

This information paper summarizes the main results of the North American, Central American and Caribbean Working Group. The document highlights the achievements made, the technical analyses discussed, the recommendations formulated to strengthen air navigation in the NAM/CAR Region, and the NACCWG concerns for consideration by the Directors General for the fulfilment of regional goals.

Strategic  
Objectives:

- Safety
- Air Navigation Capacity and Efficiency
- Economic Development of Air Transport
- Environmental Protection

References

- NACC/WG/09 Report

**1. Introduction**

1.1 The Air Navigation Working Group meetings bring together NAM and CAR States, international organizations and strategic partners to review the status of implementation of air navigation plans, evaluate technical progress, discuss common challenges and establish joint lines of action to improve the provision of air navigation services (ANS) in the Region. The NACC/WG is the planning group for the NAM/CAR Region.

## 2. Analysis of the NACC/WG/09 Meeting Results

2.1 The Meeting reviewed the state of progress in technical areas such as ATM/ATFM, CNS, AIM, MET and AGA. Collaboration efforts with the SAM Office were recognized, particularly in AO, CNS, MET and SAR activities, as well as the promotion of new technologies such as the Global Aeronautical Distress and Safety System (GADSS). The need to improve regional coordination and performance monitoring to consolidate the achievements was showed up. During the NACC/WG/9 meeting, important regional achievements were also highlighted, among them:

- NACC/WG/OA: Approval of the CAR Optimized Airspace Concept 2025-2030, reduction of fuel consumption and making airspace more efficient through the development of direct routes.
- NACC/WG/SURV: Support States in the development of documents such as Automatic Dependent Surveillance - Broadcast (ADS-B) Operational Concept, ADS-B Monitoring Parameters Document. Implementation of monitoring software systems in Mexico and Dominican Republic and currently supporting Eastern Caribbean States in the implementation of ADS-B.
- NACC/WG/ASBU: Progress in the National Air Navigation Plans (NANP)
- NACC/WG/AIM: Interoperability of the Aeronautical message handling system- Aeronautical Information Management (AMHS-AIM) and the transition from Aeronautical Information Service to Aeronautical Information Management (AIS-AIM).
- NACC/WG/SAR: SAR activities in NAM/CAR have been strengthened with exercises led by France and the ICAO/SAM Regional Office, including events in Colombia and Peru, and an upcoming SAR Group meeting at the ICAO/NACC Regional Office in October 2025.
- NACC/WG/MET: supporting weather data exchange operations in the Region.
- NACC/WG/COMM: the design, implementation and currently working on the implementation of the IP (redundant ground/air) communications network CANSNET (Caribbean Communications Network).
- NACC/WG/FREQ: working on the protection of aeronautical frequencies required by aviation for current and future services.

2.2 Similarly, the NACC/WG/9 supported innovation in Air Navigation through activities that support the implementation of cybersecurity in air navigation, as well as unmanned aircraft, and other topics of regional relevance.

2.3 The NACC/WG has two major concerns that the Directors General should follow up on:

- Not all CANSNET Member States have signed the contract. This activity has a delay of two months, which corresponds to a direct delay in the execution of the project.

- During the last three years there has been an increase in illicit operations in the CAR Region. Illicit operations base their operations by turning off their transponder and this action prevents aircraft from being seen at air traffic control centers. This is an eminent risk that affects the safety of air traffic control operations. It is therefore necessary that the authorities become aware of this eminent risk to air traffic control.

### **3. Recommendations for States**

- a. Promote the effective implementation of the National Air Navigation Plans (NANP) in alignment with the GANP.
- b. Consolidate the use of KPI indicators to evaluate the efficiency and safety of ANS services.
- c. Foster the active participation of States in SAR exercises, GADSS workshops and ATFM activities.
- d. Strengthen interoperability between RIS and regional technical cooperation.
- e. Support the restructuring of the NACC/WG for greater efficiency and technical focus.

### **4. Conclusions**

4.1 The NACC/WG meeting represents an important milestone in strengthening regional cooperation in air navigation. The accomplishments achieved demonstrate the commitment of States and international organizations to the continuous improvement of ANS services. The leadership of the Directors of Air Navigation will be key to follow-up on the agreed actions and ensure that the regional goals are met as set out in the Global Air Navigation Plan (GANP).