



ICAO

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

WORKING PAPER

NACC/WG/10 — WP/25
02/09/25

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

Agenda Item 6: Supporting mechanisms for NACC/WG

PRESENTATION OF THE PROGRESS IN THE IMPLEMENTATION OF ANS THROUGH THE NACC DASHBOARD

(Presented by Secretariat)

EXECUTIVE SUMMARY

This Working Paper presents the development, evolution, and use of the NACC regional Dashboard, highlighting its role as a strategic tool for monitoring operational safety and air navigation in the NAM/CAR regions. It describes the institutional background, the follow-up actions taken, and the efforts made to keep data and indicators up to date. Additionally, States are requested to review the available information, update their Points of Contact (PoCs), and actively participate in the continuous improvement of the system.

Action:	Suggested actions are included in Section 5
Strategic Objectives:	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
References:	<ul style="list-style-type: none">• Final Report GREPECAS/19• Final Report GREPECAS/21• GREPECAS/22 — IP/07• ICAO Portal iSTAR 4.0

1. Introduction

1.1 The NACC regional dashboard on the Integrated Safety Trend Analysis and Reporting System (iSTARS) 4.0 portal is a strategic tool for managing operational safety and air navigation. It provides a comprehensive and dynamic visualization of key indicators related to regulatory compliance and regional performance, facilitating informed decision-making.

1.1 In this context, data are not merely technical inputs but strategic resources that enable:

- Real-time **monitor performance**
- **Identify gaps and opportunities for improvement**
- **Adjust interventions** swiftly and effectively
- **Communication of the results** to stakeholders

2. Background

2.1 The dashboard was developed as part of an ICAO initiative for its results-based approach developed jointly by its regional offices NACC and SAM, with the aim of improving access to and use of aeronautical data tailored to the specific needs of each region.

2.2 Timeline and Follow-up of the iSTARS4.0 Regional Dashboard

1. Nineteenth Meeting of the CAR/SAM Regional Planning and Implementation Group GREPECAS/19 (2021): Conclusion 19/09 was issued, requesting States to support the development of the CAR/SAM dashboard, with implementation planned for GREPECAS/20. This conclusion also urged States to provide the necessary data for its development.
2. Programmes and Projects Review Committee (PPRC) (2021–2022): During virtual meetings of the PPRC, the progress of the system was reviewed, confirming its capability to generate dynamic charts and ad-hoc reports.
3. GREPECAS/21 (2023): Progress was evaluated and deadlines for related conclusions were extended, highlighting the need to improve interregional coordination.
4. GREPECAS/22 (2024): The Key Performance Indicator Ad-Hoc Group was activated to align GANP indicators with the regional dashboards.

3. Analysis

3.1 The NACC Regional Office dashboard on iSTARS4.0 (<https://istars.icao.int/Sites/PortalDashboard/NACC>) includes various modules that support analysis and decision-making in operational safety and air navigation. The main available modules are:

Modules	Last updated
Safety Management	July, 2025
Accidents	2024
Air Navigation Services	July, 2025
Safety	2024
Environment	March, 2025
GREPECAS	March, 2025
Aerodromes	March, 2025
Regional Aviation Safety Group – Pan America (RASG-PA)	2024

3.2 For Air Navigation, the following areas are detailed, and the appendix shows the current indicators reported to date for each area:



3.3 Over the past three years, efforts to implement the dashboard have been consolidated and actively promoted in forums such as the NACC/WG, GREPECAS meetings, and the NACC/DCA Directors General of Civil Aviation meetings. These forums have emphasized the importance of keeping data up to date and of having visual tools that support strategic decision-making.

3.4 In all these instances, the Secretariat has urged States and International Organizations to review the information available on the dashboard and to designate or update their Points of Contact (PoCs), who are responsible for managing access and data entry.

3.5 Dashboards must be a reliable and timely source of information for decision-making. Therefore, the current implementation status shown in the dashboards should reflect the current levels of implementation. The indicators of the dashboards must be representative of the most relevant implementation elements in order to be able to act and seek improvements on the part of the implementation group, as well as representative enough to show their level of implementation to take the corresponding actions.

3.6 Furthermore, the need to regularly review and properly select the registered indicators has been emphasized, as these define the analytical approach and the relevance of the reports. Outdated indicators can distort results and negatively impact decision-making. Therefore, it is recommended to periodically validate their relevance and alignment with regional objectives.

3.7 An example of this need was identified during the implementation of the AIM Tracking System, where it became evident that the current indicators in the Air Navigation Services dashboard do not adequately reflect the regional objectives. Like AIM, the other areas of air navigation should be subject to this review, asking us:

- a) Are the indicators strategically relevant to show the level of implementation, or do you have to create new indicators?
- b) Are data available to update indicators?
- c) Are the current dashboards updated – showing the current status for each state or unit of measurement?
- d) Are there improvements that we can make to make the dashboards more friendly, useful and practical for use by statuses, users, creating reports, etc.?

4. Conclusions

4.1 The evolution of the NACC regional dashboard represents a significant advance in the collaborative management of safety and the implementation of air navigation issues in the NAM/CAR regions. Supported by bodies such as GREPECAS, NACC/WG and NACC/DCA, it has fostered a culture of data-based analysis, where constant updating and the correct selection of indicators are essential to ensure decisions aligned with regional strategic objectives.


4.2 The active participation of States, through the designation of PoCs and commitment to data quality, is essential to maintain the relevance and effectiveness of this tool. In short, the dashboard is not only a technological solution, but also a reflection of the regional commitment to continuous improvement, transparency and safety in aviation.

5. Suggested actions

5.1 The Meeting is invited to:

- a) Examine the status of the implementation and updating of the information reported in the NACC Dashboard;
- b) Analyse whether the current indicators are sufficient and relevant and propose new ones if appropriate.
- c) Analyse whether current indicators are sufficient and relevant, and propose new ones if appropriate

APPENDIX



ICAO NACC iSTARS^{4.0}
Meteorology (MET)


Data for: 2025 Q1

MET
CNS
AIM
ATM
SAR&CP
Glossary

component	ICAO meteorological information exchange model (IWXM)		MET (QMS) Quality Management System Certified		MET (QMS) Quality Management System Implemented	
	Progress	Change (p.p)	Progress	Change (p.p)	Progress	Change (p.p)
Antigua and Barbuda	● 0%	0.00	● 0%	0.00	● 50%	50.00
Bahamas	● 0%	0.00	● 0%	0.00	● 50%	50.00
Barbados	● 0%	0.00	● 0%	0.00	● 50%	50.00
Belize	● 50%	50.00	● 0%	0.00	● 50%	-50.00
Canada	● 0%	0.00	● 0%	0.00	● 50%	50.00
Costa Rica	● 50%	50.00	● 0%	0.00	● 50%	50.00
Cuba	● 100%	0.00	● 100%	0.00	● 100%	0.00
Dominica	● 0%	0.00	● 0%	0.00	● 50%	50.00
Dominican Republic	● 0%	0.00	● 0%	0.00	● 50%	-50.00
El Salvador	● 50%	50.00	● 100%	100.00	● 100%	0.00
Grenada	● 0%	0.00	● 0%	0.00	● 50%	50.00
Guatemala	● 50%	50.00	● 0%	0.00	● 0%	0.00
Haiti	● 0%	0.00	● 0%	0.00	● 0%	0.00
Honduras	● 50%	50.00	● 0%	0.00	● 0%	0.00
Jamaica	● 0%	0.00	● 100%	100.00	● 100%	0.00
Mexico	● 0%	0.00	● 0%	-100.00	● 50%	-50.00
Nicaragua	● 50%	50.00	● 0%	-100.00	● 50%	-50.00
Saint Kitts and Nevis	● 0%	0.00	● 0%	0.00	● 50%	50.00
Saint Lucia	● 0%	0.00	● 0%	0.00	● 50%	50.00
Saint Vincent and the Grenadines	● 0%	0.00	● 0%	0.00	● 50%	50.00
Trinidad and Tobago	● 0%	0.00	● 100%	100.00	● 100%	0.00
United States of America	● 100%	0.00	● 100%	100.00	● 100%	0.00
NACC Region	23%	13.64	23%	9.09	55%	13.64

Not Implemented	=0%	●
In Progress	0%-100%	●
Implemented	=100%	●


ICAO NACC iSTARS^{4.0} Communication, Navigation, And Surveillance (CNS) 

Data for: 2024 Q2

MET **CNS** AIM ATM SARB/CP Glossary

AIDC and AMHS Status

Components State Name	AIDC						AMHS					
	Planned	Change Planned	Implemented	Change Implemented	Progress	Change Progress	Planned	Change Planned	Implemented	Change Implemented	Progress	Change Progress
Antigua and Barbuda	1	0.00	0	0.00	0.00%	0.00	1	0.00	0	0.00	0.00%	0.00
Bahamas	1	0.00	0	0.00	0.00%	0.00	1	0.00	1	0.00	100.00%	0.00
Barbados	1	0.00	0	0.00	0.00%	0.00	1	0.00	1	0.00	100.00%	0.00
Belize	4	0.00	0	0.00	0.00%	0.00	1	0.00	1	0.00	100.00%	0.00
Canada	11	0.00	10	0.00	90.91%	0.00	1	0.00	1	0.00	100.00%	0.00
COCESNA	8	8.00	7	7.00	87.50%	1.00	1	1.00	1	1.00	100.00%	1.00
Costa Rica	3	0.00	0	0.00	0.00%	0.00						
Cuba	8	0.00	2	0.00	25.00%	0.00	1	0.00	1	0.00	100.00%	0.00
Dominica	1	0.00	0	0.00	0.00%	0.00	1	0.00	0	0.00	0.00%	0.00
Dominican Republic	3	0.00	1	0.00	33.33%	0.00	1	0.00	1	0.00	100.00%	0.00
El Salvador	4	0.00	1	0.00	25.00%	0.00						
Grenada	1	0.00	0	0.00	0.00%	0.00	1	0.00	0	0.00	0.00%	0.00
Guatemala	4	0.00	1	0.00	25.00%	0.00						
Haiti	4	0.00	0	0.00	0.00%	0.00	1	0.00	0	0.00	0.00%	0.00
Honduras	5	0.00	0	0.00	0.00%	0.00						
Jamaica	1	0.00	0	0.00	0.00%	0.00	1	0.00	1	0.00	100.00%	0.00
Mexico	3	0.00	1	0.00	33.33%	0.00	1	0.00	1	0.00	100.00%	0.00
Nicaragua	4	0.00	1	0.00	25.00%	0.00						
Saint Kitts and Nevis	1	0.00	0	0.00	0.00%	0.00	1	0.00	0	0.00	0.00%	0.00
Saint Lucia	1	0.00	0	0.00	0.00%	0.00	1	0.00	0	0.00	0.00%	0.00
Saint Vincent and the Grenadines	1	0.00	0	0.00	0.00%	0.00	1	0.00	0	0.00	0.00%	0.00
Trinidad and Tobago	5	0.00	0	0.00	0.00%	0.00	1	0.00	1	0.00	100.00%	0.00
United States	17	0.00	11	0.00	64.71%	0.00	1	0.00	1	0.00	100.00%	0.00
NACC Region	92	8.00	35	7.00	38.04%	1.00	18	1.00	11	1.00	61.1%	1.00


ICAO NACC iSTARS^{4.0}
Aeronautical Information Management (AIM)


Data for: 2025 Q2

MET

CNS

AIM

ATM

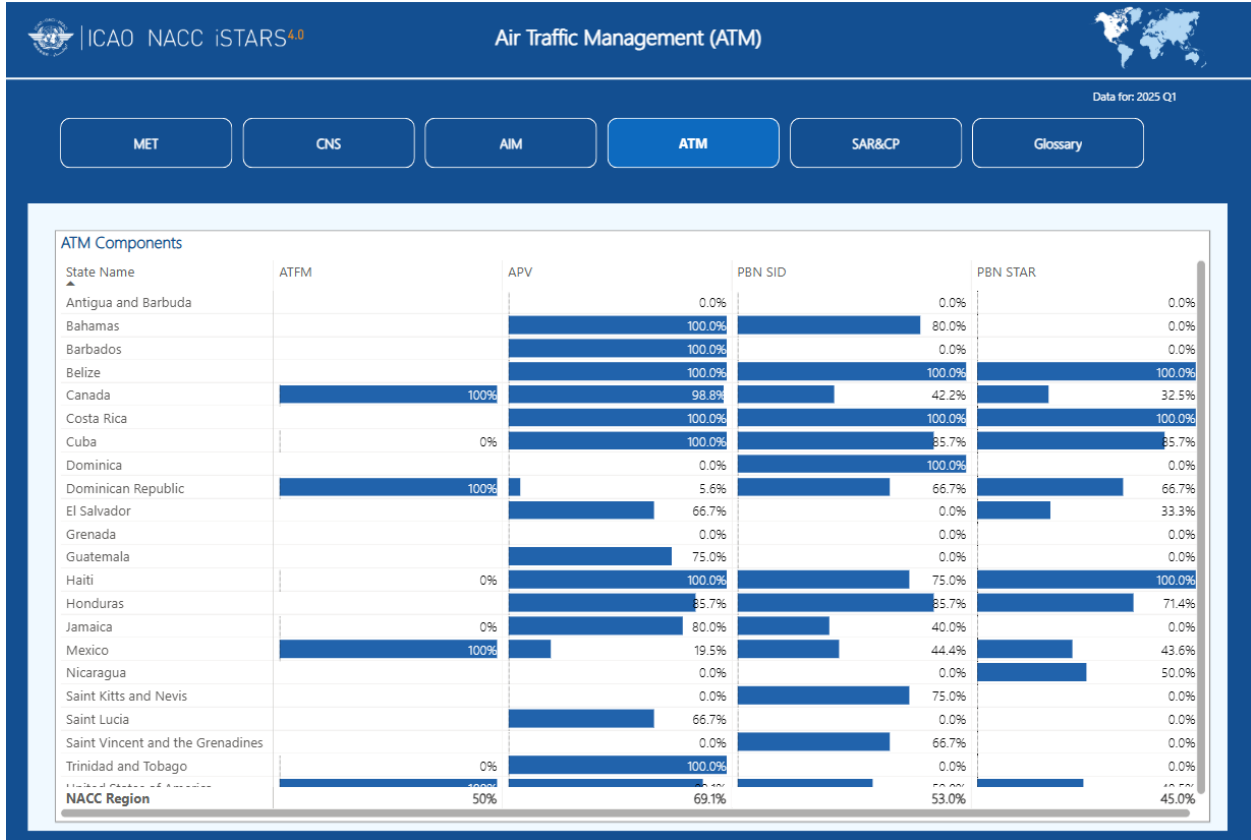
SAR&CP

Glossary

State Name	AIM QMS	eAIP Action Plan	eAIP Operational	eAIP Software	eTOD Area 1	eTOD Area 2	eTOD Area 2b 1.2%	eTOD Area 4	eTOD Limiting surface
Antigua and Barbuda	100%	100%	0%	100%	0%	100%	100%	100%	100%
Bahamas	25%	100%	75%	100%	50%	50%	50%	50%	100%
Barbados	75%	100%	75%	0%	25%	25%	25%	25%	100%
Belize	0%	100%	0%	100%	0%	0%	0%	0%	100%
Canada	100%	100%	100%	100%	100%	75%	75%	75%	100%
Costa Rica	100%	100%	100%	100%	80%	90%	90%	90%	100%
Cuba	100%	100%	100%	100%	100%	100%	100%	100%	100%
Dominica	100%	100%	100%	100%	0%	0%	0%	0%	0%
Dominican Republic	100%	100%	100%	100%	80%	80%	80%	80%	100%
El Salvador	75%	100%	100%	100%	75%	100%	100%	100%	100%
Grenada	100%	100%	100%	100%	0%	0%	0%	0%	0%
Guatemala	100%	100%	100%	100%	0%	0%	0%	0%	100%
Haiti	0%	0%	0%	0%	0%	0%	0%	0%	0%
Honduras	80%	100%	100%	100%	0%	0%	0%	0%	0%
Jamaica	50%	100%	75%	100%	100%	100%	100%	100%	100%
Mexico	100%	100%	100%	100%	75%	75%	75%	75%	100%
Nicaragua	100%	100%	100%	100%	50%	75%	75%	50%	100%
Saint Kitts and Nevis	100%	100%	100%	100%	0%	0%	0%	0%	100%
Saint Lucia	100%	100%	100%	100%	0%	0%	0%	0%	100%
Saint Vincent and the Grenadines	100%	100%	100%	100%	0%	0%	0%	0%	100%
Trinidad and Tobago	100%	100%	100%	100%	100%	100%	100%	100%	100%
United States of America	100%	100%	100%	100%	100%	100%	100%	100%	100%
NACC Region	82%	95%	83%	91%	55%	49%	49%	61%	82%

Legend

- Not Implemented = 0%
- In Progress = 0%-100%
- Implemented = 100%



ICAO NACC iSTARS^{4.0}

Search and Rescue And Contingency Planning (SAR&CP)

Date for: 2025 Q2

MET

CNS

AIM

ATM

SAR&CP

Glossary

Search and Rescue Implementation

State Name	No	Yes
Antigua and Barbuda	✗ No	
Bahamas		✓ Yes
Barbados	✗ No	
Belize		✓ Yes
Canada		✓ Yes
Costa Rica		✓ Yes
Cuba		✓ Yes
Dominica	✗ No	
Dominican Republic		✓ Yes
El Salvador		✓ Yes
Grenada	✗ No	
Guatemala		✓ Yes
Haiti	✗ No	
Honduras		✓ Yes
Jamaica		✓ Yes
Mexico		✓ Yes
Nicaragua		✓ Yes
Saint Kitts and Nevis	✗ No	
Saint Lucia	✗ No	
Saint Vincent and the Grenadines	✗ No	
Trinidad and Tobago	✗ No	
United States of America		✓ Yes

Search and Rescue Implementation

Status
● No
● Yes

Contingency Planning

State Name	No	Yes
Antigua and Barbuda		✓ Yes
Bahamas	✗ No	
Barbados	✗ No	
Belize		✓ Yes
Canada	✗ No	
Costa Rica		✓ Yes
Cuba		✓ Yes
Dominica	✗ No	
Dominican Republic		✓ Yes
El Salvador		✓ Yes
Grenada	✗ No	
Guatemala		✓ Yes
Haiti		✓ Yes
Honduras		✓ Yes
Jamaica		✓ Yes
Mexico		✓ Yes
Nicaragua		✓ Yes
Saint Kitts and Nevis	✗ No	
Saint Lucia		✓ Yes
Saint Vincent and the Grenadines	✗ No	
Trinidad and Tobago		✓ Yes
United States of America	✗ No	

Contingency Planning

Status
● No
● Yes

— END —