



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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Tulum, Quintana Roo, Mexico, from 8 to 12 September 2025

Agenda Item 6: Supporting mechanisms for NACC/WG

IMPORTANCE OF GREPECAS FOR THE NACC PLANNING AND SUPPORT FRAMEWORK

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This Working Paper describes the air navigation and aerodromes planning and implementation framework of the CAR/SAM Regions, highlighting the relevance of the CAR/SAM Planning and Implementation Regional Group (GREPECAS) and request support for the implementation of a mechanism to enhance coordination between the GREPECAS and NACC/WG.

Action:	Suggested actions are included in Section 5
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• GREPECAS Procedural Handbook• Terms of Reference for the North American, Central American and Caribbean Working Group (NACC/WG)

1. Introduction

1.1 The International Civil Aviation Organization (ICAO) is a specialized agency of the United Nations that coordinate the principles of international air navigation. ICAO was created by the signing of the Convention on International Civil Aviation on 7 December 1944.

1.2 All 193 signatory States to the Convention are invited to convene for Assembly sessions, every three years, where they adopt resolutions, agree on ICAO's budget, work programme, and priorities. The Assembly also elect 36 States to serve on the ICAO Council, a governing body responsible for Secretariat oversight, and for the decision making through ICAO on behalf of the Assembly.

1.3 The ICAO Council adopts Standards and Recommended Practices (SARPs) concerning all aspects of civil aviation, referenced by the principles of the Convention. The Air Navigation Commission (ANC) is the technical body within ICAO decision making process. The ANC is composed of 19 commissioners, appointed by the ICAO Council. Commissioners serve as independent experts, who although nominated by their States, do not serve as State or political representatives. SARPs are developed under the direction of the ANC through the formal process of ICAO Panels, supported by the ICAO Secretariat. Once approved by the ANC, SARPs are sent to the Council, for final adoption.

2. Planning and Implementation Regional Groups (PIRGs)

2.1 The regional planning process is the main driver of ICAO's planning and implementation work. It is here that the top-down approach, comprising global guidance and regional harmonization measures, converges with the bottom-up approach constituted by States and aircraft operators and their proposals for implementation options.

2.2 The development of regional plans for air navigation systems is undertaken by ICAO's PIRGs with the assistance of ICAO's Regional Offices. The six PIRGs are: Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG), Africa Indian Ocean Planning and Implementation Regional Group (APIRG), European Air Navigation Planning Group (EANPG), CAR/SAM Planning and Implementation Regional Group (GREPECAS), Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG), and North Atlantic Systems Planning Group (NATSPG).

2.3 The CAR/SAM Planning and Implementation Regional Group (GREPECAS) is responsible for the development and maintenance of the CAR/SAM Regional Air Navigation Plan (RANP) and provides for the planning and implementation of air navigation systems within these Regions. GREPECAS includes all ICAO Contracting States and Territories, which provide air navigation services in the CAR/SAM Regions. States should ensure that their designated representatives as members of GREPECAS have the knowledge and experience in the provision of international air navigation systems and are maintained for a sufficiently long period to maintain continuity in the activities of the GREPECAS. The designated representative may be assisted by technical advisors during the meetings of the Group.

2.4 GREPECAS reports to the ICAO Council through the ANC, establishing a two-way communication mechanism for all activities conducted within ICAO concerning the air navigation system for the CAR/SAM Regions. This is extremely importance, because through this mechanism the ICAO decision making process can receive accurate information regarding the status of the provision of air navigation and aerodrome services in the CAR/SAM Regions.

3. Discussion

3.1 The activities of GREPECAS are conducted through a programme and projects framework. The programmes will be coordinated by the Regional Officers, and the projects will be coordinated by experts from the States. The programmes cover the areas of air navigation, based on the GANP, ATM Operational Concept and in accordance with ICAO programmes under the Strategic Objectives.

3.2 The programme and projects must address the primary functions of the PIRG, mainly, the management and maintenance of the Air Navigation Plan (ANP), as well as ensuring that the implementation of Air Navigation Systems in the CAR/SAM Regions is consistent and compatible with developments in adjacent regions.

3.3 While the planning and reporting to the ICAO Council is conducted through GREPECAS, the implementation is conducted separately by each regional implementation group. For the SAM Region, the implementation is coordinated by the South American Implementation Group (SAMIG) and for the CAR Region the implementation is coordinated by is the North America, Central America, and Caribbean Working Group (NACC/WG). The NACC/WG as the regional implementation arm in ANS and AGA, reports directly to the GREPECAS. The alignment of the NACC/WG with the GREPECAS is vital to ensure the support for initiatives, the establishment of programmes and projects, and the planning for ICAO resources respond to the priorities of the Region and main challenges faced by all States.

3.4 By mandate of the Council, GREPECAS meets annually to carry out its planning, and monitoring functions. At these meetings, State representatives take decisions to ensure regional alignment of ANS and AGA implementation initiatives with ICAO's global objectives. These decisions must be addressed either through updating programmes and projects or through direct actions. As previously mentioned, the NACC/WG is the sole implementation arm for the CAR Region. If the NACC/WG does not integrate these programmes and projects, as well as individual actions, into its work programme, the decisions made by GREPECAS will simply not be addressed.

4. Conclusions

4.1 Despite the importance of GREPECAS as the bridge between ICAO's global initiatives and the Regional priorities set out in the RANP, a formal mechanism has not been established to integrate GREPECAS activities into the NACC/WG work programme and vice versa. This causes both groups, GREPECAS and NACC/WG, to continue generating work initiatives separately, developing a considerable workload that is not completed, and that may not be adequately supported by the ICAO Secretariat.

4.2 The Terms of Reference of the NACC/WG clearly establish that this group reports to GREPECAS. This is a fundamental element to be able to transmit to the decision-making bodies of ICAO the priorities and levels of implementation of the CAR Region. The project managers present their reports to GREPECAS annually, but there is no mechanism to ensure that these projects are fully integrated into the work programmes of the Task Forces that should address them.

4.3 Decisions of the GREPECAS are known to the NACC/WG, and key stakeholders of this Group, after they have been approved, sometimes causing immediate rejection and the unilateral decision to implement parallel initiatives to those already agreed by the same States they represent. This causes significant challenges to the Secretariat, the duplication of activities and limits the access to available resources. GREPECAS constitutes a mechanism that enables considerable resources that can be used by the NACC/WG structure. Improved coordination between both groups would help obtaining resources to support implementation that have already been approved by ICAO, taking as a reference the reports that GREPECAS makes to the ANC and the Council.

5. Suggested actions

5.1 The Meeting is invited to:

- a) take note of the information provided in this Working Paper and emphasize the importance of GREPECAS in the regional planning and implementation framework for air navigation and aerodrome services;
- b) agree on the development and implementation of a process to coordinate the NACC/WG and GREPECAS activities; and
- c) request any additional action deemed necessary.

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