ICAO
International Civil Aviation Organization
North American, Central American and Caribbean Office
SUMMARY OF DISCUSSIONS

Tenth North American, Central American and Caribbean Working Group Meeting (NACC/WG/10)
Tulum, Mexico, from 8 to 12 September 2025

SUMMARY OF DISCUSSIONS

ii.1 Place and Date of the Meeting

The tenth Meeting of the North American, Central American and Caribbean Working Group (NACC/WG/10) was held at the facilities of the Control Tower of Navigation Services in Mexican Airspace (SENEAM) in Tulum, Mexico, from 8 to 12 September 2025.

ii.2 Opening Ceremony

Mr. Julio Siu, Deputy Regional Director of the of the North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO), provided opening remarks and thanked Mexico and particularly SENEAM for hosting the meeting. The role of the NACC/WG as the regional operational arm for the implementation of air navigation issues was highlighted, as well as the changes to be considered within the NACC/WG in its future work for long-term strategic planning 2026-2050, a new version of the Global Air Navigation Plan (GANP) and the Global Plan for Aviation Safety (GASP), innovation and digital transformation, improvements in cybersecurity contingencies and challenges, the integration/migration of Aeronautical Information Management (AIM) systems to System-wide Information Management (SWIM), the promotion of modern communication networks, and new technological and operational challenges.

Mr. Julio Mejia, Chairperson of NACC/WG, was congratulated for his presentation on the achievements and progress of the NACC/WG at NACC/DCA/13, and for the work achieved by the different NACC/WG Task Forces.

The Chairperson of the NACC/WG commented on the agenda of topics and work to be addressed in the present Meeting, highlighting the challenges and activities necessary to be addressed for the success and timely coordination of the work and thanked everyone for their work in the success of the NACC/WG.

The Director General of SENEAM, Mr. Javier Vega, welcomed the participants of the NACC/WG/10, on behalf of the government of Mexico. He reaffirmed the country's commitment to the safety, efficiency and sustainability of air navigation in the NAM and CAR Regions. He underscored the importance of the meeting as a space for collaboration to evaluate progress, share experiences and strengthen regional planning in the Air Navigation Services (ANS) field. Strategic topics such as airspace optimization, modernization of Communication, Navigation and Surveillance (CNS) and Air Traffic Management (ATM) infrastructure, digitization of information, cybersecurity, unmanned aircraft operations, and the application of artificial intelligence were highlighted by him. Mr. Vega also highlighted SENEAM's recent achievements, including the optimization of air routes, the modernization of systems and the strengthening of the technical training of personnel. In addition, he presented Mexico's initiative to establish a Meteorological Monitoring Center in Tulum, which will benefit not only the country but also the Caribbean States, increasing resilience to meteorological phenomena and reinforcing regional operational security. Finally, he reiterated Mexico's strong support for boosting regional cooperation and implementing common strategies to address current and future challenges and concluded by inviting delegates to take advantage of the meeting with unity, professionalism and commitment, formally opening the NACC/WG/10 meeting.

ii.3 Officers of the Meeting

The NACC/WG/10 meeting was held with the participation of the Chairperson of the NACC/WG, Mr. Julio Mejía, who led the plenary of the meeting. Ms. Mayda Ávila, Communications, Surveillance and Security Officer (CNS) acted as Secretary of the Meeting, assisted by Messrs. Julio Siu, Deputy Regional Director, Luis Sanchez, Regional Officer Aeronautical Meteorology and Environment (MET/ENV), Eddian Méndez, Regional Officer Air Traffic Management and Search and Rescue (ATM/SAR), Josue Gonzalez, Regional Officer ATM/SAR, and Ms. Maidy Plana, Regional Officer Aeronautical Information Management (AIM), all from the ICAO NACC Regional Office.

ii.4 Working Languages

The working languages of the Meeting were English and Spanish. The working papers, information papers and Summary of Discussions of the meeting were available to participants in both languages.

ii.5 Schedule and Working Arrangements

It was agreed that the working hours for the sessions of the Meeting would be from 09:00 to 17:00 hours daily with adequate breaks. The Meeting was held entirely in person.

ii.6 Agenda

Agenda Item 1: Review and Approval of the Meeting Agenda, Work Modality and Schedule

Agenda Item 2: Follow-up to the Conclusions and Previous Agreements of the NACC/WG, GREPECAS and NACC/DCA meetings

Agenda Item 3: Use and Integration of Aeronautical Meteorological Data

Agenda Item 4: Presentation of NACC/WG Task Forces

Agenda Item 5: NACC/WG Task Force Collaborative Working Session

Agenda Item 6: Supporting mechanisms for NACC/WG

Agenda Item 7: NACC/WG Administrative Updates

Agenda Item 8: Other business

ii.7 Attendance

The Meeting was attended by **10** States/Territories from the CAR Region, one International Organizations, and six delegations of the industry, totalling **55** delegates as indicated in the list of participants in ***Appendix A***.

ii.8 Conclusions and Decisions

The Meeting recorded its activities as Draft Conclusions and Decisions as follows:

CONCLUSIONS: Activities requiring approval by the Directors of Civil Aviation of North America, Central America and Caribbean

DECISIONS: Internal activities of the NACC Working Group (NACC/WG).

ii.9 List of Conclusions and Decisions

ii.9.1 Conclusions:

ii.9.2 Decisions:

ii.10 List of Working and Information Papers and Presentations

Refer to the meeting web page:
NACC - Meetings | International Civil Aviation Organization

WORKING PAPERS				
Number	**Agenda Item**	**Title**	**Date**	**Prepared and Presented by**
WP/01	1	Provisional Agenda and Schedule	14/08/25	Secretariat
WP/02	2	Follow-Up to the Conclusions and Decisions of the NACC/WG, NACC/DCA and GREPECAS Meetings	20/08/25	Secretariat
WP/03	2	Management Of Deficiencies in the CAR Region	03/09/25	Secretariat
WP/04	3	Impact of Meteorological Phenomena on Aviation	02/09/25	Secretariat
WP/05	3	Impact of Meteorological Phenomena on Aviation	02/09/25	Secretariat
WP/06	4	Main Office of Meteorological Watch in Cuba, Facilities and Services	04/09/25	Rapporteur TF COMM
WP/07	4	Enhanced Support for the Eastern Caribbean ANS: Progress Report of the E/CAR/CATG	30/08/25	President of the E/CAR/CATG
WP/08	5	ADS-B in Central America	04/09/25	COCESNA
WP/09	4	Implementation Status of the MET Task Force Action Plan - MET/TF	05/09/25	Secretariat
WP/10	4	Report of the Fifth NAM/CAR Regional Contingency and Emergency Planning and Response Meeting (NAM/CAR/CONT/5)	14/08/25	Secretariat
WP/11	3	Declaración de intención para la cooperación en MET entre los estados NAM/CAR *(Spanish only)*	05/09/25	SENEAM
WP/12	4	Endorsement of AIM/TF/08 Decisions for Regional Implementation of Aeronautical Information Management	23/08/25	Rapporteur AIM
WP/13Rev	4	Status Implementation of the Action Plan AGA Task Force - AGA Task Force Report	22/08/25	Secretariat
WP/14Rev	4	COMM Task Force Activities in the Period 2024-2025	30/07/25	Rapporteur TF COMM
WP/15	4	Freq Task Force Activities in the Period 2023-2025	04/09/25	FREQ/TF Rapporteur

WORKING PAPERS				
Number	**Agenda Item**	**Title**	**Date**	**Prepared and Presented by**
WP/16	4	Update of the Search and Rescue Activities in the CAR Region: Progress Report of the Search and Rescue Task Force	19/08/25	Rapporteur SAR
WP/17	4	Progress and Strategic Alignment of the Airspace Management and Capacity Balancing (AMCB) Task Force	15/07/25	Secretariat
WP/18	4	Update On Automation Efforts in Haiti and Antigua	27/08/25	Secretariat
WP/19	4	Project Elaboration of CONOPS on Navigation Aid Systems in the CAR Region	08/09/25	NAV-*Adhoc* Group
WP/20	2	Improve CAR Region RVSM Airspace Target Level of Safety: Follow-Up CAR Region RVSM Airspace Safety Review	26/08/25	Secretariat
WP/21		*Cancelled*		
WP/22	4	Progress Report on Surveillance Task Force Work Programme	03/09/25	United States
WP/23	4	Activities of the ASBU Task Force in the Period 2024-2025	29/08/25	Rapporteur TF/ASBU
WP/24	5	Cybersecurity in Air Navigation Services	01/09/25	Secretariat
WP/25	6	Presentation Of the Progress in the Implementation of ANS Through the NACC Dashboard	02/09/25	Secretariat
WP/26	6	Mechanisms that Support the NACC/WG	26/07/2025	Secretariat
WP/27	6	Importance of GREPECAS for the NACC Planning and Support Framework	15/08/2025	Secretariat
WP/28	8	State Action Plans on CO_2 Emissions Reduction Activities (SAPs) Aligning SAPs with the LTAG: Quantification of Operational Measures	02/09/2025	Secretariat
WP/29	2	Follow-up on Valid GREPECAS Conclusions, Decisions, and Previous Agreements	15/08/2025	Secretariat
WP/30	5	Implementation of ADS-C/CPDLC in the Mexican Airspace	28/02/2025	SENEAM
WP/31		*Cancelled*		
WP/32	5	Working Session – Task Force Collaboration, Operational Alignment, and Action Planning	28/07/2025	Secretariat

WORKING PAPERS				
Number	**Agenda Item**	**Title**	**Date**	**Prepared and Presented by**
WP/33	5	Current Practices and Improvements in Cybersecurity for Civil Aviation	20/08/2025	COCESNA
WP/34	8	Current Practices and Improvements in Artificial Intelligence for Civil Aviation	20/08/2025	COCESNA
WP/35		*Cancelled*		
WP/36	5	FANS 1/A: Implementation and Regulation in the Pacific Oceanic Airspace of Central America	22/08/2025	COCESNA
WP/37	5	UAS/RPAS Operations in the CAR Region	25/08/2025	Secretariat
WP/38	5	Use of the State of the Art Technologies for Flight Inspection (Drones)	20/08/2025	COCESNA
WP/39		*Cancelled*		
WP/40	5	Optimization and Development Pilot Project RNP Flight Procedures in Central America	22/08/2025	COCESNA
WP/41	5	IATA A-CDM Toolkit	29/08/2025	IATA
WP/42	5	D-ATIS and DCL Implementation	28/08/2025	IATA
WP/43	5	FPL 2012 Best International Practices as a transition to FF-ICE	29/08/2025	IATA
WP/44	5	Minimum Operating Network	29/08/2025	IATA

INFORMATION PAPERS				
Number	**Agenda Item**	**Title**	**Date**	**Prepared and Presented by**
IP/01	--	List of Working Papers, Information Papers and Presentations	05/09/2025	Secretariat
IP/02	5	Avances en la hoja de ruta de transición del AIS al AIM *(Spanish Only)*	28/07/2025	Cuba
IP/03	5	ADS-B Implementation in Cuba	27/08/2025	Cuba
IP/04	5	Estado actual de las operaciones ATM en la FIR de cuba actual y futura y como esta se integra en la planificación regional *(Spanish Only)*	27/07/2025	Cuba
IP/05	8	ICAO Surveillance Panel Activities	28/08/2025	United States
IP/06	4	FAA Response to ICAO Request: Sharing Contingency Routes and Use of Routes Without Surveillance and Communication Capabilities	04/09/2025	United States
IP/07		*Cancelled*		
IP/08	3	Space Weather User Workshop	07/09/2025	United States
IP/09	3	World area forecast system (WAFS) update	07/09/2025	United States
IP/10	4	IATA Engagement in Regional ATM and FRA initiatives	27/07/2025	Secretariat AMCB

PRESENTATIONS			
Number	**Agenda Item**	**Title**	**Presented by**
1		Key Points for Presentation or Discussion	Secretariat
2	3	World Area Forecast System (WAFS) –Transition to a new model and high-resolution products	United States
3	3	Impact of Meteorological Phenomena on Aviation	Secretariat
4	2	Air Navigation in ICAO's Long Term Strategic Plan 2026–2050	Secretariat
5	3	ICAO Space Weather Information Service	United States
6	8	International Symposium on In-Flight Inspection–IFIS 2026 COCESNA and Member States	ASBU
7	4	Management of SLA contingencies in Central America	COCESNA
8	4	AIM Task Force Progress Update	AIM/TF
9	3	OPMET Data Dissemination According to the ICAO Meteorological Information Exchange Model (IWXXM)	COMM/TF
10	4	CADENA – CIIFRA Advancements	CANSO
11	5	Redesigning Central America's Airspace for Sustainability	COCESNA
12	8	The Global Roadmap for Future Skies	CANSO
13	4	ASBU – Task Force	ASBU
14	3	WMO Aircraft-based Observations Programme	OMM
15	3	Climatología e impactos de fenómenos meteorológicos extremos en la aviación mexicana *(Spanish only)*	SMN
16	3	Fortalecimiento y Expansión del Servicio Meteorológico Aeronáutico de SENEAM *(Spanish only)*	SENEAM
17	3	Manejo de SENEAM del tránsito aéreo ante huracanes *(Spanish only)*	SENEAM
18	3	Key Takeaways from Operational Resilience	Secretariat
19	6	Strategic Framework for the SAM Region	Secretariat

Agenda Item 1: Review and Approval of the Meeting Agenda, Work Modality and Schedule

1.1 The Secretariat presented WP/01 inviting the Meeting to approve the draft Agenda, the schedule, and work method. The Meeting approved the agenda, work method, and schedule presented in the Historical of this report. The NI/01 presented the documentation for this meeting.

Agenda Item 2: Follow-up to the Conclusions and Previous Agreements of the NACC/WG, GREPECAS and NACC/DCA meetings

General Objectives of the NACC/WG/10 meeting

2.1 Under P/01, the Secretariat outlined the objectives of the NACC/WG/10 and the Meeting aimed at reviewing progress, coordinating regional efforts and defining priorities for the 2025–2026 period. Key topics include:

- follow-up to conclusions and agreements of NACC/WG, North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA) and CAR/SAM Planning and Implementation Regional Group (GREPECAS) meetings, identifying achievements and delays
- weather data management, addressing the situation of MET services, the impact of climate change and regional interoperability
- results of the Task Forces, with proposals for updating and lessons learned
- collaborative work session, aimed at aligning action plans, identifying synergies, and addressing emerging issues such as Unmanned aircraft system(s)/Remotely Piloted Aircraft Systems (UAS/RPAS) and cybersecurity
- proposals to GREPECAS, including priority projects (e.g. National Air Navigation Plan (NANP), SWIM, CANSO IATA ICAO Free Route Airspace (CIIFRA), responsible parties and schedules
- 2025–2026 work programme, with new priorities in air traffic flow management (ATFM), airspace management and integration with Multi-Regional Civil Aviation Assistance Programme (MCAAP) projects
- other matters, such as environmental initiatives (CO_2 reduction, Sustainable Aviation Fuels (SAF) and innovation (use of Artificial Intelligence/AI).

2.2 It was emphasized that, as a result, it will be sought to align regional operational objectives, strengthen cooperation on meteorology, define common Caribbean/South American Regions (CAR/SAM) goals, and link these priorities with GREPECAS and MCAAP projects.

Strategic Aviation Planning 2026-2050

2.3 Under P/04, the Secretariat reported on the ICAO Strategic Plan 2026–2050. The presentation highlighted ICAO's strategic objectives, which form the basis of its new business plan to be adopted at the next Assembly. Issues related to air navigation and safety were emphasized with each strategic goal for consideration by the Meeting:

- every flight is safe and secure
- aviation is environmentally sustainable
- aviation offers fluid, accessible and reliable mobility for all
- the Convention on International Civil Aviation and other treaties, laws and regulations address all challenges
- the economic development of air transport ensures economic prosperity and social well-being for all
- no country is left behind.

2.4 In response to the discussion, the NACC/WG will review and update its current work programme with the new guidelines and focus on the 2026-2050 Strategic Plan, as well as the content in each Task Force work plan.

Follow-up to NACC/WG conclusions and decisions

2.5 Under WP/02, the Secretariat presented a comparative table between the last meetings of the NACC/WG, NACC/DCA and GREPECAS, resulting in the identification of five common priorities: safety and oversight (reduced vertical separation minimum (RVSM), Regional Safety Oversight Organization (RSOO), Safety Fund (SAFE); airspace optimization and efficiency (Free Route Airspace (FRA), ATFM, Performance-Based Navigation (PBN); environmental sustainability (Long-term aspirational goal (LTAG), SAF, the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA); technological innovation (digitalization, Key Performance Indicators (KPI), Advanced Air Mobility/Urban Air Mobility (AAM/UAM), cybersecurity); and institutional strengthening and regional cooperation. The NACC/WG/9, NACC/WG/RAP/03, GREPECAS/22 and NACC/DCA/13meetings consolidated a common framework to strengthen air navigation in the NAM/CAR and CAR/SAM Regions, with advances in safety, airspace efficiency, sustainability and regional cooperation.

2.6 The Secretariat shared the valid decisions and conclusions of the GREPECAS, NACC/WG and NACC/DCA meetings related to air navigation, integrating the following table as the priorities for work:

Priority	NACC/WG/9	GREPECAS/22	NACC/DCA/13
Safety and monitoring	Conclusion 01: RVSM CAR safety improvement. Conclusion 02 and 03: ANS performance metrics.	Conclusion 16: RVSM CAR/SAM safety improvement. Decision 1: Ad-hoc Coordination Group PA-RAST/AWG.	Decision 04: Strengthening RSOO/RSOOS. Conclusion 03: SAFE Fund to support States.
Airspace Optimization and Efficiency (CNS/ATM)	Decision 04: Optimised airspace concept paper 2025–2030. Decision 07: CNS/ATM Implementation Status.	Conclusion 07: Evaluation of new airspace concepts. Conclusion 08: DASA Workshop on Digital Analysis.	FRA and ATFM presented as efficiency and sustainability measures. Test FRA in Merida, Mexico with fuel and CO_2 savings benefits.
Sustainability and the environment	Conclusion 08: FFI-CE ASBU Action Plan. Conclusion 10: CAR environmental projects in GREPECAS.	Conclusion 12: Environmental strategy. Decision 11: Tropical Cyclone Centre (TCAC).	Conclusion 07: Path to sustainable aviation (LTAG, SAF, LCAF). Conclusion 08: CORSIA and climate finance.
Technological innovation and new services	Conclusion 05: OPMET IWXXM implementation. Decision 09: Versatile agenda for multidisciplinary groups.	Conclusion 06: NEOSPACE-1 harmonized documents. Decision 19: Ad-hoc KPI Group (KAHG).	Decision 05: AAM/UAM Regional Group. Decision 09: Use of CAMP as a comprehensive planning tool.
Institutional strengthening and regional cooperation	Decision 11: NACC/WG Structure Update.	Decision 14 and 15: Review of projects and update of the GREPECAS manual.	Conclusion 09: Ratification of international treaties. Decision 10: Retention of human resources in aviation.

2.7 In this regard, the following priorities were identified:

a) regional efforts are focused on improving operational safety in RVSM CAR airspace, with monitoring of performance metrics, GREPECAS coordination and the Pan American Regional Aviation Safety Team/Scrutiny Working Group (PA-RAST/GTE)
b) the optimization of the airspace in the CAR Region through FRA, ATFM and digital analysis, in order to improve operational efficiency, generate fuel savings and reduce CO_2 emissions.
c) the Region promotes sustainability by including environmental projects in GREPECAS, regional strategies and CORSIA, highlighting sustainable aviation, climate finance and the management of meteorological phenomena such as tropical cyclones.
d) advance in technological modernization with the implementation of the ICAO Weather Information Exchange Model (IWXXM/OPMET), harmonization of NEOSPACE documents, use of metrics and performance indicators, and the creation of the AAM/UAM Regional Group along with the adoption of comprehensive planning

2.8 The three fora NACC/WG, NACC/DCA and GREPECAS agreed through their conclusions and decisions in prioritizing safety, airspace optimization and environmental sustainability, complemented by technological modernization and institutional cooperation, ensuring technical, strategic and political coherence in the Region.

2.9 Therefore, the following decision was adopted to strengthen the NACC/WG's planning process:

<table>
<tr><td colspan="2">DECISION
NACC/WG/10/01 WORK PROGRAMME OF THE NACC/WG</td></tr>
<tr><td>What:
That, to develop and maintain a comprehensive NACC/WG work programme incorporating regional priorities of air navigation: safety, airspace optimization and ANS efficiency, sustainability and environment, technological modernization and new services, as well as regional cooperation and institutional strengthening and in line with ICAO's Strategic Plan 2026-2050, an annual work plan 2026.

a) establishes concrete and measurable objectives for each priority and according to the strategic goals of the ICAO Strategic Plan 2026-2050.
b) defines KPIs and monitoring and reporting mechanisms.
c) integrates the conclusions and decisions of the three levels of governance (technical NACC/WG, strategic GREPECAS, political NACC/DCA); and
d) assigns clear responsibilities to the NACC/WG Task Forces, and NACC/WG member States and International Organizations, promoting synergies and avoiding duplication.</td><td>Expected impact:
☒ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☐ Operational/Technical</td></tr>
<tr><td colspan="2">Why:
Having structured, coherent and consensual planning will allow the NACC/WG to effectively prioritize resources, ensure the harmonized implementation of regional initiatives, and strengthen the fulfilment of ICAO's strategic objectives in terms of safety, efficiency, sustainability and modernization of air navigation in the CAR Region.</td></tr>
<tr><td>When: 30 May 2026</td><td>Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☐ States ☒ ICAO ☐ Other:</td><td>Secretariat, TF Rapporteurs and Chairperson of the NACC/WG</td></tr>
</table>

2.10 Appendix B to WP/02 presents the list of conclusions and decisions of meetings NACC/WG/09, NACC/WG/RAP/03, NACC/DCA/13 and GREPECAS/23.

2.11 The Secretariat introduced WP/20 to report on the progress of the NACC/WG/9 Conclusion with respect to the improvement of the Minimum Reduced Vertical Separation (RVSM) Target Safety Level of the CAR Region and to update the results of the Twenty-Fifth Meeting of the GTE of GREPECAS.

2.12 With regard to Conclusion NACC/WG/09/01: “Improve the Target Level of Safety (TLS) of the RVSM airspace of the CAR Region”, Curaçao, Dominican Republic and Haiti presented action plans to reduce the TLS that they exceeded in 2023. However, the action plans were developed individually, and the Secretariat was unable to coordinate their harmonization. All three flight information regions (FIRs) once again passed TLS in 2024.

2.13 United States Federal Aviation Administration (FAA) is actively developing procedures for the notification and coordination of Large Height Deviation (LHD) events occurring at Transfer Control Points (TCPs) with adjacent Area Control Centres (ACCs) in the CAR Region. The goal is to leverage the successful quality control protocols for LHDs currently used at the San Juan ACC to create standard operating procedures (SOPs) to be followed by FAA and SENEAM (Mexico) facilities under the evaluation and scrutiny authority of the North American Register of Approvals and Monitoring Organization (NAARMO). This will ensure timely and comprehensive assessment, validation and coordination of LHD events for all stakeholders in the CAR Region and with designated (Caribbean and South American Monitoring Agency (CARSAMMA) Points of Contact (PoCs), allowing Regional Monitoring Agencies (RMAs) to efficiently coordinate LHDs with each other.

2.14 The Secretariat has not completed the work to establish the link, in sufficient detail, between the operational conditions of the FIRs that exceed the TLS and the lack of implementation of essential elements of the ANS. However, considering that most LHD events are due to Air traffic control (ATC) communication errors, it is evident that implementing automated data communication between Air traffic services (ATS) facilities can significantly reduce the occurrence of LHD.

2.15 During the discussion of WP/20, United States thanked the Secretariat for introducing it and stressed the importance of updates on the work of the AWG and LHD mitigation being submitted to the NACC/WG. He also expressed his wish to maintain communication between the operational and safety groups under the organizational structure of the NACC Regional Office, specifically requesting that the exchange of information between the Air Collision Team (MAC) and the PA-RAST of the Regional Aviation Safety Group–Pan America (RASG-PA) and the NACC/WG be improved through the submission of Information Papers and/or presentations at least once per year during these meetings. The Meeting strongly agreed that this exchange of information between RASG-PA and NACC/WG and AWG should be included in the new revision of the NACC/WG Terms of Reference (ToRs).

2.16 The Meeting took note of the progress of Conclusion NACC/WG/09/01. The Secretariat considered that the follow-up to this Conclusion will provide the necessary support to continue working on improving the effectiveness of the GTE, with Conclusion NACC/WG/09/01: "Improving the Objective Airspace Safety Level (TLS) of the CAR Region" remaining valid and to report its completion to the NACC/WG/11.

2.17 From the analysis of the valid conclusions and decisions of the NACC/WG meetings, the following follow-up status was provided:

Conclusions	Description	Status and comments
NACC/WG/09/01	IMPROVEMENT OF THE OBJECTIVE LEVEL OF OPERATIONAL SAFETY OF THE RVSM AIRSPACE OF THE CAR REGION	Valid/New End Date: NACC/WG/11
NACC/WG/09/02	IMPROVING THE MEASUREMENT OF NSA PERFORMANCE IN THE NAM/CA REGIONS	Validates new end date: NACC/WG/11
NACC/WG/09/03	SUPPORTS THE IMPLEMENTATION OF PERFORMANCE-BASED METRICS FOR NAM/CAR REGIONS	Validates new end date: NACC/WG/11
NACC/WG/09/04	IMPLEMENTATION OF THE OPMET EXCHANGE UNDER IWXXM	Completed
Decisions	**Description**	**Status and comments**
Decision: NACC/WG/09/05	PRIORITIES OF THE MET/TF 2025 WORK PROGRAM	Completed
Decision: NACC/WG/09/06	PROVIDE DEPLOYMENT STATUS IN COMMUNICATIONS, NAVIGATION, SURVEILLANCE, AND FREQUENCIES IN THE CAR REGION	Validates new end date: NACC/WG/11
Decision: NACC/WG/09/07	ACTION PLAN FOR THE IMPLEMENTATION OF THE ASBU FFI-CE MODULE	Completed
Decision: NACC/WG/09/08	ESTABLISH A MORE VERSATILE WORK AGENDA FOR THE MULTIDISCIPLINARY GROUP OF THE NACC/WG	Completed
Decision: NACC/WG/09/09	PROJECTS AND ACTIVITIES OF THE CAR REGION IN GREPECAS	Completed
Decision: NACC/WG/09/10	UPDATE THE NACC/WG STRUCTURE	Completed

2.18 The Secretariat complemented the discussion with the outcomes of the NACC/DCA/13 meeting (4-7 August 2025) by highlighting the importance and support shown by the Directors-General on air navigation issues (NACC/DCA/13 agenda Item 5), highlighting the two NACC/DCA/13 decisions and conclusions for NACC/WG actions:

DECISION NACC/DCA/13/05 REGIONAL GROUP FOR ADVANCED AIR MOBILITY (AAM) AND URBAN AIR MOBILITY (UAM) paragraph b), to establish a Task Force on Advanced Air Mobility (AAM) and Urban Air Mobility (UAM)

CONCLUSION NACC/DCA/13/06 SUPPORT FOR THE FORMALIZATION OF SAR RESPONSIBILITIES subparagraph b, the SAR/TF of the NACC/WG takes the necessary actions to clarify the situation of the aeronautical and maritime search and rescue (RCC) coordination centres and subcentres (RSCs) of the CAR Region and that it continues to work to delimit the Search and Rescue Regions (SRRs) declared to ICAO in the Regional Air Navigation Plan CAR/SAM and to the International Maritime Organization (IMO).

Monitoring GREPECAS Air Navigation Deficiencies Database (GANDD) deficiencies

2.19 Under WP/03, the Secretariat presented an update report on the ANS deficiencies registered in the GANDD and discussed actions for the review and updating of GANDD. It was also reported that the Aerodrome (AGA/TF) and Meteorology (MET/TF) task forces would complete the update of these deficiencies during their next meetings.

2.20 The Chairperson of the NACC/WG mentioned the need to review the procedure for updating the GANDD procedure based on real data, acknowledging that such action had already been requested to the ICAO Council through GREPECAS. For its part, the Secretariat pointed out that the updating of said database was crucial because it allowed monitoring the report of compliance/resolution of deficiencies by States, which is of common interest for the correct updating of the GANDD, adopting the following draft conclusion:

<table>
<tr><td colspan="4">CONCLUSION
NACC/WG/10/02 UPDATE ON DEFICIENCIES IN THE GANDD</td></tr>
<tr><td colspan="3">What:
That, as States must keep the deficiencies registered in the GANDD updated, ensuring that the information accurately reflects the status of compliance with the ICAO Standards and Recommended Practices (SARPS) and the corrective actions to be taken, and the update should be carried out through a systematic process of periodic review coordinated between States, ICAO and the technical groups (NACC/WG, GREPECAS, etc.), States review and report every valid deficiency recorded in the GANDD and for those deficiencies that are still valid report corrective actions with realistic and responsible deadlines.</td><td>Expected impact:
☒ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="4">Why:
Timely updating of the GANDD is essential to ensure transparency in the monitoring of deficiencies affecting safety, facilitate the prioritization of ICAO resources and technical assistance.</td></tr>
<tr><td>When:</td><td>30 April 2026</td><td>Status:</td><td>☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who:</td><td>☒ States ☐ ICAO ☐ Others:</td><td colspan="2">CAR States</td></tr>
</table>

Follow-up to GREPECAS conclusions

2.21 Under WP/29, the Meeting was provided with an overview of the status and follow-up actions taken by the NACC/WG with respect to the valid conclusions and decisions of the GREPECAS meetings, including elements of the joint activities of GREPECAS-RASG-PA. Current progress, identifies challenges, and next steps to support effective regional implementation aligned with ICAO's Global Air Navigation Plan (GANP) were highlighted. States were urged to follow up on actions on valid GREPECAS conclusions and decisions and identify national gaps and priorities for accelerated implementation and encouraged to support ICAO's efforts to resolve outstanding issues, particularly those related to Automatic Dependent Surveillance -Broadcasting (ADS-B), contingency planning and FRA implementation. In this regard, the meeting adopted the following draft conclusion:

<table>
<tr><td colspan="3">CONCLUSION
NACC/WG/10/03 STRENGTHENING THE FOLLOW-UP TO THE CONCLUSIONS AND DECISIONS IN FORCE OF GREPECAS</td></tr>
<tr><td colspan="2">What:
That, as reinforcement of the mechanisms to follow-up, report and implement the current Conclusions and Decisions of GREPECAS, FRA, contingency planning and SAR activities,

a) States and International Organizations review and notify, through the NACC/WG, on the status of implementation of the current GREPECAS Conclusions and Decisions related to their responsibilities
b) the NACC/WG, in coordination with the Secretariat and the task forces, provide a consolidated update on the status of implementation prior to the GREPECAS/23; and
c) States ratify or update their Points of Contacts (PoCs) to ensure accurate coordination, reporting, and feedback on regional air navigation priorities.</td><td>Expected impact:
☐ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
To ensure transparency, harmonization and accountability in the follow-up of GREPECAS actions, while supporting alignment with the GANP and the recommendations of AN-Conf/14.</td></tr>
<tr><td>When:</td><td>Before GREPECAS/23 (March 2026)</td><td>Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who:</td><td>☒ States ☐ ICAO ☐ Others:</td><td>States, NACC/WG</td></tr>
</table>

Agenda Item 3: Use and Integration of Aeronautical Meteorological Data

Requirements for current and future weather services

3.1 Under WP/05 and P/03, the Secretariat presented an analysis of the evolution of ICAO's meteorological services from a static product model (such as the aviation routine weather report/METAR and terminal area forecast/TAF) to a data-centric digital environment through Global Information Management (SWIM). This change seeks to improve global interoperability and automation to support decision-making. The importance of streamlining the implementation of the IWXXM format and web services for on-demand data delivery was highlighted. The note addressed the AMET-B2 Module of ICAO's GANP (2025-2030), which focuses on making data available directly on the flight deck and improving the notification of weather parameters from aircraft. The need for greater spatial and temporal resolution of weather observations and forecasts was discussed. In addition, the integration of meteorological information with automated systems is sought to support decision-making tools that translate weather data into actionable information for ATM.

3.2 Under IP/08 and P/05, United States introduced the ICAO Space Weather Information Service (SWIS). The service details the impact of varying sun and space conditions on aviation, which can affect High-Frequency (HF) communications, Global navigation satellite system (GNSS) navigation, and ATC services. In response to these challenges, ICAO has established an operational service with four global centres and one regional centre issuing warnings for moderate and severe events. These warnings are designed to support decision-making in pre-flight planning, and the service continues to improve, with the development of a new 12- to 24-hour forecast to meet users' needs.

3.3 The Workshop for Space Weather Users that took place on 20 October 2025 at the Italian Air Force Headquarters in Rome was also reported, with the aim of informing the industry about the current status and future updates of SWIS.

3.4 Subsequently, under NI/09 and P/02, the United States provided an update on the World Area Forecast System (WAFS), highlighting recent improvements in WAFS data resolution, as well as the complete automation of Significant Weather (SIGWX) forecast. It also emphasized that these new data sets can be accessed through the Application Programming Interface (API) services, the Satellite Distribution System for Air Navigation Information (SADIS), the World Area Forecast Centre (WAFC London and Washington), and the WAFS Internet File Service (WIFS), all of which comply with the SWIM standard.

3.5 Under P/09, the Rapporteur of the Communications Task Force (COMM/TF) introduced the dissemination of OPMET data according to the ICAO Meteorological Information Exchange Model (IWXXM) addressing the transition of meteorological services to an information-centric digital environment, aligned with Global Information Management (SWIM). The Rapporteur highlighted that IWXXM is an information model designed for the operational exchange of meteorological data for aviation and detailed the evolution of IWXXM versions. He also addressed the implementation challenges in the Region and possible mechanisms to boost the implementation of the OPMET data exchange through the Aeronautical Fixed Service (AFS). Therefore, the Meeting adopted the following decision:

<table>
<tr><td colspan="3">DECISION
NACC/WG/10/04 ACTION PLAN FOR THE IMPLEMENTATION OF OPMET DATA DISSEMINATION IN IWXXM</td></tr>
<tr><td colspan="2">What:
That, as a follow-up to the coordination of activities for the implementation of the OPMET IWXXM data dissemination in the NAM/CAR Regions, the Secretariat, in conjunction with the NACC/WG COMM/TF and MET/TF:

a) plan and execute an interoperability testing schedule with Aeronautical message handling system (AMHS) message centres in the NAM/CAR Region that at the NACC/WG/10 meeting reported implementing the AMHS Extended Service Level FTBP functional group, as communications support for OPMET IWXXM data dissemination; and
b) plan and initiate the process of disseminating OPMET IWXXM data from Cuba to the RODB in Washington, following the successful completion of interoperability testing (Phase I, II, III) between IACC-ECNA and the FAA by the NACC/WG/11.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
The availability of aeronautical meteorological information in an interoperable digital format is a key factor for future global air traffic management within a SWIM environment.</td></tr>
<tr><td>When: NACC/WG/11</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☒ ICAO ☐ Others:</td><td colspan="2">ICAO NACC, NACC/WG</td></tr>
</table>

3.6 With P/14, the World Meteorological Organization (WMO) addressed its Aircraft Observations Programme (ABO) by stressing the importance of complementing observations of the upper atmosphere. It was explained that ABO data, in particular those from aircraft meteorological data relay (AMDAR), are crucial in areas with poor radio sounding coverage, such as Central America and the Caribbean, and that their use has demonstrated a significant improvement in global numerical modelling (NWP) forecasts, especially in the Southern Hemisphere. WMO highlighted that while Canada and the United States provided ABO observations covering much of North America, Latin America's contribution had proven to be invaluable in reducing errors in regional forecasting and recommended that the meeting consider promoting AMDAR. It was noted that the MET/TF will continue addressing the issue within its business plan in collaboration with the Airspace Management and Capacity Balancing Task Force (AMCB/TF). In this regard, the Meeting adopted the following decision:

<table>
<tr><td colspan="3">DECISION
NACC/WG/10/05 PROMOTION OF THE AIRCRAFT-BASED OBSERVATIONS (ABO) PROGRAMME</td></tr>
<tr><td colspan="2">What:
That,
a) the MET/TF and AMCB/TF deploy activities to promote the establishment of Aircraft-Based Meteorological Observations (ABO) sources, particularly in the CAR Region by the NACC/WG/11; and
b) the Secretariat, in collaboration with RASG-PA, promote the Aircraft-Based Meteorological Observations (ABO) Programme by organizing workshops and awareness campaigns aimed at States and operators in the region, highlighting the benefits of these real-time observations for operational safety, air traffic efficiency and improved weather forecasts</td><td>Expected impact:
☐ Political / Global
☒ Inter-regional
☐ Economic
☒ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
The integration of upper-air meteorological observations into numerical weather prediction models significantly improves forecasting capabilities, allowing for more precise and timely predictions of severe events and contributing to safer and more efficient air operations.</td></tr>
<tr><td>When: NACC/WG/11</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☒ ICAO ☐ Other:</td><td colspan="2">MET/TF and AMCB/TF</td></tr>
</table>

Impact of weather events on aviation

3.7 The Aeronautical Meteorology Panel "From extreme weather to operational resilience" addressed presentations P/03, P/15, P/16 and P/17 analysed the cases of tropical cyclones affecting Mexico, emphasizing the strategic need to preserve airport and air navigation infrastructures, not only because of the investment that the State puts in them, but also, because they are indispensable for rescue and recovery operations.

3.8 WP/04 informed the Meeting on the impact of meteorological phenomena on aviation affecting aviation safety and efficiency, and the availability of relevant documentation from WMO, ICAO and Airports Council International for Latin America and the Caribbean (ACI-LAC), including an analysis of vulnerabilities in the sector, risk assessment methodologies and regional recommendations, crucial for strategic and operational planning. The Meeting was invited to consider coordination mechanisms, incorporate resilience measures into the strategic plans of Air Navigation Service Providers (ANSPs), standardize warning procedures to improve safety.

- the General Coordinator of the National Meteorological Service of Mexico (SMN), described the trajectories of tropical cyclones and the impact of their trajectory through the Caribbean Sea, and the Atlantic and Pacific Oceans, highlighting that preparation allows mitigating their impact and taking advantage of their potential positive effects. He also indicated that state planning for response to natural disasters depends vitally on meteorological and climatological information, and the collection of quality data; In order to make use of AI-based analysis tools, increasingly rigorous quality control processes are required. Finally, he stressed that early warning systems are of greater importance in the context of climate change.
- the Director of Meteorology and Aeronautical Telecommunications of SENEAM, detailed the strengthening and expansion of SENEAM's aeronautical meteorological service. Under the axes of human resources, meteorological infrastructure, computer developments and implementations, training and regulations, he highlighted the importance that SENEAM has given to the training of personnel, while updating its technological infrastructure.
- the southeast regional manager of SENEAM showed how they prepare when its facilities are going to be impacted by an extreme weather phenomenon. In addition, he explained the operational response of air traffic management when facing extreme weather conditions.

3.9 To close the Panel, the Secretariat, under the P/18, provided the following key conclusions on operational resilience:

- operational resilience to extreme weather events, such as hurricanes, involves not only the capacity to respond, but a strategic approach that encompasses preparedness, response and recovery. This is based on coordination between various agencies, especially the meteorological and ATS, as established in ICAO's SARPS and regional agreements, in compliance with national regulations

- regulatory rationale: Resilience is underpinned by the principles and procedures set out in key ICAO documents:
  1. Annex 11 establishes the basis for air traffic services to establish contingency plans to ensure their continuity in the event of interruption, possible interruption, or limitation.
  2. the ATM Contingency Plan of the CAR Region provides guidelines for the development of contingency plans in compliance with the standard of Annex 11 and GREPECAS conclusions. In addition, this plan lays the foundations for promoting a regional harmonization of contingency plans.
  3. Annex 19 establishes guidelines for state risk management through the implementation of operational safety management systems (SMS) that include processes for hazard identification and risk assessment.
- **Risk management based on three phases**: The most effective strategy, exemplified by SENEAM, operates in three clear phases to manage extreme events:
  1. Preparedness Phase: Focuses on preventive measures before the threat materializes, such as personnel preparation, facility protection, and coordination with neighbouring agencies.
  2. Response Phase: Involves the execution of the plan during the event, which may include the degradation or interruption of services, to maintain operational safety and protect the physical integrity of personnel.
  3. Recovery Phase: It focuses on restoring normal operations as soon as possible, assessing the damage and coordinating the reactivation of services.
- **Integration of weather information**: Resilience is impossible without the integration of accurate and timely weather information. The meteorological offices:, Meteorological Watch Office (MWO) and Aerodrome Meteorological Office (AMO)) are responsible for providing the information necessary for the performance of the respective functions of the ATS units that allow strategic and tactical planning. Historical and climatological data, such as those from the National Meteorological Service (SMN) in Mexico, are essential to understand the frequency and potential impact of extreme events, allowing for better preparation.
- **Regional coordination**: Since 2019, ICAO's NACC Regional Office has been working on the implementation of a strategy to promote the resilience of air navigation services in the CAR Region, assisting States to develop and harmonize their contingency plans, establishing or updating bilateral agreements with adjacent agencies for a harmonized response.

3.10 Based on the discussions and recommendations of this Panel, the following decision was adopted:

<table>
<tr><td colspan="2">DECISION
NACC/WG/10/06</td><td colspan="2">INTEGRATION OF METEOROLOGICAL AND CLIMATOLOGICAL DATA TO STRENGTHEN THE OPERATIONAL RESILIENCE OF AIR TRAFFIC SERVICE PROVIDERS</td></tr>
<tr><td colspan="3">What:
That, the MET/TF analyse the mechanisms for integrating meteorological and climatological data into the hazard identification process of air traffic service providers, and report to the NACC/WG/11 on possible tools to improve planning and response to contingencies and emergency situations.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☒ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="4">Why:
Operational resilience to extreme phenomena requires a strategic approach based on the coordination and integration of accurate and timely meteorological and climatological information.</td></tr>
<tr><td colspan="2">When: NACC/WG/11</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td colspan="2">Who: ☐ States ☐ ICAO ☒ Other:</td><td colspan="2">MET/TF</td></tr>
</table>

3.11 With WP/11, SENEAM, as the provider of the Aeronautical Meteorological Service of Mexico, has proposed the creation of a regional cooperation plan for the NAM CAR States. The initiative seeks to join forces and promote collaborative work between aeronautical meteorology experts through the Tulum Meteorological Watch Office (MWO/Tulum). By working in a coordinated manner and in line with the international standards of organizations such as ICAO and WMO, States will be able to make progress in complying with issues of interest, such as the verification of the Basic Constituent Elements (BBB). The proposal also includes concrete actions such as the preparation of a letter of intent, the establishment of technical forums and the promotion of training workshops. To this end, SENEAM proposed the MWO/Tulum and its installed capacities in aeronautical meteorology available to all the States of the region.

3.12 Under WP/06, Cuba presented the functions performed by the Meteorological Watch Office (MWO) of the Cuban Air Navigation Company (ECNA S.A.), the Cuban ANSP designated by the Cuban Civil Aeronautics Institute (IACC). The note highlights the collaborative work with regional and global centres and expresses interest in strengthening collaborative work with the Tulum Meteorological Watch Office (MWO/Tulum).

3.13 Based on the interest expressed by Cuba and Mexico, as well as the supporting interventions of United States and the Central American Corporation of Air Navigation Services (COCESNA), the Meeting adopted the following draft conclusion:

<table>
<tr><td colspan="2">CONCLUSION NACC/WG/10/07</td><td colspan="2">COOPERATION IN AERONAUTICAL METEOROLOGY AMONG NAM/CAR REGION STATES</td></tr>
<tr><td colspan="3">What:
That, taking into account Mexico's offer to create a regional cooperation plan on aeronautical meteorology for the NAM CAR States, the interested States (Cuba, Mexico, United States, and COCESNA) consider cooperation agreements on aeronautical meteorology to consolidate efforts, promote collaborative work by experts from the Tulum Meteorological Watch Office (MWO/Tulum), and strengthen regional capacities by harmonizing technical and operational work.</td><td>Expected impact:
☐ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="4">Why:
Collaboration and coordination among states, aligned with the international regulations of ICAO and WMO, will allow for progress in fulfilling topics of regional interest, such as the implementation of the BBBs and addressing the requirements of Annex 3 and Doc 10157 PANS-MET.</td></tr>
<tr><td colspan="2">When: NACC/WG/11</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td colspan="2">Who: ☒ States ☐ ICAO ☐ Other:</td><td colspan="2">Cuba, Mexico, United States, COCESNA</td></tr>
</table>

Agenda Item 4: Presentation of NACC/WG Task Forces

MET/TF

4.1 With WP/09, the MET/TF presented the status of Implementation of the TF Action Plan and discussed the main priorities for formulating the 2025-2026 action plan, defining the following:

- regional cooperation (Mexico - SENEAM): Possible regional agreements derived from the declaration of intent proposed by SENEAM in accordance with Conclusion NACC/WG/10/07 will be analysed and formalized
- harmonized and integrated safety oversight and quality management framework (MCAAP project): the activities of the project that already has approved resources will be executed
- common concept of regional MET services formulation for the second quarter of 2026 as required by the AMCB/TF
- Implementation of MET Quality Management Systems (QMSs): The implementation and certification of (MET QMSs) will be accelerated, with emphasis on the evaluation of operational accuracy and personnel competence.
- IWXXM implementation: Full implementation of the IWXXM format for information exchange will be pushed forward, continuing collaboration with the COMM/TF and in accordance with Decision NACC/WG/10/04
- analysis of mechanisms for integrating meteorological and climatological data into the hazard identification process of air traffic service providers and possible tools to improve contingency and emergency planning and response in accordance with Decision NACC/WG/10/06
- promotion of training: dissemination events will be organized on the changes and requirements of Amendment 82 to Annex 3 and the PANS-MET Document, ensuring that technical staff are fully trained for the transition
- Promotion of the ABO Programme: The promotion of the ABO programme in the NAM and CAR regions will be explored as an essential data source for the improvement of weather monitoring and forecasting in accordance with Decision NACC/WG/10/05

AIM/TF

4.2 The Rapporteur of the AIM/TF presented WP/12 and P/08 where she presented the outcomes of the AIM/TF/8 meeting, inviting States/Territories to align their national AIM training programmes with the ICAO Competency-based training and assessments (CBTA) methodology, including OJT and certification, based on the training curriculum created by the AIM/TF submitted for approval by the Meeting. Support was also requested for the proposal of English descriptors for English Language Proficiency (ELP) as a regional model and to promote ICAO to establish it as a specific global standard for AIM.

4.3 The AIM/TF highlighted the implementation of the AIM Regional Monitoring Website as an official tool for monitoring the transition from Aeronautical Information Services (AIS) to AIM, which will be updated by the States' points of contact (PoCs). The AIM/TF reported the update of its Terms of Reference (ToRs) and the work programme focused on achieving the regional objectives of transition from AIS to AIM – **Appendix B** of this SoD.

4.4 The AIM/TF explained the work of its Ad hoc Groups:

a) Management of errors and duplications of the Filed Flight Plan (FPL) for joint work with the AMCB/TF for the effective resolution of these problems.
b) AIM/MET/SWIM data exchange to promote integration in the three domains following the SWIM roadmap developed during AIM/TF/8.

4.5 Cuba pointed out that the working interaction between the AIM/TF and AMCB/TF should be submitted to GREPECAS since it is a matter that concerns several aspects of the same problem involving more than one specialty, considering that the technical part of aeronautical networks and messaging should be included in the work, since they are the ones that have the capacity to provide vital information related to the management of messaging. The Secretariat will coordinate this coordination.

4.6 In the light of the AIM/TF, the Meeting adopted the following draft conclusion:

<table>
<tr><td colspan="3">CONCLUSION
NACC/WG/10/08/ SUPPORT FOR THE AIM/TF'S ACTIVITIES</td></tr>
<tr><td colspan="2">What:
That,
a) the NACC/WG approves the Terms of Reference and work program of the AIM/TF (Appendix B of this SoD);
b) endorses the proposal for English descriptors for English Language Proficiency (ELP) as a regional model;
c) the Secretariat requests ICAO Headquarters to evaluate the establishment of a specific global standard including the linguistic descriptors proposed by the AIM/TF
d) States adopt and implement the AIM training curriculum inspired by Competency-Based Training and Assessment (CBTA) (created by the AIM/TF), covering initial, functional, specialized, OJT, and refresher training for all types of AIM personnel
e) States use the ICAO regional website for AIM monitoring as the official tool for monitoring the transition from AIS to AIM; and
f) States support the work of the Ad-hoc Groups on Flight Plan Error and Duplication Management and AIM/MET/SWIM Data Exchange.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☒ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
a) To ensure that AIM/TF remains up to date, coordinated and focused on achieving the objectives of the transition from AIS to AIM.
b) Ensure that the competencies of AIM staff are aligned with ICAO Annex 15, Doc 8126, Annex 4 and PANS-AIM (Doc 10066) and with the operational needs of the specialty.
c) Ensure that AIM staff are assessed under an ELP framework fit for purpose, avoiding misinterpretation of AIM data
d) Provides transparent regional monitoring, enables accountability, facilitates reporting, and allows for centralized reporting.
e) For the effective resolution of duplicity/error in FPL and to promote integration in the three domains following the SWIM roadmap developed during AIM/TF/8</td></tr>
<tr><td>When:</td><td>a. Immediately.
b. Immediately
c. January 2026
d. March 2026
e. January 2026
f. Immediately</td><td>Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who:</td><td>☒ States ☒ ICAO ☒ Other:</td><td>AIM/TF</td></tr>
</table>

AGA/TF

4.7 Under NE/13Rev, the AGA/TF presented the outcomes of its Third Meeting of AGA/TF/3, held in Tulum, Mexico, from 18-20 June 2025, highlighting:

a) approval of a further decision to update the AGA Programme to align it with ICAO's new strategic direction with ICAO's Strategic Plan 2026-2050. The Secretariat is tasked with updating the agenda prior to the AGA/TF/04
b) the AGA focal points of the States agreed to keep ICAO informed with up-to-date data from their international aerodromes for the NACC dashboards
c) the AGA focal point of each State requests international aerodrome operators to complete a questionnaire by 31 August 2025 to assess the effectiveness of their Runway Safety Teams (RSTs)
d) the MCAAP approved projects to develop regionally oriented material and KPIs to support the development of Volume III of the CAR/SAM Air Navigation Plan (ANP).
e) AGA focal points from States report the Secretariat on the current status of each AGA deficiency by 31 October 2025

4.8 The Secretariat added that by letter ref. E.GSO-NACC116847 of 2 September 2025, it was requested the review and/or approval of the AGA/TF/3 Summary of Discussions with its three decisions and two conclusions by 22 September 2025 at the latest.

AMCB/TF

4.9 WP/17 presented the consolidated update of three key initiatives that evolved after the Fifth Meeting of the Airspace Optimization Working Group, the Seventh Meeting of the Air Traffic Flow Management Implementation Working Group, and the Ninth Meeting of the ICAO Canso IATA Free Route Airspace Team (AOTF/5 – ATFM/TF/7 – CIIFRA/9) in March 2025: (1) the submission and review of the coordinates of the border points of the Flight Information Region (FIR); (2) State responses on airspace and airport capacity; and (3) increased collaboration with AIM experts on flight planning errors and the consistency of Aeronautical Information Release (AIP). It also provides an overview of the new structure and scope of the Working Group on Airspace Management and Capability Balancing (AMCB), which was established by Decision AO/TF/5/ATFM/TF/7/CIIFRA/9/3, and initially discussed at the Third Meeting of Rapporteurs of the North American Central America and the Caribbean Working Group (NACC/WG/RAP/03). The outcome of the AMCB meeting was reported and States were encouraged to:

a) submit the information on FIR limits and airport and airspace capacities by the end of September 2025
b) support efforts to develop a digital tool to record and visualize FIR and airspace/airport capabilities, thereby supporting a regional modernization strategy
c) support future coordination with AIM experts and AMCBs to reduce inconsistencies in flight planning
d) promote the AMCB/TF as a collaborative and results-oriented platform aligned with the objectives of the ICAO GANP.
e) support the appointment and institutional alignment of the AMCB/TF as the consolidated successor to AO/TF and ATFM/TF.

4.10 The Meeting was urged to add to the terms of reference of the AMCB/TF any work related to air traffic management, e.g. separation reduction. Continued collaboration with other task groups to better understand the work that needs to be completed was also highlighted. The creation of a subgroup or Ad hoc Group would be established as needed but would be removed once the work has been completed. The ToR and work program of the NACC/WG AMCB/TF is presented in **Appendix C** of this SoD.

4.11 From the discussion, the following draft conclusion was adopted:

<table>
<tr><td colspan="3">CONCLUSION
NACC/WG/10/09 PROGRESS AND STRATEGIC ALIGNMENT OF THE AMCB/TF</td></tr>
<tr><td colspan="2">What:
That, for the consolidated update on the delivery of FIR boundaries/coordinates, airport/space capacity reports, AIM coordination on flight plan errors and formal establishment of the AMCB/TF as a unified regional forum, States:
a) accelerate the delivery of FIR boundary data and capacity information to ensure accurate regional planning
b) together with ICAO, strengthen digital tools and dashboards to improve visibility and harmonization
c) support AIM-AMCB coordination that reduces errors in flight plans and improves Aeronautical information Publication (AIP) consistency; and
d) support the AMCB/TF as a consolidated successor to the AO/TF and ATFM/TF, aligned with the objectives of the GANP and GREPECAS.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
To enable a harmonized regional implementation of airspace optimization, FRA and ATFM, improving transparency, data quality and operational coordination.</td></tr>
<tr><td>When:</td><td>a) and b) GREPECAS/23
c) and d) immediate</td><td>Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who:</td><td>☒ States ☒ ICAO ☒ Others:</td><td></td></tr>
</table>

Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG)

4.12 Under WP/07, the (E/CAR/CATG) provided an update on its activities and stressed the importance of enhanced support for the delivery and monitoring of ANS.

4.13 The Eastern Caribbean Subregion, composed of eight of the 39 Small Island Developing States (SIDS), faces challenges such as resource scarcity, which require careful and context-sensitive planning of activities. In response to this, ICAO's NACC Regional Office proposed in 2024 a revised strategy with a renewed emphasis on air navigation support and airfield services, using the E/CAR/CATG as the most appropriate framework to manage projects and ensure sustainable support. This initiative was launched at the eighth meeting of the E/RAC/CATG in October 2024. Within the framework of this strategy, key areas for change and improvement were identified. Among them, the paper highlighted:

a) the need for updated air navigation plans to avoid disconnection from implementation initiatives
b) support for the coordinated implementation of ATS surveillance systems and the resolution of the low effective implementation of Instrument Flight Procedure design (IFPD) supervision
c) a PIARCO FIR Lower Airspace Assessment Project, led by the NACC Regional Office, which served as a basis for generating strategic recommendations in areas such as air navigation infrastructure, airspace harmonization and technical training.

4.14 B Because of their specific size and resource capacity, regional strategies to support the Eastern Caribbean States need to respond more realistically to their reality. The sustainability of the provision of air navigation and aerodrome services in this subregion should take particular account of its context. In some cases, support mechanisms need to be preserved. Language remains a challenge for the Eastern Caribbean States owing to the limited availability of English language training and expertise. The GREPECAS have little information on the current situation of the Eastern Caribbean States and the challenges in complying with ICAO's Standards and Recommended Practices, which provides an incomplete view of the Caribbean Region. The NACC/WG should improve its knowledge of the diversity of the CAR Region and the need to implement additional actions to support SIDS.

4.15 The Meeting took note of the information provided and recognized the need to support E/CAR States by ensuring that no country is left behind. The following Draft Conclusion was approved:

CONCLUSION NACC/WG/10/10	**NACC/WG SUPPORT TO THE EASTERN CARIBBEAN**
What: That, based on the identified need to enhance regional support for the E/CAR and support its compliance with the ANS and AGA SARPs, NACC/WG members: a) continue supporting the E/CAR/CATG, raising awareness of the challenges of SIDS, in particular the Eastern Caribbean Subregion. b) urge its Task Forces, in coordination with the Secretariat, to collaborate in the development of assistance projects for their respective areas c) support the implementation of ATS surveillance systems in Antigua and Barbuda, providing guidance and sharing good practices; and d) engage particularly those with English proficiency, as subject matter experts in implementation support projects in the Eastern Caribbean.	**Expected impact:** ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: To ensure that adequate support is provided to comply with ICAO's SARPs for Eastern Caribbean States and Territories	
When: NACC/WG/11	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☒ ICAO ☐ Other:	E/CAR/CATG

Support for Antigua and Barbuda and Haiti

4.16 WP/18 provided an overview of the current automation efforts underway in Antigua and Barbuda and Haiti, including initial updates and challenges, highlighting the importance of ICAO's continued coordination and both States were encouraged to upgrade to better support regional integration efforts. The Meeting noted the ongoing automation efforts in said States and encouraged them to provide updated and detailed technical information to the NACC/WG, and its different TFs, such as AMCB/TF and AIM/TFs. Both States were urged to consider possible collaboration through regional initiatives such as ICIFRA and the support of the Implementation Groups. In the meantime, ICAO will continue to facilitate coordination and dialogue with the States involved. Therefore, the following decision was made:

<table>
<tr><td colspan="3">DECISION
NACC/WG/10/11</td><td colspan="2">UPDATING AND SUPPORTING AUTOMATION EFFORTS IN HAITI AND ANTIGUA</td></tr>
<tr><td colspan="3">What:
That, In recognition of automation initiatives in Antigua and Barbuda and Haiti, with an emphasis on technical upgrades, regional integration and facilitation by ICAO:

a) Haiti and Antigua and Barbuda provide their detailed updates to the AMCB/TF and AIM/TF
b) the NACC/WG explore regional collaboration through CIIFRA and Task Forces; and
c) the Secretariat continue facilitating coordination and technical dialogue.</td><td colspan="2">Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="5">Why:
To ensure modernization efforts are harmonized with ICAO standards and integrated into regional projects, strengthening interoperability and capacity.</td></tr>
<tr><td colspan="2">When: NACC/WG/11.</td><td colspan="3">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td colspan="2">Who: ☒ States ☒ ICAO ☐ Other:</td><td colspan="3">Antigua and Barbuda, and Haiti</td></tr>
</table>

CANSO- Traffic Management Log (*TML) CHAIN*

4.17 Under P/10, CANSO addressed the past, present and future of CANSO and CADENA. CADENA TML: Cuba and Mexico successfully completed the first tests. Feedback confirmed that it's faster and easier to share Traffic Management measures (TMM). COCESNA and Jamaica Civil Aviation Authority (JCAA) are next to begin trials. Goal: Expand step-by-step until all regional ANSPs use TML, reducing or eliminating publications of Notice to Airmen (NOTAMs) for TMM exchange.

4.18 Space Operations: Regional collaboration is helping commercial aviation manage the impacts of space launches. Despite the challenges, progress is evident with shared results. Thank you to all ANSPs and industry partners for your participation. Special recognition to Trinidad and Tobago and EANA (Argentina) for their leadership as co-chair. Action Items: ANSP: Get ready to join the next round of CADENA TML trials. SENEAM: Share the operational experience of the trial in Mexico. COCESNA and JCAA: Launch evidence and provide feedback for the next meeting. All States/ANSPs: Encourage the use of FR24 and active participation in the Victim Support Task (VST) and that the Secretariat/Co-Chairs: Continue with the roadmap for full regional adoption of TML. The following decision was adopted:

DECISION NACC/WG/10/12	**CONSOLIDATION OF THE TML CHAIN AND REGIONAL COORDINATION ON SPACE OPERATIONS**	
What: That States/ANSPs expand their participation in the CADENA Traffic Management Log (TML) trials and integrate lessons learned into AMCB/TF work, while aligning regional collaboration on space operations with CIIFRA initiatives.		**Expected impact:** ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: To establish the TML CHAIN as a regional standard for the exchange of MMT, reduce operational risks and ensure harmonized responses to the growing impact of space operations.		
When: NACC/WG/11		**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☒ ICAO ☐ Other:		AMCB/TF

Regional Coordination with IATA

4.19 Under IP/10, IATA informed that it continued to play a key role in regional coordination linked to ATFM, the implementation of FRA and the overall optimization of airspace in the NAM/CAR Regions. Its participation includes support to the CIIFRA regional framework, the provision of data exchange proposals, contributions on traffic predictability and slot management, to strengthen the efficiency and safety of air navigation

4.20 In this context, the Meeting supported the continuation of collaboration with IATA on regional meetings and projects through the AMCB/TF, under the coordination of the NACC/WG and with the participation of ICAO and States, strengthening alignment between ANSPs, IATA and States, and promoting a more predictable, safe and efficient air traffic management system, with tangible benefits on the capacity and sustainability of regional airspace.

COMM/TF

4.21 Under WP/14 Rev, the Rapporteur of the COMM/TF reported on its activities from August 2024 to August 2025, with a focus on the operation of the Improvements to the ATS Voice Link (MEVA III) network and the transition process to the new Caribbean Air Navigation Services Network (CANSNET), under the RLA22801 project awarded to Frequentis, the main results being:

a) MEVA III maintained availability of 99.99%, higher than the established service level agreement (SLA) (99.90%). Solutions were implemented to reestablish voice links with Colombia (from Jamaica and Curaçao), although there are still pending issues such as the Curaçao-Bogotá canal
b) Frequentis offered extensions of MEVA III until March 2026, while the signing of CANSNET contracts progresses
c) the CANSNET framework (framework agreement, SLAs and participation agreements) was finalized and forwarded to States; Several contracts have already been signed, but the process is not yet complete. The implementation must be completed by March 2026
d) work was done on the implementation of the OPMET exchange under IWXXM, in coordination with the MET/TF, including AMHS and SWIM capabilities. However, progress has been uneven, with some States, such as Cuba and United States, making progress in testing while others are lagging behind
e) the need to accelerate the encoding, dissemination and consumption of IWXXM data was identified, considering that Traditional Alphanumeric Code (TAC) formats will be eliminated in future amendments to ICAO Annex 3.

4.22 Finally, the COMM/TF urged States that have not yet signed their CANSNET contracts to conclude the process urgently, ensure that the transition from MEVA III to CANSNET is timely and uninterrupted, and drive regional actions to accelerate the adoption of IWXXM, ensuring interoperability and compliance with ICAO standards.

FREQ/TF

4.23 Under WP/15, the FREQ/TF) presented progress for 2023–2025, focusing on efficient aeronautical spectrum management and regional preparedness towards the International Communication Union (ITU) World Radiocommunication Conference in 2027 (WRC-27). Among the main achievements are:

- updating of the COM 1, 2 and 3 Lists published on the ICAO NACC website
- designation of national contact points for frequency management in most of the MEVA III Network States
- first official meeting of the FREQ/TF (May 2024), where two Ad hoc Groups were established, viz:
  - Frequency Finder and spectrum regulation
  - Evaluation of Annex 10 Vol. VI (RPAS C2 link)
- dissemination of the ICAO Position for WRC-27 (July 2025), urging States to work with their spectrum authorities to defend critical aviation bands.
- Other critical issues addressed included:
  - radio altimeters (4200–4400 MHz): risk of interference in WRC-27, with the need for technical studies and operational parameters
  - GNSS interference (jamming and spoofing): ICAO–ITU–IMO joint statement (March 2025) and mitigation recommendations, such as maintaining conventional infrastructure, strengthening resilience and establishing reporting mechanisms.

4.24 The FREQ/TF Action Plan 2025–2026 envisages: finalizing the group's Terms of Reference, strengthening regional training in frequency management, following up on Ad-hoc groups, and supporting States' readiness for WRC-27.

Navigation Ad-hoc Group

4.25 Under WP/19, the Navigation Ad-hoc Group of the MCAAP P, informed that it was developing a Concept of Operations (CONOPS) for navigational aid systems in the CAR Region in order to respond to the increase in air traffic and the obsolescence of conventional radio aids. Deficiencies such as environmental vulnerability, lack of spare parts, high inspection costs and shortage of technical personnel have been identified. The project proposes a harmonized regional approach that combines conventional support (VOR/DME, ILS/LOC, DME/DME) with GNSS-based systems (satellite-based augmentation system/SBAS, (ground-based augmentation system/GBAS), also establishing a Minimum Operational Network (MON) as a resilient support to GNSS. The initiative, which covers Mexico, Central America and the Caribbean, will provide criteria for the rationalization and modernization of navigation infrastructures, ensuring continuity of operations, efficiency and safety. The work will be carried out from September 2025 to February 2026, and the results will be presented at GREPECAS in March 2026, subject to presentation/approval by the NACC/WG.

SURV/TF

4.26 Under WP/22, the SURV/TF shared an update on the results achieved:

TASK NAME	DELIVERABLE	DATE START	DATE END	RESPONSIBLE
Task Force Activities	Work Plan and ToR	01/2022	12/2025	TF Members
Review and Update of the Work Plan	Update the TF work plan	01/2022	12/2025	TF Rapporteur
Implementation of regulations or procedures for the use of ADS-B	Regulations	08/2024	12/2025	TF Members
Collect and share ADS-B performance statistics	ADS-B Statistics	01/2022	12/2025	TF Members
Review and Update ADS-B CONOPS	Updated CONOPS document	03/2024	12/2025	US, COCESNA, Costa Rica, Cuba, El Salvador
Provide the Regional ConOps to ICAO SAM for adoption	Regional ConOps	10/2024	03/2025	TF Rapporteur
Notify implementation plans	National Implementation Plan	08/2024	12/2025	TF Members
Achieve greater airspace efficiency through system modernization	AIP Publication	05/2024	12/2025	TF Members
Coordinate with the Airspace group to identify areas of collaboration	Variable	05/2024	12/2025	TF Rapporteur
Implementation of data sharing	Implementation of data exchange	03/2022	12/2025	TF Members
Develop tool for ADS-B analysis	ADS-B Analysis Tool	08/2024	12/2025	ICAO, COCESNA, US

4.27 The main tasks of the SURV/TF were:

a) to conduct a collaborative review of existing and ongoing regulatory activities associated with surveillance
b) development of a tool for monitoring avionics performance
c) coordination work to support other NACC working groups such as AMCB/TF and surveillance coverage.

Aviation System Block Upgrade (ASBU)/TF

4.28 WP/23 followed up on the activities of the ASBU/TF (2024-2025), focused on the development of national and regional air navigation plans, based on version 7 of the GANP and the BBBs. The group established a data-driven planning methodology, using KPIs as a tool to measure states' progress. Among its achievements are: the development of practical templates for air navigation plans, the realization of the Ilopango Workshop (El Salvador) with the participation of several CAR States, and the KPI Workshop in cooperation with Brazil and the European Unión Aviation Safety Agency (EASA), which facilitated the calculation and prioritization of key indicators. The regional progress in ASBU implementation was estimated at 30%, which shows the need to measure progress in terms of the elements actually adopted by States

4.29 The ASBU/TF agreed to continue working together with other teams (such as the ACMB/TF) on priority areas such as Data Communications between Air Traffic Services Facilities (AIDC), Direct Routing and FRO, as well as to organize additional KPI workshops and update their terms of reference.

4.30 Under P/13, the ASBU/TF Rapporteur proposed to improve the way in which progress of ASBU implementation in the NACC States is measured, aligning it with the GANP philosophy of solutions tailored to the needs of each State and region. Currently, the official methodology considers the 71 elements ready to be implemented, without differentiating which ones have actually been adopted, which generates results that do not reflect the true progress of the region or its priorities.

4.31 A methodology based on ICAO's six-step approach was proposed, which includes: defining scope and ambitions, Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis, setting objectives and targets linked to KPIs, selecting optimal solutions with feasibility and cost-benefit analysis, gradual implementation, and evaluation of results. With this approach, the measurement would more realistically reflect regional progress, strengthen data-driven planning, and allow for more efficient resource allocation, focused on projects that respond directly to regional operational objectives.

4.32 The region is currently measuring and reporting to the ICAO council the level of implementation of the ASBU elements, based on the 71 ASBU elements in their "ready to deploy" status, however, there is no information to support that the implementation of all 71 elements is necessary to implement. The commissioning of the elements must follow a process, recommending the ICAO six-step procedure, established in the GANP and with respect to the results, identify the operational objectives and the ASBU elements necessary to put into operation, to solve the needs of the Region

4.33 The Meeting discussed the need to establish a regional mechanism to measure the level of implementation of ASBU elements at the regional level, to identify the elements needed to be implemented and for the implementation assessment to be based on this identification. In this sense, the meeting took the following decision:

<table>
<tr><td colspan="3">DECISION
NACC/WG/10/13 REGIONAL MECHANISM FOR MEASURING THE LEVEL OF IMPLEMENTATION OF ASBU</td></tr>
<tr><td colspan="2">What:
That for the development of a regional mechanism that establishes the way in which the level of implementation of the elements of the ASBU will be measured, which is realistic, measuring the level of implementation of the elements, which have been identified as priorities to be put into operation, according to the needs and priorities of the Region:

a) the NACC/WG, Chairperson and Secretariat continue defining regional needs and priorities, identify the ASBU elements needed to be implemented.
b) the NACC/WG Task Forces that are enablers identify the necessary actions to support the implementation to support the regional planning process; and
c) Based on the information collected, the ASBU/TF shall jointly develop the mechanism within the NACC/WG to establish the regional measurement mechanism for the level of regional implementation of ASBU elements, including identifying the KPIs that will need to be established to measure these implementations.</td><td>Expected impact:
☒ Political / Global
☐ Inter-regional
☒ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
The harmonization of operational objectives will facilitate "seamless" navigation of aircraft within the Region and will facilitate the implementation of the necessary solutions to achieve them. In the case of the measurement methodology, a more accurate measure of progress will allow resources to be allocated efficiently and to compare programmed results with those achieved with certainty.</td></tr>
<tr><td>When: NACC/WG/11</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☐ States ☐ ICAO ☒ Other:</td><td colspan="2">NACC/WG TF</td></tr>
</table>

ATS Contingency Issues

4.34 The Secretariat introduced WP/10 to report on the outcome of the Fifth NAM/CAR Regional Meeting for Contingency and Emergency Planning and Response NAM/CAR (NAM/CAR/CONT/5) and to request support to improve the NACC contingency planning and support strategy.

4.35 To comply with Decision GREPECAS/21/09 – ACTIONS TO STRENGTHEN CONTINGENCY PLANNING IN THE CAR/SAM REGIONS, and to strengthen the planning and preparedness of States in contingency and crisis management, the ICAO Air Navigation Bureau approved a Special Implementation Project (SIP) to develop guidance material for ATM contingency planning, in order to improve regional guidance for Level 1 contingency plans (States' internal plans addressing internal/national coordination actions for Air Navigation Service Providers [ANSPs]) and Level 2 (bilateral/multilateral contingency plans involving two or more States). The project was completed with the support of two Subject Matter Experts (SME), from Cuba and COCESNA, respectively. The project generated two deliverables:

a) guidance material: contingency planning and response for air navigation services: https://www2023.icao.int/NACC/Documents/Meetings/2025/NAMCARCONT5/CONT5-Workshop-D01sp.pdf
b) aspects to be considered in order to improve the resilience of air navigation systems https://www2023.icao.int/NACC/Documents/Meetings/2025/NAMCARCONT5/CONT5-Workshop-D02sp.pdf

4.36 Funded by RLA 09801 MCAAP project, the two experts developed and facilitated a training package to disseminate the guidance material.

4.37 The NAM/CAR/CONT/5 meeting was held at the ICAO NACC Regional Office from 13 to 16 May 2025, preceded by a two-day workshop on ANS Contingency Planning and Response, using the training package developed by the project mentioned above. The recommendations of the workshop are included in Appendix A of WP/10. United States mentioned Recommendation 7 of Appendix A, suggesting that the report also explicitly recognized the need identified by some facilities to strengthen or improve their in-house, facility-specific training due to constant personnel changes.

4.38 The aforementioned meeting conducted an assessment of the impact and response to the contingencies faced in 2024. The Secretariat was requested to create a repository of contact points to address air navigation contingencies in the CAR Region, as well as procedures for its periodic updating. Attention was drawn to the lack of information on failures caused by planned and unplanned maintenance, which have a significant and unexpected impact due to the diversion of traffic through different FIRs that were not prepared to receive an additional traffic load. Several States/ANSPs presented cases of contingencies related to the upgrade of their systems, both software and hardware. The attention of the ANSPs whose systems are under scheduled maintenance was emphasized. The Meeting agreed to develop and implement a communications plan to adequately disseminate the content of the CAR Region's ATM Contingency Plan and promote regional support. As a result of the deliberations and comments of the meeting, two Conclusions were developed and are included in Appendix B of WP/10.

United States Contingency Route Policy

4.39 The United States submitted IP/06 to provide the FAA's response to the ICAO NACC Office regarding the sharing of contingency routes without surveillance or communication capability during previous GREPECAS and NAM/CAR/CONT meetings. The FAA reinforces its commitment to its international partners to ensure continuity of services through safe and orderly procedures during contingency operations. To this end, it updates its current policy (JO 1900.47G, Air Traffic Control Operational Readiness and Contingency Planning) to include revised Operational Contingency Plans (OCPs) and letters of agreement (LOAs). ICAO requested the development of contingency routes that redirect aircraft around the affected airspace, as well as the possibility of sharing these routes in advance. To further this effort, while meeting regulatory requirements and customer needs, the FAA has determined the following:

a) All FAA Air Traffic Control Centers adjacent to the Air Traffic Control facilities of international ANSPs shall collaborate with such adjacent facilities and any support facilities to develop contingency routes that redirect aircraft around the affected airspace when they declare an Operational Contingency Level (Limited ATC or Zero ATC).
b) These routes should be shared with all adjacent ANSPs to ensure that strategic action can be taken when an FAA facility is impacted by a contingency event.
c) All procedures must be formally documented in the LOA and included in their PCOs.
d) All FAA Air Traffic units must consider contingency routes and procedures with surveillance (radar, etc.) before using non-radar routes. Where viable alternatives with surveillance are not available, non-radar routes will only be used when the unit's procedures and training are established, available and completed. FAA Air Traffic Units should not use or support contingency routes that do not have viable surveillance and an acceptable/approved level of communication with ATC.
e) If a neighbouring international air navigation service provider includes these types of routes to support its contingency operations, FAA facilities must adhere to these standards and collaborate to develop viable options to support any agreement.

4.40 Although this update to the United States policy is pending, it should be noted that there is nothing to prevent FAA ATC facilities from initiating this type of coordination or sharing their contingency routes with relevant stakeholders, if requested.

Contingencies in Central America

4.41 COCESNA presented P/07 with information on its initiatives to improve the resilience of the Central American air navigation system and its response to the most recent contingencies. COCESNA, as a regional provider of air navigation services, develops a comprehensive approach aligned with ICAO SARPs and national regulations, responding to:

- technical, natural or man-made events that affect the provision of the service
- the need for binational and regional coordination to respond to disruptions
- strengthening institutional resilience to emerging crises.

4.42 In order to plan properly, COCESNA has implemented processes for the continuous evaluation of the infrastructure of ATS, CNS and external suppliers. Vulnerabilities in critical services are analysed, while maintaining an up-to-date inventory of alternative resources. This allows for a quick and controlled response to service interruptions. COCESNA ensures that its operating procedures are prepared for emergencies by regularly reviewing the operating manuals and the ATFM Operations Manual, including specific contingency scenarios (such as Zero ATC and radar system failures), as well as severe weather events or natural disasters. This update includes coordination with Central American states to ensure the applicability and validity of the regulation. This process ensures a robust and flexible operating framework. COCESNA presented the impact on its facilities of the recent hurricanes that hit the Central American subregion and detailed its operational responses to each of these events.

4.43 The Meeting took note of the information provided on contingency planning and response and emphasized its priority for continuity of services in the CAR Region. Based on discussions and comments, the Meeting adopted the following Draft Conclusion:

<table>
<tr><td colspan="3">CONCLUSION
NACC/WG/10/14 SUPPORT TO ENHANCE THE ICAO CONTINGENCY PLANNING AND SUPPORT STRATEGY</td></tr>
<tr><td colspan="2">What:

That to improve the resilience of the CAR Region's air navigation systems and promote a better response to situations that may limit the provision of services:

a) the Secretariat
– develop awareness-raising and training activities on the importance of contingency planning, considering focusing on the threat of hurricanes and extreme weather events
– the Secretariat implement procedures for the review and analysis of ANS contingencies, and the update of CAR Region contingencies points of contact
– the Secretariat update the CAR Region ATM Contingency Plan and implement a communication plan to disseminate its content promoting regional support and,
b) the States/CAR Region Area Control Centres (ACCs) collaborate with the FAA’s ATC facilities to update existing letters of agreement and operational contingency plans, as needed, to improve and better harmonize regional contingency plans.</td><td>Expected impact:

☐ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:

To enhance the respond to contingencies affecting the ANS in the CAR Region</td></tr>
<tr><td>When: NACC/WG/11</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☒ ICAO ☒ Other:</td><td colspan="2"></td></tr>
</table>

SAR/TF

4.44 The Rapporteur of the SAR/TF presented WP/16 with an update on SAR activities conducted in the CAR Region since the working group's last report to the NACC/WG and requested support for the continuation of its work. Two SAR exercises (SAREX) conducted in the region were reported. The French DGAC, through the Air Navigation Services of the French West Indies and French Guiana (SNA-AG), organized a SAREX in May 2025 to address challenges related to the complexity of SAR responsibility areas within the PIARCO FIR, as well as to improve SAR response times. One of the main features of the exercise was the use of the Location of Aircraft in Distress (LADR) repository in real-time operations.

4.45 With the support of the ICAO South American Regional Office (SAM), the Civil Aviation Authority of Colombia conducted a SAREX called ORION 2025 in Barranquilla. This SAREX consisted of a regional SAR simulation exercise that brought together representatives from Colombia, Curaçao, Jamaica and Panama. For three days, coordination, communication, and decision-making procedures were evaluated in a simulated critical scenario. This exercise, without the need for physical deployment, was carried out with a high level of technical rigour. SAREX was attended by representatives of the Search and Rescue Regions (SRR) Rescue Coordination Centres of Curaçao and Kingston, Jamaica, thus integrating the CAR Region into the exercise.

4.46 France submitted a proposal during SAR/TF/4 for a SAR technical agreement formalizing the delegation of SAR responsibilities between the Piarco aeronautical RCC and the Martinique and Guadeloupe aeronautical RSCs. This proposal was reiterated at the Thirteenth Meeting of Civil Aviation Directors of North America, Central America and the Caribbean (NACC/DCA/13), held in Santo Domingo, Dominican Republic, from 4 to 7 August 2025, along with a request for clarification on the status of the Aeronautical and Maritime Rescue Coordination Centres (RCCs) and SRRs declared to ICAO in the Regional Air Navigation Plan CAR/ SAM and the International Maritime Organization (IMO). Currently, there are no SAR agreements in place to formalize SAR responsibilities in the Piarco SRR.

4.47 Similarly, the meeting instructed the SAR/TF to take the appropriate actions to CONCLUSION NACC/DCA/13/06 SUPPORT FOR THE FORMALIZATION OF RESPONSIBILITIES SAR paragraph b, to clarify the situation of the aeronautical and maritime search and rescue (RCC) coordination centers and subcenters (RSC) of the CAR Region and to continue working to delimit the SRRs declared to ICAO in the Regional Plan of CAR/SAM Air Navigation and the International Maritime Organization (IMO).

4.48 The CAR Region has experienced an increase in unauthorized or illegal flights, especially in the Eastern Caribbean. Importantly, these flights cause additional difficulties in the provision of air traffic services and sometimes lead to separation losses as well as safety concerns.

4.49 The ICAO SAM Regional Office has scheduled a Workshop on the Global Aviation Distress and Safety System (GADSS), to be held at the ICAO South American Regional Office in Lima, Peru, from 13 to 15 October 2025. This global system aims to improve the tracking, tracing and response capabilities of commercial aircraft in distress anywhere in the world. The specific roles and responsibilities of air operators, aircraft manufacturers and other stakeholders will also be addressed. Notably, a live demonstration of the LADR/S (Endangered Aircraft Location Repository), a key component of GADSS, has been included in the workshop agenda. This demonstration will be carried out by a EUROCONTROL specialist responsible for the design of the platform. The implementation of the GADSS is an initiative that requires multidisciplinary action and the participation of air traffic service providers as well as SAR providers.

4.50 The Meeting took note of the information provided and recognized the need to address emerging issues related to aircraft in distress, agreeing on the following Draft Conclusion:

<table>
<tr><td colspan="3">CONCLUSION
NACC/WG/10/15 EMERGING ISSUES RELATED TO AIRCRAFT IN DISTRESS</td></tr>
<tr><td colspan="2">What:
That, to improve regional response to aircraft in distress and address the threat of potential illegal flights to civilian operations in the CAR Region,

a) ICAO organize civil-military coordination activities, particularly aimed at promoting initiatives to counter the impact of unauthorized or illegal flights; and
b) NACC States/Territories promote the implementation of the GADSS and request air traffic control centres and rescue coordination centres in the CAR Region to update their data in the LADR.</td><td>Expected impact:
☒ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
Adapt to emerging technologies and improve civil military coordination</td></tr>
<tr><td>When: NACC/WG/11</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☒ ICAO ☒ Other:</td><td colspan="2">States, ICAO</td></tr>
</table>

Agenda Item 5: NACC/WG/10 working session

Pilot Project for the Optimization and Development of Instrument Flight Procedures in Central America

5.1 COCESNA presented WP/40 and P/11 on its pilot project for the Optimization and Development of Instrument Flight Procedures in Central America as a collaborative regional initiative with the purpose of making PBN procedures available to operators, including the required navigation performance (RNP) approach (APCH), RNP with Required Authorization (RNP-AR) specifications and Area Navigation Visual (RNAV/VPT) procedures. Due to the importance of the results of the project, the Meeting supported the initiative to improve safety in the region. The Secretariat mentioned the benefit of sharing lessons learned, such as the particular case of the report of this project presented at this meeting, especially because of its relationship with the Flight Procedures Programme (FPP) project.

Airport-Level Collaborative Decision-Making (A-CDM) Implementation

5.2 Under WP/41 IATA reported on its A-CDM tools to support the harmonized and effective implementation of A-CDM globally, to address the various operational challenges, needs and responsibilities of all stakeholders involved, ensuring a coherent, effective and collaborative approach to airport operations and decision-making.

5.3 Considering the changes to GREPECAS Project F3 within the AGA programme, the AGA/TF in coordination with the ICAO SAM Regional Office, the participation of States, ANSPs and airport authorities will be considered to carry out the corresponding business case when considering the improvement of the Surface Movement Guidance and Control System (SMGCS) and the apron management service and to consider the IATA A-CDM toolkit as support material for the implementation of the A-CDM Project, mainly in relation to the critical elements and challenges. The AGA/TF will lead this coordination and exchange with IATA, States and other stakeholders for the implementation of the A-CDM.

Transition to Flight and flow - information for a collaborative environment (FF-ICE)

5.4 IATA's WP/43 set out the proposal to work on the implementation of international best practices related to the 2012 FPL in order to facilitate the transition to FF-ICE. Some challenges and suggestions for addressing FF-ICE as part of regional initiatives were presented. The following operational proposals were presented in that note:

a) delegation to originate FPL and its updates
b) procedures for recognizing the DEST ALTN field as optional on eligible flights
c) procedures to avoid transmission of item 19 according to Doc 4444, and mechanism for consultation with the Control Center
d) feedback from the ANSP on the messages received.

5.5 The Secretariat, supported by Trinidad and Tobago, stressed the importance of the transmission of box 19 especially for general aviation and for use in SAR situations. It also stressed the obligation to include in the FPL the values of the DEST ALTN field according to the guide in Doc 4444.

5.6 The Chairperson of the NACC/WG recalled that the regulations are designed for all aviation users and the optional use of this field may hinder the coordination of flights because there are FPL processing systems that have it mandatory and others do not and may lead to rejection in destination ATS units. However, he mentioned that there is a discrepancy between Annex 6 that declares this field optional, and Doc 4444 considers it mandatory, so he recommended that it be convenient to alert ICAO to this inconsistency between both documents. This opinion was shared by Cuba, which highlighted the level of hierarchy that the SARPs have over the guide documents, which creates confusion in the interpretation of the documentation for States. He informed on the publication of an Aeronautical Information Circular (AIC) with everything regulated related to FPL in Cuba as a clarification to operators for the case.

5.7 In the case of IATA's proposal on the most efficient possible paths, the Secretariat pointed out that they depend on the internal regulations that each State applies to its airspace and this has been analysed in the various projects and works on free routes.

5.8 Finally, the Rapporteur of the AIM/TF provided her support in responding to IATA's request and seeking information on compliance with the requirements set out in the Appendix to WP/43 through the following decision:

<table>
<tr><td colspan="3">DECISION
NACC/WG/10/16 UPDATE OF FPL ELIGIBILITY INFORMATION IN THE NAM/CAR REGION</td></tr>
<tr><td colspan="2">What:
That the AIM/TF conduct a survey of the ANSPs of the NAM/CAR Regions to update the information on compliance with the FPL format and processing requirements, delivering the result of this information to the NACC/WG.</td><td>Expected impact:
☐ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
For up-to-date information on compliance with FPL requirements</td></tr>
<tr><td>When: 30 March 2026</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☐ States ☐ ICAO ☒ Other:</td><td colspan="2">AIM/TF</td></tr>
</table>

Transition from AIS to AIM in Cuba

5.9 Under IP/02, Cuba presented its progress on the transition from AIS to AIM, making use of the template standardized by AIM/TF for the implementation of aeronautical information management, and reported a 75% progress within the transition Roadmap.

*Automatic Dependent Surveillance–Contract (ADS-C)/*Controller Pilot Data Link Communications *(CPDLC) Implementation*

5.10 Under WP/30, Mexico indicated that the increase in air traffic in the Mexican Pacific requires solutions that overcome the limitations of conventional radar and very high frequency (VHF) systems. In this context, the implementation of (ADS-C) and CPDLC), in line with the ICAO GANP COMS-B0/1 and COMS-B0/2 ASBU modules, will improve operational safety, optimize efficiency and reduce voice communications congestion.

5.11 ADS-C offers automatic position and trajectory reports, strengthening surveillance in ocean and procedural separation areas. CPDLC complements voice communications through standardized messages between pilots and controllers, reducing frequency saturation and facilitating air traffic management. The key benefits are:

- safety: greater accuracy and reliability in surveillance.
- capacity: reduction of congestion in VHF/HF
- efficiency: optimal routes and reduced workload for pilots and controllers
- harmonization: compliance with ICAO's global strategy.

5.12 However, challenges are identified such as:

- differences in aircraft equipment (Future Air Navigation System (FANS) 1/A - aeronautical telecommunication network (ATN) B1).
- need for technical and operational training.
- cybersecurity requirements in data management.
- coordination with neighbouring states to ensure interoperability.

5.13 Mexico, with support from ICAO and United States, is promoting this initiative as part of the modernization of air navigation services in Mexico. The proposal includes a national implementation plan, infrastructure investment, specialized training, and a regional approach coordinated with COCESNA and other adjacent states. In conclusion, Mexico highlighted the adoption of ADS-C and CPDLC in the Mexican Pacific represents a strategic step to increase safety, efficiency and international interoperability, consolidating Mexico as a benchmark in the modernization of ATM.

5.14 Under WP/36, COCESNA indicated that the implementation of FANS 1/A in the Central American FIR seeks to improve communication, efficiency and safety, especially in the Pacific oceanic airspace, affected by adverse weather conditions in the Intertropical Convergence Zone (ITCZ). Since 2017, COCESNA has offered ADS-C/CPDLC services as an alternative to HF communications, demonstrating clear benefits for air traffic management. The main benefits of the FANS 1/A:

a) more secure, faster and more reliable digital communications (CPDLC)
b) greater efficiency of air traffic with separation reductions and optimal flight levels
c) increase in capacity in airspace without radar coverage
d) reduction of fuel consumption and CO_2 emissions through more efficient routes
e) better contingency management thanks to automatic ADS-C alerts and better ATC responsiveness.

5.15 Given that most of the aircraft operating in the region already have this capability, COCESNA proposes that as of 2026 the regulation be implemented in the Pacific oceanic airspace (between FL310 and FL390) under the principle of "better equipped, better served", giving priority to aircraft with FANS 1/A technology.

5.16 COCESNA requested the Meeting to take note of this information and request ICAO's support in establishing such a regulation, ensuring safer and more efficient operations in the oceanic airspace of Central America.

5.17 Trinidad and Tobago identified the need to work in the same way on a regulation that would improve ADS-C/CPDLC operations, likewise Curaçao indicated that they also manage ocean operations.

5.18 The Secretariat emphasized the regional benefit of the implementation of the ADS-C/CPDLC in the CAR Oceanic Region and highlighted the need for Mexico to classify its airspace in order to provide the relevant ATS service. The Meeting agreed on the importance of this implementation and agreed on the following draft conclusion:

<table>
<tr><td colspan="2">CONCLUSION
NACC/WG/10/17 ADS-C/CPDLC IMPLEMENTATION IN THE CAR OCEANIC REGION</td></tr>
<tr><td>What:
That, recognizing the regional benefit of strengthening communications and surveillance in Mexico's South Pacific Oceanic airspace, specifically to the Mazatlan Oceanic FIR, through the implementation of ADS-C and CPDLC technologies, aligned with ICAO's GANP COMS-B0/1 and COMS-B1 modules:

a) Curaçao Mexico, Trinidad and Tobago, COCESNA,) in coordination with the Secretariat, develop a proposal for a regional project to submit to the MCAAP, integrating all interested States and Organizations to:
i. support Mexico in the process of implementing the ADS-C/CPDLC in the South Pacific of Mexico's oceanic FIR
ii. coordinate joint technical and operational support to ensure efficient and harmonized implementation
iii. integrate the design of a regulatory framework for optimal routes and benefits to operators with ADS-C/CPDLC for better equipped aircraft, ensuring the standardization of regulation
iv. submit for approval a regional project that ensures financing and institutional support from the participating States and the MCAAP.
v. analyse the capacity to capture meteorological data using ADS-C and secondary Mode-S radar; and
b) Mexico carries out a classification of its airspace in its oceanic airspace.</td><td>Expected impact:
☒ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="2">Why:
These ADS-C/ CPDLC technologies reduce dependence on HF communications, optimize air traffic management on oceanic and long-haul routes, increase safety, and improve efficiency in airspace separation and management, for the direct benefit of air operators and air navigation services.</td></tr>
<tr><td>When: 28 February 2026</td><td>Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☐ ICAO ☒ Other:</td><td>Curaçao, Mexico, Trinidad and Tobago, United States, COCESNA and ICAO NACC</td></tr>
</table>

Cybersecurity Activities

5.19 Under WP/24, cybersecurity was emphasized as an essential pillar to ensure the safety and continuity of air navigation services, especially in the face of the increasing digitalization and interconnection of ATS systems, airports and aircraft. At the 14th Air Navigation Conference (AN-Conf/14, 2024), it was highlighted that cyberattacks represent a constant and evolving threat, forcing States to implement risk management mechanisms, recovery plans, specialized training and robust regulatory frameworks, aligned with the ICAO Cybersecurity Strategy (2019) and the Global Aviation Security Plan (GASeP).

5.20 As a regional response, in 2025 the ICAO NACC Regional Office launched the NACC-2 Pilot Project, which includes a Cybersecurity Assistance Plan for Trinidad and Tobago and COCESNA, with the aim of expanding these experiences to other States in the CAR Region. The project seeks to strengthen the resilience of ANS systems through a multidisciplinary approach involving Air traffic controller (ATCO), Air traffic safety electronics personnel (ATSEP), ANSP, airlines and manufacturers, also promoting international cooperation. The Secretariat indicated that the results of the pilot project will be key to knowing the general cybersecurity picture, taking the data obtained as an example and that with this the evaluation of the rest of the States in the CAR Region could be better planned.

5.21 Finally, States and especially United States were invited to resume the working groups and exercises for cybersecurity purposes to ensure security processes between States.

5.22 COCESNA with WP/33 presented an analysis of current cybersecurity practices in the aeronautical sector and proposed key aspects to be considered for future improvement and implementation, with the aim of strengthening the resilience of aviation systems to emerging cyber threats. He stressed that special attention needs to be paid to the following aspects to achieve relevant progress:

a) international cooperation and exchange of information between organisations in the aeronautical sector
b) training and awareness of cybersecurity of personnel
c) the identification and confrontation of vulnerabilities in a proactive manner
d) collaboration with cybersecurity experts from various industries
e) integrate technologies such as AI and cloud computing with robust cybersecurity measures.

5.23 The Secretariat noted the importance of human resources, especially technical staff, for cybersecurity, especially in crucial areas such as data manipulation, exchange of erroneous data. He also pointed out the need to protect all factors including the security of the facilities and the guarantee of the backup of information and data. Cybersecurity must be seen in a broad way that encompasses equipment, personnel, information/data and the introduction of Artificial Intelligence that is increasingly involved in all spheres.

UAS/Drone Implementation

5.24 Under WP/37, the Secretariat reported on the outcomes of the ICAO Regional Workshop on UAS/RPAS held in Mexico in June 2025 that brought together 260 participants from 29 States and 5 international organizations, focusing on the challenges and opportunities of unmanned aviation in the NAM/CAR/SAM Regions. ICAO presented the SARPs and Model Regulations for UAS (101, 102 and 149) as a reference for updating regulatory frameworks. Since 95% of NACC States have drone regulation, many are outdated or limited. Applications in humanitarian aid, radio aid calibration, agriculture, security and Advanced Air Mobility (AAM) were highlighted.

5.25 The main challenges included: lack of harmonised regulation for Beyond Visual Line-of-Sight (BVLOS) and Co-ordinated Universal Time (UTM), technical limitations (C2 Links, detection/avoidance, cybersecurity), low social acceptance, scarcity of resources and the Aviation Security (AVSEC) threat from the misuse of drones at airports and illicit activities. Recommended actions include:

a) update national regulations and incorporate BVLOS operations and humanitarian missions
b) implement UTM systems with remote identification and ATC coordination
c) promote training and research centres, relying on ICAO tools (UAS Toolkit, iPacks)
d) develop infrastructure for AAM (vertiports, urban corridors)
e) establish regional and international cooperation, taking advantage of the experience of Canada and United States.

5.26 The Meeting recognized that UAS/RPAS offer great potential for innovation, connectivity and economic development in the region, provided that their integration takes place under a framework of security, harmonized regulation and effective cooperation.

5.27 COCESNA also presented WP/38 where it presented its experience in the use of drones for in-flight inspection to take advantage of this state-of-the-art technology and thus optimize resources, considering that the aerial verifications developed according to regulations (Doc 8071) represent significant costs associated with flight hours.

5.28 The Secretariat explained that by making use of a combination of tools and verifications there would be the possibility of increasing the quality assurance of the parameters to be measured during the inspection of radio aids, some ideas could be:

a) carry out ground tests of a set of radio-aid-based parameters which can be measured in this way
b) use opportunity flights with commercial aircraft to measure real range, distance in airspace, coverage, levels, signal limitations, identification of radio aid, among others
c) take into account the operating time of the equipment, the manufacturer's recommendation, compliance with maintenance, user complaints about the use of radio aid, etc.
d) to carry out a qualitative evaluation based on the collection of these alternative measurements, recognizing their own limitations.

5.29 With regard to the use of drones for this activity, the Secretariat pointed out that the use of equipment should be reviewed by equipment, also taking into account autonomy, manoeuvring range and other characteristics. He argued that it will always be advisable for the guarantee of operational safety for the use of radio aid that the conventional flight inspection is carried out.

5.30 The Chairperson of the NACC/WG explained that the use of drones in airport areas for activities of this type should ensure that the drone is fully unlocked to ensure the operational safety of its flight, but this unlocking should be temporary and configurable from the manufacturer to ensure perfect control of the equipment. He pointed out that it is significant that this type of verification of radio aids is not yet used in countries with great technological advances.

5.31 Jamaica, supported by the Secretariat, explained that in the event of any update to ICAO documentation, the difference between in-flight inspection for the calibration of radio aids and in-flight verification of aircraft procedures should be clearly reflected. This is necessary because, unlike the verification of radio aids that could be carried out with the use of drones, the verification of the design of an aircraft flight procedure is impossible to carry out with this equipment, since in the in-flight verification of a procedure the influence of the wind, the category of the aircraft, the obstacle clearance, the pilot's reaction time, the minima used, the speeds must be checked, among many other procedural values that are impossible to measure with the use of drones.

5.32 COCESNA supports the idea that with a combination of different verification techniques it would be possible to extend the period between in-flight inspections of radio aids in the traditional way.

5.33 The Secretariat indicated that ICAO is working on the necessary standards for the implementation of new procedures for inspection flights and for incorporating unmanned aircraft in this area. The standards are planned to be ready in 2027, and the current regulations are still in force. The Secretariat presents in **Appendix D** to this SoD the details of those parameters that are measurable by these alternative/additional forms to the in-flight inspection of radio aids.

5.34 Finally, the Meeting resumed the mandate of the Directors-General on DECISION NACC/DCA/13/05 REGIONAL GROUP FOR ADVANCED AIR MOBILITY (AAM) AND URBAN AIR MOBILITY (UAM) (b), to establish a Task Force on Advanced Air Mobility (AAM) and Urban Air Mobility (UAM) at the NACC/WG. In this regard, it was reported that the Group already exists, established at NACC/WG/09, composed of all the rapporteurs of the NACC/WG Task Forces. therefore, the related tasks and work will be included in the ToRs and work of the rapporteurs of the NACC/WG Task Forces.

Minimum Operational Network (MON) - Radio Frequency Interference (RFI) in GNSS

5.35 Under the WP/44 presented by IATA it was highlighted that the increasing RFI in GNSS represents a critical risk to air navigation, affecting safety, efficiency and continuity of operations. Although GNSS is essential for systems such as Flight management system FMS, Terrain Awareness and Warning System/enhanced ground proximity warning system (TAWS/EGPWS), and ADS-B, its signals are vulnerable to jamming and spoofing, which has led to a significant increase in incidents from 2023 to date, with more than 580,000 GPS signal losses recorded on global flights.

5.36 In view of this situation, it is proposed to implement a Minimum Operational Network (MON) to ensure resilience by rationalizing the CNS infrastructure: maintaining critical equipment (VOR, ILS, DME, some radars), removing obsolete systems (NDB) and considering ADS-B in areas with less traffic. The MON should be adapted to the reality of the NAM/CAR Regions, which is distinct from Europe or the Middle East, but with a harmonized approach. The main recommendations are:

a) States and ANSPs: maintain essential infrastructure, establish contingency procedures and reevaluate national plans
b) ICAO: develop a standardized implementation package
c) NAM/CAR Region: develop a Regional Guidance Material based on the experiences of Brazil and EUROCONTROL.

5.37 In conclusion, a regionally coordinated and harmonized MON is key to mitigating the GNSS RFI and ensuring the safety and continuity of air transport, to this point, the Secretariat reiterated what was stated about the development of a regional proposal for the CAR Region is under the leadership of the Air Navigation Ad hoc Group and that its proposal is expected by March 2026.

5.38 The Secretariat indicated that the Air Navigation Ad hoc Group was working on the proposal for a MON network for the CAR region, to be presented at the next GREPECAS meeting, subject to review/approval by the NACC/WG.

5.39 Under WP/08, COCESNA, as part of its strategic planning, modernized aeronautical surveillance systems by incorporating ADS-B capability in its Control Centres (ACC, APP and TWR) to process versions 0, 1 and 2, and the ASTERIX CAT 021 formats. ADS-B ground-based receivers complement radar coverage, improving surveillance in continental space. In the Pacific, COCESNA contracted satellite ADS-B data to strengthen safety and reduce separations between aircraft. An automated ADS-B performance assurance and performance analysis system was also implemented. Since 2019, this system has made it possible to monitor version 2 equipment (DO-260B) promoted by United States 2020 mandate, showing advances in commercial and general aviation. The Monitoring Group confirmed the operational implementation of terrestrial and satellite ADS-B in all Member States. It was recommended to make ADS-B mandatory in the region. GREPECAS 20/30 supported a regional study to harmonize its use under the GANP. Finally, the Central American States, with the support of ICAO and COCESNA, are developing national regulations for the operational use of ADS-B, which is still pending publication in Honduras.

5.40 Under IP/03, Cuba reported on progress in the implementation of ADS-B as part of the commitments of GREPECAS/22, with the aim of improving safety, capacity and efficiency of air navigation. It currently has ground infrastructure, secondary radars and integrated ADS-B stations, and is working on completing enablers such as training, regulation and aircraft equipment.

5.41 The national strategy foresees that by 2027 there will be an operational ADS-B network under the DO-260B standard, integrated into the air traffic control system of the FIR Habana, with performance monitoring and regional data exchange capacity through CANSNET. During the transition, separate surveillance systems for aircraft without ADS-B will be maintained.

5.42 Under IP/04, Cuba reported that the Habana FIR has shown sustained growth in its operations, reaching an annual increase of 7.35% between 2010 and 2024, driven by the implementation of blocks B0 and B1 of the GANP. This progress is due to the modernization of the automated air traffic control system and the integration of coordinated actions between the ANSP and the aeronautical authority. Cuba, despite regional limitations in joint planning, has complied with its international commitments, strengthening security, capacity and environmental sustainability. It is recommended that the RAC/MAR Air Navigation Plan be used as a reference tool for the allocation of responsibilities under Article 28 of the Chicago Convention. Cuba's participation in regional forums such as CADENA/CANSO and ICAO groups (Airspace organization and management/AOM and ADCB) has favoured the optimization of airspace, the implementation of free routes and the reduction of emissions. Operational growth should be integrated into the National Air Navigation Plan and shared as regional best practice, aligned with the GANP and ICAO Annex standards.

NACC/WG Task Force Collaborative Working Session

5.43 Under WP/32, the collaborative working session of the Task Forces was held. The session strengthened coordination between the ATM, ATFM, AIM, CNS, AGA and MET TFs, ensuring the alignment of action plans and cross-cutting priorities with the ICAO GANP and the GREPECAS conclusions. Under FRA implementation, the session allowed TFs to finalize deliverables with clear responsibilities and timelines. The initiative promoted regional harmonized implementation, better contingency preparedness, and greater coordination in emerging and operational areas.

Agenda Item 6: Supporting mechanisms for NACC/WG

Dashboards for monitoring the implementation of air navigation

6.1 The Secretariat, with WP/25, presented the development, evolution and updated data of the regional NACC Dashboard, highlighting its role as a strategic tool for monitoring safety and air navigation in the NAM/CAR Regions, requesting States to review the information available in the dashboard, update the PoCs and actively participate in the continuous improvement of the system, especially in the revision of the current indicators because they are considered in some cases obsolete or not in accordance with the strategic objectives. In this sense, he exemplified the analysis carried out during the AIM/TF that proposed the update of the indicators reflected in the AIM module.

6.2 The Secretariat stressed that the information included in the regional dashboard is that which is presented to the senior management of civil aviation in the NACC/DCA, so that if the indicators and data do not reflect the reality of the implementation of the ANS, it will be very difficult to obtain the support of the management in the projects and tasks of the NACC/WG and its working groups.

6.3 In view of the above, the Meeting adopted the following decision:

<table>
<tr><td colspan="3">DECISION
NACC/WG/10/18 UPDATE OF THE NACC REGIONAL DASHBOARD</td></tr>
<tr><td colspan="2">What:
That the NACC/WG:

a) examine the status of the update of the information reported in the NACC Dashboard; and
b) update States' Points of Contact (PoCs); and
c) critically analyse whether the current indicators are sufficient and relevant and propose new ones if considered relevant</td><td>Expected impact:
☒ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
Because the NACC Regional Dashboard is a strategic tool for the management of safety and air navigation and allows key indicators related to regulatory compliance and regional performance to be visualized in a comprehensive and dynamic way, facilitating informed decision-making</td></tr>
<tr><td>When: NACC/WG/11</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☐ States ☐ ICAO ☒ Other:</td><td colspan="2">NACC/WG Members</td></tr>
</table>

Support mechanisms for the implementation of air navigation

6.4 Under WP/26, the coordination mechanisms, TFs, reporting structures and interregional collaborations that support the NACC/WG were described. Such mechanisms ensure alignment with the ICAO GANP, CAR/SAM Regional Air Navigation Plan (RANP), and GREPECAS decisions, while strengthening accountability, communication, and efficiency in implementation. Tools such as State letters, dashboards, TFs (AIM TF, SAR TF, AMCB TF) and MCAAP initiatives provide traceability of commitments and strengthen capacity building in States. Despite challenges such as late responses and limited participation, the mechanisms allow for harmonized implementation and facilitate the monitoring of regional priorities. The Meeting called for greater engagement by States, better integration and more active use of ICAO support mechanisms to ensure the effectiveness of the NACC/WG. The Meeting adopted the following conclusion:

<table>
<tr><td colspan="3">CONCLUSION
NACC/WG/10/19 STRENGTHENING THE MECHANISMS SUPPORTING THE NACC/WG</td></tr>
<tr><td colspan="2">What:
That, for the strengthening and alignment of coordination mechanisms (TFs, dashboards, templates, MCAAP, iPacks) that enable NACC/WG deliverables:

a) States reaffirm their commitment to participate in and respond to ICAO/NACC/WG tools and processes
b) the ICAO NACC Regional Office strengthen alignment with GREPECAS priorities
c) the rapporteurs of the TFs provide semi-annual updates to ensure transparency and progress; and
d) States make active use of support mechanisms (iPacks, MCAAP, regional projects).</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
To ensure traceability, harmonized implementation and alignment with the GANP and GREPECAS priorities, facing the challenges of late responses and limited participation.</td></tr>
<tr><td>When: NACC/WG/11</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☐ States ☒ ICAO ☒ Other:</td><td colspan="2">States, NACC/WG Members</td></tr>
</table>

6.5 Under WP/27, the framework for planning and implementation of air navigation and aerodromes in the CAR/SAM Regions was described, highlighting the relevance of the GREPECAS and requesting support for the implementation of a mechanism to improve coordination between GREPECAS and NACC/WG.

6.6 GREPECAS is responsible for the development and maintenance of the (RANP) CAR/SAM and is responsible for the planning and implementation of air navigation systems in these regions. GREPECAS includes all States and Territories that provide air navigation services in the CAR/SAM Regions. States should ensure that their representatives designated as members of GREPECAS possess the necessary knowledge and experience for the provision of international air navigation systems and remain in their posts for a sufficient period to ensure the continuity of GREPECAS activities. The designated representative may be assisted by technical advisers during the meetings of the Group.

6.7 GREPECAS reports to the ICAO Council through the Air Navigation Commission (ANC), establishing a two-way communication mechanism for all activities carried out at ICAO in relation to the air navigation system for the CAR/SAM Regions. This is of utmost importance, as through this mechanism the ICAO decision-making process can receive accurate information on the status of the provision of air navigation and aerodrome services in the CAR/SAM Regions.

6.8 While planning and reporting to the ICAO Council are done through GREPECAS, implementation is carried out separately by each regional implementation group. For the SAM Region, implementation is coordinated by the South American Implementation Group (SAMIG) and for the CAR Region, by the NACC/WG. The NACC/WG, as the regional implementation arm in ANS and AGA, reports directly to GREPECAS. The alignment of the NACC/WG with GREPECAS is vital to ensure that ICAO's support for initiatives, program and project establishment, and resource planning respond to the priorities of the Region and the main challenges faced by all States.

Strategic Framework for Air Navigation Planning in the SAM Region

6.9 Through P/19, the meeting was informed about the RLA/06/901 project that provides support to the SAM/IG group representing the States of the SAM Region in the development of GREPECAS projects. This support contributes directly to the development of the CAR/SAM Regional Plan and provides technical assistance to regional implementation groups in ATM/CNS, aeronautical meteorology, aeronautical information management and aerodromes. The focus of the implementation is on improving the capacity, efficiency in air operations and resilience of the airport infrastructure, aligned with the regional strategic goals derived from the CAR/SAM RANP, therefore, it affects the harmonization of the activities of the two regions.

6.10 The strategic goals seek to ensure that airspace capacity in terminal areas and approaches is aligned with demand, to improve flight efficiency in relation to the optimal trajectories desired by users, and to maintain high levels of operational safety. In a second stage, additional goals related to the environment, predictability and resilience will be developed, in accordance with the 8th edition of the GANP. Initially, improvements in the airport field will be prioritized as part of the resilience strategy.

6.11 The implementation of the ASBU framework in the SAM Region is based on the operational drivers defined by the GANP. In specific cases, non-ASBU solutions are applied to close gaps or achieve concrete objectives. Each solution requires an appropriate information environment and a CNS technology platform, which in some cases are developed as part of the building blocks, aligned with ICAO's SARPs and Regional Plan requirements.

6.12 To ensure successful implementation, complementary initiatives have been identified that strengthen the basic elements and enable performance objectives to be achieved. The measurement of progress by States must be supported by both qualitative and quantitative metrics, which facilitates a better allocation of resources and attention to specific needs. The GANP key performance indicators are being developed in the CAR and SAM Regions and are already being used by several States as part of Volume III of the Regional Plan and to meet airport performance requirements.

Agenda Item 7: NACC/WG Administrative Updates

7.1 The Secretariat mentioned the importance of having the updated ToRs, Programme of Work and Membership of the NACC/WG, highlighting the NACC/WG website and the convenience of all its members in using that platform from a common and up-to-date source of information. For example, the Chairperson's role in presenting NACC/WG's breakthrough and important achievements to NACC/DCA meetings should be included in the NACC/WG ToRs, as well as other relevant roles and functions.

7.2 The Meeting recognized the need to update the NACC/WG ToRs, as well as to ensure that the website has all the ToRs and work plans of each Task Force. The meeting therefore adopted the following decision:

<table>
<tr><td colspan="3">DECISION
NACC/WG/10/20 UPDATE OF THE ToRs, WORK PROGRAMME, AND PLANS AND OTHER INFORMATION OF THE NACC/WG</td></tr>
<tr><td colspan="2">What:
The Task Forces should update their ToRs and, accordingly, update the information relating to the NACC/WG (visionary plans and programs, as well as its website).</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
Ensure efficiency and up-to-date NACC/WG implementation information for benefit and timely and valid information to support air navigation implementation</td></tr>
<tr><td>When: NACC/WG/11</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☒ ICAO ☐ Other:</td><td colspan="2">NACC/WG Members</td></tr>
</table>

Agenda Item 8: Other business

State Action Plans for the reduction of CO_2 emissions from international civil aviation Strategic Assistance Programme (SAP)

8.1 Under WP/28, the Secretariat presented the status of implementation of the SAPs, and their alignment with the Long-Term Aspirational Objective (LTAG). The importance of operational mitigation measures and the need for their quantification and submission to ICAO as part of National Plans were emphasized. Likewise, the Meeting was informed about ICAO Doc 9988 Fourth Edition (2024), the ongoing work of the CAEP on the LTAG Monitoring and Reporting Methodology (MRL), and the project formulated by the Secretariat for the development and updating of quantified SAPs. Finally, the NACC/WG was urged to liaise with SAP Focal Points to manage the inclusion of operational measures in the development or updating of their plans.

Artificial Intelligence in Aviation

8.2 The Panel **"The Application of Artificial Intelligence to ATM Operations"** was attended by representatives of the industry:

- ICAO Moderator: Ms. Mayda Avila
- THALES: Mr. Edgar Gonzales Cruz
- INDRA: Mr. Francisco Manuel Fernández-Castillo Garcés
- VAISALA: Mr. Leonardo Garcia Puebla
- FREQUENTIS: Mr. Javier Casas-Reyes
- TELNORM: Mr. Ricardo Aguilar

8.3 The Panel was aimed at exploring and discussing how AI can be applied to optimize, modernize and ensure safety on ATM, including use cases, regulatory challenges, benefits and future prospects.

8.4 During the panellists' presentations, topics such as AI applications in ATM (air traffic demand forecasting, route optimization and arrival sequencing, predictive maintenance of CNS infrastructure, human resource management and operational shifts), safety and reliability aspects, regulatory and interoperability challenges, integration with existing systems (A-CDM, SWIM, etc.), success stories and lessons learned, future perspective and emerging trends.

8.5 During the panel discussions, the following ideas emerged:

- the implementation and use of AI is an undeniable fact today.
- the need to always verify the data, information and results provided by the AI and contrast it as far as possible with what is expected/observed, obtained from the traditional procedure, in order to detect any error in the algorithm or the procedure of the AI used.
- the preparation of personnel in the use of AI is a primary factor from a social, operational and cybersecurity point of view.
- the gigantic level of computational, analysis and problem-solving capacity that AI possesses is impossible for a human being to replicate.
- it is a tool for decision-making, but in the end the decision is made by a human.
- AI is mainly based on pattern recognition algorithm, so it is essential to obtain a good result that trains those patterns, the quantity and quality of information and the use of forms of trial and error to guarantee a truly usable result.

8.6 Finally, during the panel and the questions asked by the meeting, various examples of current use of AI in aviation technologies at all levels were seen, from aviation security, runway incursion detection, air traffic calculations and prediction, routing optimization, predictive analysis of possible equipment errors, errors or decreased capacity of personnel to perform their operational functions, among many other examples. It is a tool that is here to stay, and the aeronautical community has to broaden its horizons and promote its use, always guaranteeing operational safety, cybersecurity and quality during its use.

8.7 COCESNA presented WP/34 with an analysis of the opportunities and benefits of AI in civil aviation, highlighting its positive impact on operations management, analysing current practices in the use of AI in aviation and highlighting key aspects for its improvement and future implementation.

8.8 COCESNA has taken a significant step towards modernization and efficiency by initiating the implementation of AI in its operations, including the development of a regulatory framework that regulates AI management at the corporate level. The creation of this regulatory framework is essential to ensure that AI is used ethically and effectively, aligning with international standards and best practices in the industry. An important component in the implementation of AI at COCESNA will focus on automation systems in ATM with the purpose of optimizing flight routes, predictions based on weather data and traffic patterns, as well as virtual assistants for air traffic control support. The Note recommended regulating the implementation of AI in international civil aviation considering the following key elements:

a) define a regulatory framework that regulates the use of AI, providing clear guidelines and standards that ensure the ethical and effective implementation of AI.
b) respect the process of maturation of technologies to ensure the success of AI.
c) strengthen the competencies of personnel for the proper implementation and use of AI in process management. Continuous training and the development of specific skills in AI allow staff to understand and make the most of emerging technologies.
d) ensure the management of AI under an adequate regulatory framework that guarantees its safe and effective implementation in international civil aviation. This must include compliance with cybersecurity and information security regulations, thus protecting critical systems and data against potential threats and vulnerabilities.
e) establish data governance mechanisms and ethical frameworks that ensure the quality, integrity and confidentiality of the information processed, in line with international best practices and ICAO principles.

ICAO Monitoring Panel

8.10 Under IP/05, United States, on behalf of the SURV/TF reported on the work of the ICAO Monitoring Panel on updating key standards and guidance to strengthen the safety and efficiency of air navigation. Highlights include the development of the Required Surveillance Manual (RSUR), which is in the process of being coordinated for publication, and the preparation of changes to the SARPS of Annex 10 Vols. III and IV, which will enter into force in 2026.

8.11 Updates included: ADS-B 1090 MHz Version 3 compliant transponder requirements, interference tolerance criteria, efficient use of 1090 MHz Radio Frequency (RF), and new provisions on secondary surveillance radar (SSR-II) and Surveillance identifier (SI). These changes will be consolidated in Doc 9871 and other technical documents. The next meetings of the ICAO Monitoring Panel will be in Nairobi (November 2025) and Montreal (March-April 2026) will be key to finalizing and approving this work

International Symposium on In-Flight Inspection (IFIS)

8.12 With P/06, COCESNA reported that the International Symposium on In-Flight Inspection (IFIS) is a biennial global technical event, which in its IFIS 2026 edition will be held in San Salvador, El Salvador, from 4 to 8 May. The symposium is overseen by the ICASC (International Committee for Airspace Calibration and Standards) and is supported by ICAO. Its main objective is to bring together experts for the exchange of technical, regulatory and commercial information, as well as to update on regulations and technologies in the sector. Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua will actively participate. NACC/WG members were invited to attend the symposium, as well as to submit proposals for topics of interest for inclusion in the conference program. The topics to be discussed are highly relevant and cutting-edge, real cases, trends and the latest innovations will be discussed:

- Exchange of technical, regulatory and commercial information.
- Updating of regulations and technologies applied to in-flight inspection.
- Analysis of real cases and trends, with spaces for questions and debates.
- Required navigation performance authorization required (RNP-AR) validation and procedures.
- Cutting-edge topics such as the use of drones (unmanned aerial vehicle/UAVs), the impact of electromagnetic interference and state-of-the-art technology in on-board equipment.

Impact of space operations on the CAR Region

8.13 The Meeting discussed the impact of space operations on the airspace of the CAR Region. The number of space operations in the northern part of the CAR Region has increased and is expected to continue to grow, with the introduction of new and more advanced vehicles, affecting the normal flow of traffic in the CAR and SAM Regions.

8.14 Given the importance of this topic, the consensus among the participants was to coordinate with the SAM Region on the development of standardized procedures for use during space operations. Based on the discussions and comments, the following Draft Conclusion was approved:

<table>
<tr><td colspan="3">CONCLUSION
NACC/WG/10/21 SUPPORT FOR THE COORDINATION OF SPACE OPERATIONS</td></tr>
<tr><td colspan="2">What:
That, with the aim of developing a set of contingency procedures/terminologies that provide clear guidance to both air navigation service providers and aircraft operators during space operations, the AMCB/TF establish an Ad hoc Group for the development of standardized procedures for use during space operations, which will coordinate with the South American Implementation Group the harmonization of these procedures.</td><td>Expected impact:
☐ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
To support an effective and coordinated response in response to space operations</td></tr>
<tr><td>When: NACC/WG/11</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☐ States ☐ ICAO ☐ Other:</td><td colspan="2">AMCB/TF</td></tr>
</table>

New CANSO- Complete Air Traffic System Global Council (*CATS) CONOPS*

8.15 Under P/12, CANSO on behalf of the CATS presented the proposed global roadmap for the future skies, highlighting the CATS CONOPS as their shared blueprint for a bold, system-level transformation – a new way of thinking about how we manage the skies in the coming decades. The Meeting took note of this vision and agreed that this transformation coincides and is in line with the strategic planning of aviation, the global plans and highlights the vision of a global system, inclusive and evolutionary to the future needs of traffic growth, the incorporation of new technologies and the fulfilment of the visionary goals of aviation.

Importance of promoting work and importance of the NACC/WG among States

8.16 The NACC/WG stresses to the Directors of Air Navigation the importance of actively supporting the activities of the Task Forces, not only through their institutional commitment, but also through the allocation of the financial and human resources necessary for the development of the regional work plan.

8.17 The strengthening of these groups ensures the effective implementation of key projects in the areas of safety, air navigation capacity and efficiency, contributing directly to the optimization of airspace, interoperability between States and environmental sustainability. The impact of this coordinated effort is reflected in a region that is more integrated, resilient and prepared to respond to current and future air transport challenges.

8.18 The NACC/WG also stresses the need for Air Navigation Directors to assign technical and specialized personnel to the different Task Forces, thus ensuring continuity, quality and timeliness in the fulfilment of the objectives set.

8.19 The direct participation of State experts not only enriches analysis and decision-making but also ensures that national realities and priorities are duly reflected in regional initiatives. This commitment of human resources strengthens cooperation, accelerates the implementation of projects and generates tangible benefits for the efficiency, safety and sustainability of air navigation throughout the region.

8.20 The NACC/WG also requests ICAO to provide the necessary space on the agenda within the framework of the meetings of Directors-General of Civil Aviation to ensure that the technical issues of air navigation and the progress of the NACC/WG itself are presented and discussed in a broad and strategic manner. This will allow Directors-General to gain first-hand knowledge of progress, challenges and needs, facilitating informed decision-making and ensuring the proper prioritization of resources and institutional policy support for regional initiatives. The Meeting adopted the following Draft Conclusion:

<table>
<tr><td colspan="2">CONCLUSION
NACC/WG/10/22 SUPPORT TO THE ACTIVITIES OF THE NACC/WG BY THE DIRECTORS OF CIVIL AVIATION.</td></tr>
<tr><td>What:
That the Directors General and Air Navigation of the NAM/CAR States actively support the activities of the NACC/WG Task Forces by providing financial and human resources, ensuring support for the effective development of the regional work plan. This support will strengthen the implementation of key projects in the areas of operational safety, capacity, efficiency, and sustainability, generating a positive impact on the optimization of airspace, interoperability, and resilience in the Region.

a) The Directors General of the civil aviation authorities (CAAs) of the NACC Region assign technical and specialized personnel to the various Task Forces, ensuring the continuity and quality of the work.
b) The NACC/WG ensure that its priorities and regional initiatives are adequately presented during NACC/DCA meetings.
c) the NACC/DCA Secretariat include in the agenda of its meeting the necessary space for air navigation issues and NACC/WG progress to be discussed broadly and strategically, promoting timely and well-informed decisions.</td><td>Expected impact:
☐ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="2">Why:
To support an effective and coordinated response in response to space operations</td></tr>
<tr><td>When: NACC/DCA/14</td><td>Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☒ ICAO ☐ Other:</td><td></td></tr>
</table>

Recognitions:

8.21 Under State Letter Ref. NACC117274CNS-, the work of Ms. Midori Tanino, former Rapporteur of the NACC Region ASBU Task Force and recently retired from United States, was recognized.

8.22 Her outstanding dedication and service for more than ten years was highlighted, during which her leadership and technical knowledge were instrumental in guiding the implementation of the ASBU framework in the Region, aligning regional priorities with the GANP and improving the safety, efficiency and harmonization of air navigation services.

8.23 In this context, ICAO and the ASBU/TF recognized her valuable work in strengthening collaboration between ICAO, United States and the States of the region, building consensus and leaving a lasting legacy in the modernization of aviation.

Next Meeting NACC/WG - NACC/WG/11

8.24 COCESNA informed the Meeting that the next edition of NACC/WG/11 will be held under the auspices of Guatemala and COCESNA, in Guatemala City, Guatemala, from 21 to 25 September 2026.

Importance of in-person NACC/WG meetings

8.25 Finally, the Meeting recognized the importance of holding NACC/WG meetings in person, as it provided an opportunity to address air navigation issues directly and in addition to the NACC/WG plenary, such as the following:

a) communications Topics A-T of PIARCO supported by COCESNA and Mexico:
Common echo problems in A-T communications due to different means of ATS voice transmission were shared and discussed. Possible solutions were identified to support Trinidad and Tobago in its problems and assistance actions were agreed between States based on these good practices and procedures applied
b) concept and operational criteria for ADS-B throughout the CAR Region:
Curaçao, as well as other States in the process of operationally implementing ADS-B, exchanged ideas and concepts on how the service is operationally established, recognizing common and mandatory factors to be implemented for the successful involvement of users
c) ADS-C and CPDLC implementation in CAR airspaces:
Initial talks of experiences and level of infrastructure implemented for the ADS-C and CPDLC service, as well as the challenges encountered for its implementation.

— — — — — —— —— ——