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

FOLLOW-UP TO THE CONCLUSIONS AND DECISIONS OF THE NACC/WG, NACC/DCA AND GREPECAS MEETINGS

(Presented by the Secretariat)

EXECUTIVE SUMMARY

The NACC/WG/9, NACC/WG/RAP/03, GREPECAS/22, and NACC/DCA/13 meetings consolidated a common framework for strengthening air navigation in the NAM/CAR and CAR/SAM regions, with advances in operational safety, airspace efficiency, sustainability, and regional cooperation. NACC/WG/9 promoted improvements in reduced vertical separation minimum (RVSM), Air Navigation Services (ANS) performance metrics, digitisation with ICAO Weather Information Exchange Model (IWXXM), and an optimised airspace plan for 2025–2030. NACC/WG/RAP/03 focuses on the need to converge on integrated planning for all task forces. GREPECAS/22 approved the development of Volume III of the RANP, projects such as NEOSPACE-1, harmonisation of ATM contingencies, environmental strategies and ad hoc groups for operational safety and KPIs. For its part, NACC/DCA/13 reinforced cybersecurity, the Safety Fund (SAFE), formalised search and rescue (SAR) responsibilities, promoted the Long-term aspirational goal (LTAG), Sustainable Aviation Fuels/Lower Carbon Aviation Fuels (SAF/LCAF) and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA), in addition to treaty ratifications, strengthening of Regional Safety Oversight Organization (RSOOs), adoption of the CAMP and creation of a regional Advanced air mobility/ AAM/UAM group.

Five common priorities emerge from the comparative analysis: operational safety and oversight (RVSM, RSOO, SAFE); airspace optimisation and efficiency (FRA, ATFM, PBN); environmental sustainability (LTAG, SAF, CORSA); technological innovation (digitalisation, KPI, AAM/UAM, cybersecurity); and institutional strengthening and regional cooperation. These priorities ensure consistency between the technical, strategic and political levels and chart the path towards safer, more resilient, sustainable and modern aviation, with interregional cooperation as a fundamental pillar.

Action:	Suggested actions are presented in Section 3 of this Working Paper
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety • Air Navigation Capacity and Efficiency • Economic Development of Air Transport • Environmental Protection
<i>References:</i>	<ul style="list-style-type: none"> • Ninth Meeting of the Working Group of North America, Central America and the Caribbean (NACC/WG/9), Mexico City, Mexico, 30 September to 4 October 2024. • Third Meeting of Rapporteurs of the Working Group for North America, Central America, and the Caribbean (NACC/WG/RAP/03), Mexico, 24–27 March 2025 • Twenty-second Meeting of the Regional Planning and Implementation Group for the Caribbean and South America (GREPECAS/22), November 2024, Lima, Peru. • Thirteenth Meeting of Directors of Civil Aviation of North America, Central America and the Caribbean (NACC/DCA/13) Santo Domingo, Dominican Republic, 5 to 8 August 2025.

1. Introduction

1.1 The Ninth Meeting of the NACC/WG agreed on a set of key conclusions and decisions that reinforce the safety, efficiency and modernisation of air navigation services in the NAM/CAR Regions.

1.2 In terms of Conclusions, a plan was approved to improve operational safety in the Caribbean RVSM airspace, strengthen the measurement of air navigation services performance, and support the implementation of metrics aligned with the GANP. In addition, actions were adopted to implement OPMET data exchange under the IWXXM model, an action plan for the FFI-CE module of the ASBU, and projects and activities from the CAR Region were integrated into GREPECAS.

1.3 With regard to decisions, the Group endorsed the 2025-2030 Optimised Airspace Concept Paper, defined MET/TF priorities for 2025, and followed up on the status of implementation of communications, navigation, surveillance and frequencies in the CAR Region. It was also decided to establish a more flexible work agenda for the NACC/WG multidisciplinary group and to update the structure of the Working Group itself, thus ensuring greater responsiveness to regional challenges.

1.4 In summary, the agreements adopted consolidate the path towards safer, more modern and efficient aviation in the region, with a comprehensive focus on strategic planning, technological innovation and interregional cooperation.

1.5 The Twenty-Second Meeting of GREPECAS adopted a set of conclusions and decisions that mark a firm step towards the modernisation and strengthening of air navigation services in the CAR/SAM regions.

1.6 In terms of conclusions, strategic actions were agreed upon, ranging from the development of Volume III of the RANP CAR/SAM, support for the design of instrument flight procedures and the conduct of SAR exercises, to the harmonisation of the ATM contingency framework and the creation of regional documents for innovative projects such as NEOSPACE-1. Initiatives for the evaluation of new airspace concepts, specialised workshops on digital analysis, and the dissemination of severe weather risks were highlighted, as well as the periodic verification of basic service blocks (BBBs). Strategies were also approved for the environment, operational safety in RVSM airspace, and TCAS/RA event mitigation, in addition to follow-up actions on the recommendations of AN-Con/14 and addressing global challenges.

1.7 The Decisions focused on strengthening GREPECAS organisationally and methodologically. These included the creation of an Ad Hoc Group for operational safety coordination with PA-RAST/MAC and GTE, the establishment of a Regional Tropical Cyclone Advisory Centre (TCAC), and the review and update of the Work Programme and its procedures and guidance manuals. A key step towards performance-based management was also taken with the creation of an Ad Hoc Group to develop key performance indicators (KPIs) for the GANP.

1.8 In summary, these conclusions and decisions consolidate the roadmap for safer, more resilient regional aviation that is aligned with the GANP, strengthening cooperation between States, international organisations and industry.

1.9 The 13th Meeting of Civil Aviation Directors of the NACC Region adopted strategic conclusions and decisions that reinforce operational safety, environmental sustainability, technological innovation and governance in regional aviation.

1.10 In terms of conclusions, the States agreed to strengthen cybersecurity in aviation, with risk assessments and international cooperation; to support the ICAO SAFE Fund to promote operational safety through voluntary contributions; and to formalise SAR responsibilities in the CAR Region, optimising the use of the GADSS system. Commitments to sustainable aviation were also approved, with concrete measures to implement the LTAG and SAF/LCAF fuels, together with a reinforcement of CORSIA and its financial integrity, avoiding its use as a source of external revenue. Finally, the ratification of international aviation law treaties, including the Montreal, Beijing and Chicago Protocols, was promoted as a basis for strengthening the global legal framework.

1.11 With regard to decisions, the Directors endorsed the use of ICAO's capacity development portfolio (CDI), promoting donor support; it was agreed to strengthen regional safety oversight organisations (RSOOs); and to create a Regional Group for Advanced and Urban Air Mobility (AAM/UAM). Furthermore, CAMP was adopted as a comprehensive national planning tool, aligned with ICAO's Strategic Plan 2026–2050. Finally, it was decided to develop activities to improve human resource retention in aviation, including surveys, gap analyses and workshops coordinated with the United Arab Emirates.

1.12 In summary, the conclusions and decisions of NACC/DCA/13 consolidate the vision of safer, more resilient, sustainable and modern aviation, strengthening regional cooperation and the preparedness of States for the strategic challenges of 2026–2050.

2. Analysis

2.1 Comparing the conclusions and decisions of the meetings affecting the NACC/WG, the following priorities can be identified:

Operational safety and oversight

- NACC/WG/9: Improve the operational safety of RVSM CAR space and monitor ANS performance metrics.
- GREPECAS/22: Conclusion C/16 on operational safety in RVSM and D/1 on PARAST/GTE coordination.
- NACC/DCA/13: Decision 04 on strengthening RSOO/RSOOS and Conclusion 03 on the SAFE Fund.

2.2 There is a clear common priority to strengthen regional oversight of operational safety, especially in RVSM airspace, and to ensure funding and support mechanisms (SAFE).

Airspace optimisation and ANS efficiency

- NACC/WG/9: Concept paper on optimised airspace 2025–2030 and monitoring of CNS/ATM implementation status.
- GREPECAS/22: C/7 on the evaluation of new airspace concepts and C/8 on digital airspace analysis (DASA).
- NACC/DCA/13: Discussions on airspace optimisation, ATFM and Free Route Airspace (FRA); environmental and operational benefits were highlighted.

2.3 They agree to prioritise airspace optimisation with FRA, ATFM and digital analysis, seeking efficiency, fuel savings and CO₂ reduction.

Sustainability and the environment in aviation

- NACC/WG/9: Inclusion of environmental projects and activities in GREPECAS.
- GREPECAS/22: C/12 on environmental strategy and D/11 on tropical cyclone centre.
- NACC/DCA/13: Conclusion 07 (Pathway to sustainable aviation), Conclusion 08 (CORSIA and climate finance).

2.4 The three forums prioritise sustainable aviation: emissions reduction, LTAG implementation and support for CORSIA. There is a convergent vision of integrating the environment into ANS planning.

Technological modernization and new services

- NACC/WG/9: IWXXM OPMET implementation, performance metrics and GREPECAS projects.
- GREPECAS/22: NEOSPACE-1 (harmonized documents), KPI Ad-hoc Group.
- NACC/DCA/13: Decision 05 creation of the AAM/UAM Regional Group, adoption of the CAMP for comprehensive planning.

2.5 There is alignment in promoting technological modernisation, through digitalisation of information, new airspace concepts and exploration of new forms of air mobility (AAM/UAM) and the integration of cybersecurity analysis into SLA services.

Regional cooperation and institutional strengthening

- NACC/WG/9: More versatile agenda and WG structure update.
- GREPECAS/22: Decisions on updating manuals, coordination and joint projects.
- NACC/DCA/13: Treaty ratification, strengthening RSOO/RSOOS, retaining human talent.

2.6 It is recognised as a priority that the success of ANS modernisation depends on regional cooperation: up-to-date structures, harmonised legal frameworks and institutional strengthening.

2.7 Common priorities identified

1. Operational safety and supervision in RVSM and RSOO.
2. Airspace optimization and efficiency (FRA, ATFM, PBN).
3. Environmental sustainability (LTAG, SAF, CORSIA).
4. Technological innovation (digitalization, KPIs, AAM/UAM, cybersecurity).
5. Institutional strengthening and regional cooperation.

2.8 The three forums show a clear convergence in placing operational safety, airspace optimisation and environmental sustainability as priority pillars in air navigation, complemented by technological modernisation and regional institutional cooperation. This alignment ensures coherence between the technical (NACC/WG), regional strategic (GREPECAS) and political (NACC/DCA) levels.

2.9 In this regard, the meeting is invited to strengthen the discussion by identifying the priorities of the meeting, and to develop a work agenda that covers regional needs. Finally, integrate the activities that are required into the NACC/WG work agenda.

2.10 The **Appendix** shows a summary of the conclusions and decisions of the different forums and a comparative table between them. The conclusions and decisions are valid, and the Group is required to make decisions about each of them.

3. Suggested actions

3.1 Invited to the NACCWG10 Meeting to:

- a) Review the information provided in the study note.
- b) During the meeting to identify the priorities of the Group, especially the operational objectives.
- c) To update the status of the Group's conclusions and decisions.
- (d) any other relevant action.

APPENDIX

LIST OF CONCLUSIONS AND DECISIONS OF THE DIFFERENT FORUMS THAT IMPACT THE WORK OF THE NACC/WG

ANS Comparative Priority Chart

Priority	NACC/WG/9	GREPECAS/22	NACC/DCA/13
Operational safety and supervision	Conclusion 01: Improvement of RVSM CAR safety. Conclusion 02 and 03: ANS performance metrics.	Conclusion 16: RVSM CAR/SAM safety improvement. Decision 1: <i>Ad-hoc</i> 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: Concept Paper Optimized Airspace 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 are 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: Update of the structure of the NACC/WG.	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.

NACC/WG:

- Conclusions:
 1. NACC/WG/09/01 – Improvement of the objective level of operational safety of the RVSM airspace of the CAR Region.
 2. NACC/WG/09/02 – Improving the measurement of the performance of SLAs in the NAM/CAR Regions.
 3. NACC/WG/09/03 – Support for the implementation of performance-based metrics for the NAM/CAR Regions.
 4. NACC/WG/09/05 – Implementation of the OPMET exchange under IWXXM.
 5. NACC/WG/09/08 – Action Plan for the Implementation of the ASBU FFI-CE Module.
 6. NACC/WG/09/10 – Projects and activities of the CAR Region in GREPECAS.

- Decisions
 1. NACC/WG/09/04 – Approval of the Optimized Airspace Concept Paper for the CAR Region 2025-2030.
 2. NACC/WG/09/06 – Priorities of the Met/TF 2025 Work Programme.
 3. NACC/WG/09/07 – Status of implementation in communications, navigation, surveillance and frequencies of the CAR Region.
 4. NACC/WG/09/09 – Establish a more versatile work agenda for the NACC/WG Multidisciplinary Group.
 5. NACC/WG/09/11 – Update the structure of the NACC/WG

GREPECAS/22

- Conclusions:
 1. C/2 – Progress on the development of Volume III of the RANP CAR/SAM.
 2. C/3 – Support for the design of instrument flight procedures in the CAR/SAM Regions.
 3. C/4 – Support for search and rescue exercises.
 4. C/5 – Harmonization of the RAC/MAR regional reference framework for ATM contingency management.
 5. C/6 – Harmonized documents of the NEOSPACE-1 Project.
 6. C/7 – Evaluation process for new airspace concepts.
 7. C/8 – Digital Airspace Systems Analysis (DASA) Workshop in Brazil.
 8. C/9 – Dissemination of the impacts of severe weather events on the safety of air operations.
 9. C/10 – Regular verification of BBBs of MET, AIM, SAR, ATM and AGA services.
 10. C/12 – Environment Strategy in the NAM/CAR/SAM Regions.
 11. C/13 – Approval of amendments to the F3 RAC/SAM Project.
 12. C/16 – Improving safety in RVSM airspace of the RAC/SAM Regions.
 13. C/18 – Strategy for the reduction and mitigation of TCAS/RA events in CAR/SAM FIRs.
 14. C/20 – Actions related to recommendations 3.1/1, 3.1/4 and 3.2/2 of AN-Conf/14.
 15. C/21 – Global Challenges and Report of the GREPECAS Meetings.

- Decisions GREPECAS/22

1. D/1 – Ad-hoc Group to Assess the Coordination of Safety Matters PA-RAST/MAC–AWG.
2. D/11 – Regional Agreement for the Implementation of a Tropical Cyclone Warning Centre (TCAC).
3. D/14 – Review of the current GREPECAS work programme and projects.
4. D/15 – Approval of the update of the GREPECAS Procedures Manual.
5. D/17 – Update of the Guidance Manual for CARSAMMA accredited contact points.
6. D/19 – Creation of the Ad-hoc Group for the Development of KPIs (KPIs Ad-hoc Group – KAHG).

NACC/DCA/13

- Conclusions

1. NACC/DCA/13/01 – Strengthening National Capacities for Aviation Cybersecurity.
2. NACC/DCA/13/03 – Establishment of the ICAO SAFE Fund for Operational Safety.
3. NACC/DCA/13/06 – Support for the formalization of SAR responsibilities in the CAR Region.
4. NACC/DCA/13/07 – Pathway to sustainable aviation, in line with the LTAG and the SAF/LCAF Global Framework.
5. NACC/DCA/13/08 – CORSIA and climate finance, to strengthen the participation of States and safeguard the integrity of the scheme.
6. NACC/DCA/13/09 – Ratification of international treaties on aviation law, including the Montreal, Beijing and Chicago Protocols.

- Decisions NACC/DCA/13

1. NACC/DCA/13/02 – Capacity Development and Implementation Portfolio and Donor Appeal.
2. NACC/DCA/13/04 – Strengthening Regional Safety Oversight Organizations/AVSEC (RSOOS).
3. NACC/DCA/13/05 – Creation of the Regional Group for Advanced Air Mobility (AAM) and Urban Air Mobility (UAM).
4. NACC/DCA/13/09 – Use of CAMP as a comprehensive planning tool aligned with ICAO's Strategic Plan 2026–2050.
5. NACC/DCA/13/10 – Activities to improve human resource retention in aviation, including survey, gap analysis and regional workshop.