



ICAO

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

# **Third Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group**

**(NACC/WG/RAP/03)**

**Draft Report**

Mexico City, Mexico, 24 to 27 March 2025

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## HISTORICAL

### ii.1 Place and Date of the Meeting

The Third Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group (NACC/WG/RAP/03) was held at the ICAO NACC Regional Office in Mexico City, Mexico, from 24 to 27 March 2025.

### ii.2 Opening Ceremony

Mr. Christopher Barks, Regional Director of the North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO) provided opening remarks, welcomed the participants and highlighted the importance of the meeting in achieving an update to the work plan of the NACC/WG, of the Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG), and all the NACC/WG Task Forces action Plans with a comprehensive integration of the current aviation projects in the CAR Region within the CAR/SAM Planning and Implementation Regional Group (GREPECAS) and the Regional Aviation Safety Group – Pan America (RASG-PA).

He also emphasized the pivotal role of the NACC/WG in ensuring seamless coordination across the NACC Member States, Territories, and international organizations, and in this regard, he asked the participants to assess progress, identify challenges, and explore innovative solutions that will further strengthen air transport within the NAM/CAR Regions. Likewise, he vowed that the meeting generates awareness and understanding on how the activities of the Task Forces contribute to the collective results of the NACC/WG with the work toward Basic Building Blocks (BBBs) deployment, Aviation System Block Upgrade (ASBU) operational improvements and the agreement on reporting and monitoring the maturity of ASBU's implementation in the region. He officially opened the meeting.

### ii.3 Officers of the Meeting

The NACC/WG/RAP/03 Meeting was held with the participation of the Chairperson, Mr. Julio César Mejía (Dominican Republic), who chaired the meeting deliberations. Mrs. Mayda Ávila, Regional Officer, Communications, Navigation and Surveillance of the ICAO NACC Regional Office served as a Secretary of the Meeting, assisted by Mr. Julio Siu, Deputy Regional Director of NACC, and other Regional Officers: Mr. Eddian Méndez, Mr. Josué González and Mr. Fernando Camargo.

### ii.4 Working Languages

The working languages of the Meeting were English and Spanish. The working papers, information papers and draft report 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 **9:00 to 16:00 hours** daily with adequate breaks.

## **ii.6            Agenda**

- Agenda Item 1:**            **Review and Approval of the Meeting Agenda, Work Modality and Schedule**
- Agenda Item 2:**            **Follow-up to Conclusions, Decisions and previous agreements the NACC/WG, CAR/SAM Planning and Implementation Regional Group (GREPECAS) and regional initiatives related to air navigation**
- Agenda Item 3:**            **Update NAM/CAR regional needs and NACC/WG objectives, its structure and the review and reporting mechanisms (Dashboard)**
- Agenda Item 4:**            **Review of GREPECAS CAR/SAM Projects, and coordinated NACC/WG planning with GREPECAS**
- Agenda Item 5:**            **Other business**

## **ii.7            Attendance**

The Meeting was attended by the Rapporteurs of several States/Territories from the NAM/CAR Regions, 1 International Organizations, totalling 31 delegates (22 presented and 9 virtually) as indicated in the list of participants.

## **ii.8            Draft Decisions**

The Meeting recorded its activities as Draft Decisions as follows:

### **DRAFT**

**CONCLUSIONS:**            Activities requiring endorsement by the NACCWG

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

ii. 9 List of Decisions

<b>Number</b>	<b>Title</b>	<b>Page</b>
NACC/WG/RAP/03/01	<b><i>CONSOLIDATION OF AIRSPACE OPTIMIZATION AND ATFM TASK FORCES INTO THE AIRSPACE MANAGEMENT AND CAPACITY BALANCING TASK FORCE (AMCB/TF)</i></b>	<b>2-8</b>
NACC/WG/RAP/03/02	<b><i>NACC/WG COORDINATING MECHANISM IN SUPPORT TO GREPECAS ACTIVITIES</i></b>	<b>3-5</b>
NACC/WG/RAP/03/03	<b><i>UPDATE THE MECHANISM TO WORK ON THE RESOLUTION OF REGIONAL DEFICIENCIES</i></b>	<b>3-10</b>

**ii.9 List of Working and Information Papers and Presentations**

***Refer to the Meeting web page:***

<https://www.icao.int/NACC/Pages/meetings-2025-naccwgmulti3.aspx>

<b>Number</b>	<b>Agenda Item</b>	<b>Working Papers Title</b>	<b>Date</b>	<b>Prepared and presented by</b>
WP/01	1	Provisional agenda and schedule	24/01/25	Secretariat
WP/02	2	Follow-up to Conclusions, Decisions and Previous Agreements of the NACC/WG/09	19/03/25	Secretariat
WP/03	2	Follow-up to Conclusions and Decisions of Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG)	24/02/25	Secretariat
WP/04	2	Follow-up to Conclusions and Decisions of GREPECAS Meetings	24/02/25	Secretariat
WP/05	2	Revised strategy for the Eastern Caribbean Civil Aviation Technical Group (ECAR/CATG)	18/03/25	ECAR/CATG Chairperson
WP/06	3	Work program AGA task force	21/03/25	Secretariat
WP/07	3	Work Plan and Priorities of The Aeronautical Information Management (AIM) Area	21/03/25	NACC/WG/AIM/TF Rapporteur
WP/08	3	ASBU Task Force Updates	1203/25	ASBU Task Force Rapporteur
WP/09	3	Airspace Optimization Task Force update	20/03/25	Airspace Optimization Task Force Rapporteur
WP/10	3	Air Traffic Flow Management (ATFM) Task Force Update	20/03/25	ATFM Task Force Rapporteur
WP/11	3	Progress report on ICAO activities to enhance the resilience of the regional air navigation system	18/03/25	Secretariat
WP/12	3	Caribbean Air Navigation Services Network (CANSNET)	19/03/25	COMM TF Rapporteur
WP/13	3	FREQ Task Force Work Program	20/03/25	FREQ/TF Rapporteur
WP/14	3	Surveillance Group Update Status Report and Work Plan	19/03/25	SURV Rapporteur
WP/15	3	Priorities for the Provision of Search and Rescue Services in the NAM/CAR Regions	18/03/25	Presented by SAR Task Force Rapporteur
WP/16	3	Work Program and Priorities of The Aeronautical Meteorology Area	24/03/25	MET/TF Rapporteur
WP/17	3	Consolidation of airspace optimization and ATFM task forces into the airspace management and capacity balancing task force (AMCB/TF)	20/03/25	Secretariat, Rapporteur, and Vice Rapporteur
WP/18	4	Mechanism for integrating GREPECAS Conclusions/Decisions and implementation activities into the NACC/WG Work Programme	18/03/25	Secretariat
WP/19	WP/19	ATM/ATFM/GREPECAS projects,	24/03/25	Secretariat

Number	Agenda Item	Working Papers Title	Date	Prepared and presented by
WP/20	4	GREPECAS Aerodrome Projects	21/03/25	Secretariat
WP/21	4	Work Program and Priorities of the Aeronautical Meteorology Area for GREPECAS	24/03/25	MET/TF Rapporteur
WP/22	4	Proposal for reporting GREPECAS Scrutiny Working Group (GTE) activities to NACC/WG	12/03/25	Secretariat
WP/23	3	NACC/WG/ECAR NTG and RD Task Forces Report / Follow-Up on Conclusions, Decisions and Action Plan of Previous Meeting E/CAR/NTG/13 - E/CAR/RD/11 Meetings	21/03/25	E/CAR/NTG Rapporteur
WP/24	5	OPMET Data Dissemination Transition from AFTN/AMHS to SWIM	24/02/25	COMM/TF Rapporteur
WP/25	3	Evolution of the Air Navigation Aids Project development under MCAAP,	21/03/25	Navigation System Coordinator
WP/26	3	Aeronautical Information Management (AIM) / Task Force (TF) Action Plan	21/03/25	NACC/WG/AIM/TF Rapporteur

Number	Agenda Item	Information Papers Title	Date	Prepared and presented by
IP/02	4	Implementation of CAR/SAM RANP Volume III and Conclusions of other activities	18/03/25	Secretariat

Number	Agenda Item Question	Presentations Title	Date	Prepared and presented by
P/01	1	Rapporteur Meeting Objectives	21/03/25	Secretariat
P/02	2	ICAO NACC - Objectives and Priorities 2025,	21/03/25	Secretariat
P/03	2	Discussion and Approval of Proposals of New Activities for 2025/2026,	21/03/25	Secretariat
P/04	3	Global Aeronautical Distress and Safety System GADSS	11/03/25	Secretariat
P/05		Air Traffic Flow Management (ATFM) Task Force	24/03/25	ATFM Task Force Rapporteur
P/06	3	Airspace Optimization Task Force (AOTF) Update	25/03/25	AOTF Rapporteur

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

1.1            Under **WP/01**, the Meeting agenda, work modality and schedule were approved.

1.2            Under presentation **P/01**, the Secretariat explained the objectives and expectations of the meeting:

NACC/WG Task Forces – Expectations

Task Forces are expected to:

- a) Review information from working papers.
- b) Align their activities with NACC/WG objectives and mandates.
- c) Provide feedback on implementation challenges.
- d) Coordinate their action plans with other Task Forces to avoid overlap.

Meeting Agenda Highlights

- 1. Approval of Agenda and Modality
  - Standard review of agenda, schedule, and meeting logistics.
- 2. Follow-up on GREPECAS Conclusions & Decisions
  - Participants will assess the status of pending actions, assign responsibilities, and update roles within Task Forces.
- 3. NAM/CAR Regional Needs & Dashboard Review
  - Each Task Force will present its action plan status.
  - Discussion of mechanisms to evaluate:
    - Basic Building Blocks (BBBs)
    - Air Navigation deficiencies
    - ASBU implementation and related KPIs
  - Objective: Define regional priorities and update ANS planning accordingly.

4. Review of GREPECAS Projects & Coordination

- Align NACC/WG work with GREPECAS and SAM/IG projects.
- Monitor CAR/SAM ANP Vol. III implementation.
- Establish structured reporting to GREPECAS.

5. Update of NACC/WG Work Programme (2025–2026)

- Workshop-style sessions to refine the plan, assign deliverables, and set timelines.

6. Other Business

- Open floor for additional discussions or proposals.

Integration Across Task Forces

The presentation emphasizes coordination across:

- Operational Areas (AO, ATFM, AGA)
- Technical Domains (COMM, NAV, SURV, FREQ, AIM, MET)
- ASBU Implementation Threads

Key Outcome Goals

- Define mechanisms for deficiency resolution.
- Align all task forces under shared ASBU and performance goals.
- Propose regional projects that support Air Navigation Services priorities.

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**Agenda Item 2                    Follow-up to Conclusions, Decisions and previous agreements the NACC/WG, CAR/SAM Planning and Implementation Regional Group (GREPECAS) and regional initiatives related to air navigation**

2.1                    **WP/02** reviews the conclusions and decisions from the NACC/WG/09 meeting and assigns responsibilities to NACC/WG members for incorporating them into their work plans.

Next Steps / Actions Required:

1.     Review and update the status of previous decisions and conclusions.
2.     Integrate recommendations into regional planning and GREPECAS projects.
3.     Clarify roles and responsibilities for each Task Force.

2.2                    Track implementation progress and establish a follow-up plan will be integrate under every Task force action plan.

2.3                    The Secretariat presented **WP/04** with the updated list of Conclusions and Decisions of the Caribbean and South America Regional Planning and Implementation Group (GREPECAS) and ensures ongoing or pending actions are addressed by the relevant stakeholders, including States, ICAO regional offices, task forces and industry. The document centered around air navigation capacity and efficiency, referencing updates from the GREPECAS/22 meeting. The Meeting took note of the information provided in this Working Paper and reviewed the challenges for successful completion of related Tasks.

2.4                    The meeting indicated that the States in the region have different needs and priorities, and that the conclusions and decisions—especially those of GREPECAS—do not align with these needs. In addition, the States have varying human and financial resources. In this regard, the conclusions and decisions, particularly from GREPECAS, do not necessary are aligned with the needs of the CAR Region for several reasons: the conclusions do not address their priorities, due to operational issues, or because of the lack of resources to implement them.

2.5                    The Meeting highlighted the need to bring the reality of the States to the table before committing them to the implementation of integrated actions included in the conclusions and decisions, which, for various reasons, cannot be completed by the CAR States.

2.6                    The Secretariat indicated that GREPECAS is official channel to communicate the progress of implementation of the region, and the meeting could be a group opportunity to integrate the different task force in the regional work.

2.7                    The Secretariat presented **WP/03** with the updated list of Conclusions and Decisions of the Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG) of the North American, Central American and Caribbean Working Group (NACC/WG). The Meeting took note of the information provided in this Working Paper and reviewed the challenges for successful completion of related Tasks.

2.8 Under **WP/05**, the ECAR/CATG activities were presented and the strategy to enhance air navigation services (ANS) and airport services in the Eastern Caribbean. The ECAR/CATG chairwoman explained that the ECAR/CATG was established in 2012 to continue performance-based improvements in air navigation for Eastern Caribbean States. The group evolved from the Eastern Caribbean Working Group (E/CAR/WG) originally established in 1975. Member States and organizations include Antigua and Barbuda, Barbados, France, Grenada, Netherlands, Saint Lucia, Trinidad and Tobago, ECCAA, and others. Main Challenges Identified:

- Limited organizational capacity in small island States to meet ICAO SARPs.
- Disconnection in communication structures between ICAO and national institutions.
- Outdated or incomplete ANS planning and implementation.
- Lack of coordination and support for surveillance systems.
- Deficiencies in instrument flight procedure design oversight.
- Critical gaps in Search and Rescue (SAR) services and coordination.

2.9 The Eastern Caribbean faced unique and heightened challenges compared to larger NAM/CAR States. Tailored support mechanisms are needed, and closer collaboration is encouraged between ECAR/CATG and NACC/WG Task Forces.

2.10 Under the presentation **P/02, presented at the NACCDCA/12 Meeting, the Secretariat** outlined the priorities and implementation progress aligned with the ICAO Business Plan (2023–2025) across four strategic objectives:

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

2.11 It also detailed regional collaboration, progress metrics, and future commitments from States in the Caribbean and Central American region.

Key Accomplishments & Initiatives:

Safety

- SSP and NASP implementation support.
- Safety Oversight System (SOS) improvement project.
- AIG Turnkey Project for accident investigation readiness.
- Simulator training and safety framework tools.

#### Air Navigation Services (ANS)

- NANP and AIM Plan support.
- AIDC/NAM/ICD protocol implementation.
- Guidance for ANS Safety Oversight.
- ADS-B regulation development.
- Cybersecurity and RPAS/UAS ops improvements.
- ATS contingency planning harmonization.
- SAR training and surveillance data monitoring.

#### Economic Development

- Liberalization of air transport and economic regulation.
- ICAO guidance on charges and taxation.
- Promotion of aviation infrastructure funding.
- Interconnectivity in the CAR Region and air cargo digitalization.

#### Environmental Initiatives

- CORSIA & SAF (Sustainable Aviation Fuel) capacity-building.
- State Action Plans for CO<sub>2</sub> emission reductions.
- Regional seminars and technical support resources.
- Preparations for CAAF/3.

#### Regional Collaboration Highlights

- Support for strengthening RSOOs and RAIOS (e.g., COCESNA, CASSOS).
- Equipment and infrastructure studies funded through ICAO outreach.
- SAFE Fund implementation and industry partnerships.

Conclusions:

- The Directors General of CAA in their NACCDCA/12 Meeting reaffirmed State support for ICAO NACC's priorities and
- Encouraged proposing additional activities to strengthen implementation efforts across all focus areas.

2.12 Under the presentation **P/03**, the Secretariat present information to align regional and activities with ICAO's new long-term Strategic Plan (2026–2050), including:

Strategic goals:

- High-priority enablers
- Regional implementation plans
- Approval of new initiatives for 2025/2026

ICAO Strategic Plan 2026–2050:

This forward-looking framework aims to guide global aviation growth, safety, sustainability, and equity through:

Vision:

A safe, secure, and sustainable international civil aviation system that connects the world for the benefit of all nations and people.

Three Aspirational Goals:

- Zero fatalities from accidents or unlawful interference.
- Net-zero carbon emissions from international aviation by 2050.
- No Country Left Behind in aviation's socio-economic benefits.

Strategic Goals:

- Every flight is safe and secure
- Aviation is environmentally sustainable
- Aviation ensures seamless, accessible mobility
- No country is left behind
- International legal framework addresses challenges
- Air transport supports economic prosperity

Growth Projections (by 2050):

- Passengers: Increase from 4.6B (2024) → 12.4B (2050) → 2.7x growth
- Air Cargo: From 295B to 638B FTK → 2.2x growth

High Priority Enablers:

- Organizational improvement & innovation
- Gender equality and attracting aviation talent
- Partnerships & financial sustainability

Regional Priorities (NACC):

- Strengthen States via NACC SAP (State Assistance Programme)
- Enhance RSOOs and RAIOS for sustainability
- Drive regulatory harmonization and market integration
- Advance sustainable aviation (SAF/CORSIA/Net-zero)
- Invest in aviation workforce development
- Encourage stronger collaboration among States, industry, and ICAO

Strategic Implementation Path:

1. Define Vision, Mission, Values
2. Translate into Strategic Goals & Enablers
3. Develop a Business Plan
4. Secure and align with a Funding Plan

2.13 Under the **WP/08** the ASBU Task Force Rapporteur commented on the upcoming updates the Global Air Navigation Plan.

The purpose of this information is to prepare the region for:

- The 8th Edition of the ICAO GANP/ASBU, expected to be endorsed at the 42nd ICAO Assembly (Sept–Oct 2025)
- Updating National Air Navigation Plans (NANPs) accordingly
- Addressing the integration of Key Performance Indicators (KPIs) into GREPECAS e-ANP Volume III

#### Upcoming Changes: GANP/ASBU 8th Edition

- Major update including Block 2 elements.
- Based on input from the 14th Air Navigation Conference (2024).
- To be finalized and endorsed at ICAO Assembly A42 in 2025.
- Emphasis on capacity-building workshops and revised NANP templates (to be made available by ICAO GANP Study Group).

#### Suggested Approach for Updating NANPs

1. Review new GANP-SG NANP template (once published).
2. Determine if its use is mandatory.
3. If not, develop a revised NACC NANP template compatible with the 8th GANP edition but customized to regional needs.

*Note: NACC Region had strong NANP participation in 2018 (18/22 submitted NANPs).*

#### KPI Integration in GREPECAS e-ANP Vol. III

GREPECAS now requires performance-based planning, using ICAO-defined KPIs.

- a) ICAO's 23 Performance Framework KPIs (Attachment A):
  - Cover areas like on-time performance, taxi times, slot adherence, airspace/capacity usage, ATFM delays, environmental impact, safety events, etc.
- b) CAR-specific Indicators (CARPIs) (Attachment B):
  - Simpler, operations-driven metrics such as flight counts, workload per controller, trend analysis, based on available data from ATC, billing, HR systems.
- c) Challenges Identified:
  - Many States lack resources or systems to fully support ICAO KPI collection/analysis.
- d) CARPIs proposed as a practical alternative for regional tracking and planning.

### Proposed Next Steps

1. States should analyse ICAO KPIs and CARPIs:
  - Identify which can be used, are useful, or feasible to implement.
2. Consider integrating a KPI section in the revised NANP template to capture:
  - Current KPI status
  - Planned implementation of KPIs and/or CARPIs

2.14 The meeting expressed concern about working with the current format for the development of their National Air Navigation Plans, given that ICAO Headquarters has not yet approved the new format. In this regard, the Secretariat explained that the information in the current format had been coordinated with Headquarters and includes all the necessary information for the State. Once the new format is available, the State will only need to transfer the information to the updated version.

2.15 About the KPI (Key performance indicator), Trinidad and Tobago indicated that emphasized the importance of data quality and realistic performance measurement in implementing a performance measurement system. While acknowledging the need for key performance indicators (KPIs), they stressed that not all States currently have the capability to provide the necessary data—especially if systems are outdated.

2.16 They proposed a compromise approach, where States identify which KPIs they can currently support, explain any challenges, and provide a timeframe for system upgrades that would enable data provision. For example, a State may be planning to upgrade an ATM system in 2–3 years and could commit to including the necessary specifications then.

2.17 Manual data collection is seen as problematic due to the risks of errors and data corruption, so the speaker advocated for embedding data generation within operational systems. Lastly, they recommended that regional conclusions allow flexibility and transparency from States, without pressure, while still enabling planning based on future data availability.

2.18 The meeting suggested that the ICAO NACC Office sends out a simple template to the States with the agreed KPIs, and the States then provide a response. It's a very simple table. The States that are able to meet the requirements, great. Those that cannot indicate that they have challenges with certain aspects (e.g., A, B, or C), and perhaps also specify a timeframe in which they expect to meet the requirements. That way, we avoid having the same debate at every meeting. We all understand we're working toward that goal, we're going to get there, and we know how important it is.

2.19 The Secretariat indicated that States have been tasked with developing and applying Volume III and the States themselves approved the template and selected the KPIs, following a thorough review and analysis process. The NACC Office facilitated this by organizing regional discussions and two workshops, where States reviewed the KPIs and assessed their own capabilities to measure them. Some States confirmed they could measure all KPIs, while others prioritized only certain indicators, especially if their operational context (e.g., mainly overflights) made some KPIs less relevant. The core message: Volume III was a State-driven process, and States should now validate their internal capacity to implement and report on the agreed KPIs.

<b>DECISION</b>	
<b>NACC/WG/RAP/03/01</b>	<b>IDENTIFY THE CAPABILITY OF CAR STATES TO SUPPORT THE PROPOSED KPIS IN THE E-ANP VOLUME III.</b>
<b>What:</b> <p>That, for the meeting to propose a practical and collaborative approach to implementing performance measurement across States in the NACC region, the Secretariat using a simple reporting template with the agreed KPIs, States can transparently indicate their current capabilities, identify challenges, and provide realistic timelines for compliance. This method promotes progress without placing undue pressure on States and helps avoid repetitive discussions in future meetings. It fosters regional alignment, accountability, and a shared understanding that achieving high-quality data and performance tracking is a gradual but essential goal; send the requirement to States and integrate their answers.</p>	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> <p>It is important to identify data available and deficiencies about the development of the e-ANP Volume III.</p>	
<b>When:</b> NACC/WG/10	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	ICAO NACC

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**Agenda Item 3            Update NAM/CAR regional needs and NACC/WG objectives, its structure and the review and reporting mechanisms (Dashboard)**

3.1            Under **WP/06** outlines the Aerodromes and Ground Aids (AGA) work programme for the NAM/CAR region. It includes technical assistance projects (2024–2028) to improve airport safety, certification, planning, emergency response, and environmental protection. The programme aims to help States meet ICAO strategic objectives and UN sustainable development goals through coordinated actions and performance indicators.

3.2            The **WP/07** updates to the AIM work programme focused on the digital transformation of aeronautical information towards full Digital AIM (D-AIM) and future System Wide Information Management (SWIM) implementation in the NACC region.

Key Points:

- AIM Evolution: Tracks the global roadmap from AIS to AIM, including key ICAO amendments and milestones.
- Priorities: Emphasizes cybersecurity, personnel training (including English proficiency), and development of digital products like Digital NOTAM and centralized AIP repositories.
- SWIM Readiness: Highlights the foundational role of AIM 2.0 in enabling SWIM and integrating advanced technologies.
- Subgroup Work: Six subgroups addressed challenges like training, airspace data standardization, electronic charts, and space operations NOTAMs.
- Next Steps: Updates to be incorporated until the next AIM TF meeting in 2025; recommendations include monitoring, training support, and updating ICAO documentation.

3.3            Under **WP/09** the rapporteur of the Airspace Optimization Task Force Updated in the progress, challenges, and future actions of the Airspace Optimization Task Force (AO/TF) in the NAM/CAR Region.

Achievements:

- Free Route Airspace (FRA) trials are completed in coordination with NAM/CAR ANSPs.
- Ongoing route restructuring and FIR boundary adjustments.
- Increased use of PBN and introduction of Trajectory-Based Operations (TBO).

Challenges:

- Regulatory misalignment across States.
- Technical constraints in certain ANSPs.
- Limited cross-border coordination.

Next Steps:

- Strengthen FRA rollout with GREPECAS/ICAO support.
- Improve regional coordination and regulatory harmonization.
- Boost ANSP training and participation in modernization efforts.

3.4 Under **WP/10** the rapporteur of the Air Traffic Flow Management (ATFM) Task Force Updated on the progress, challenges, and next steps of the ATFM Task Force for improving regional air traffic efficiency and demand-capacity balancing in the NAM/CAR region.

Key Highlights:

Achievements:

- Strengthened regional coordination through Collaborative Decision Making (CDM).
- Implementation of High-Intensity Runway Operations (HIRO) to reduce delays.
- Launch of the NeoSpace 1 project to enhance ATFM/CDM methodologies.
- Definition of performance metrics for flow management.

Challenges:

- Uneven ATFM/CDM implementation across States.
- Limited data-sharing capabilities among stakeholders.
- Need for improved cross-border collaboration.

Next Steps:

- Broaden CDM participation among all States and ANSPs.
- Improve cross-border ATFM coordination.
- Develop a harmonized regional ATFM framework aligned with GREPECAS.
- Invest in data-sharing platforms to improve predictability and efficiency.

3.5 Under the **WP/11** the Secretariat presented the progress Report on ICAO Activities to Enhance the Resilience of the Regional Air Navigation System, informed on ICAO's efforts to strengthen contingency planning in the CAR/SAM Regions and proposed continued integration across Task Forces to improve regional system resilience.

3.6 The Caribbean region faces constant threats (e.g., hurricanes) impacting air navigation service continuity. ICAO has promoted contingency planning since 2005 and developed a CAR ATM Contingency Plan (2020).

3.7 GREPECAS/21 urged States to implement internal (Level 1) and bilateral (Level 2) contingency plans.

3.8 A Special Implementation Project (SIP) helped develop regional guidance with support from Cuba and COCESNA. ICAO is aligning CAR/SAM contingency planning with global frameworks, referencing best practices from APAC.

3.9 On May 2025 the Fifth NAM/CAR Contingency Meeting and a two-day workshop to share the new guidance materials. On July 2025 (tentative): Workshop on implementing the global ATM contingency framework. ICAO's efforts to harmonize and enhance regional contingency planning will improve air traffic service resilience. Greater standardization and collaboration are expected to yield more effective regional preparedness and response.

3.10 Under **WP/12** the rapporteur NACC/WG/COMM Task Force presented the status of the project of the Caribbean Air Navigation Services Network (CANSNET). CANSNET was developed in response to growing regional ANS communication needs. ICAO led a coordinated bidding and evaluation process; Frequentis was selected as the supplier.

3.11 Project management is conducted under ICAO's CDI office through project RLA22801.

3.12 Network Design is a hybrid IP/MPLS and VSAT network with a fully meshed, redundant architecture. High availability (99.99%) is ensured via dual terrestrial and satellite links. Miami Teleport serves as the main interconnection hub between VSAT and MPLS systems, with backup at Curaçao. CANSNET will be interoperability with REDDIG and E/CAR networks through specialized interfaces (NNI, ARD).

3.13 At the moment, contract preparation is underway. Full implementation is scheduled by all CANSNET members sign by **30 May 2025**.

3.14 Under **WP/13** the FREQ Task Force updated its work on aeronautical frequency management in the NACC region, including the publication of updated frequency lists, the designation of national contact points, and coordination for ITU WRC-27. Key goals for 2025–2026 include improving regional awareness, developing tools like the Frequency Finder, supporting WRC-27 preparations, and protecting critical systems like radio altimeters. Two ad hoc groups were created to focus on frequency regulation and RPAS communication standards.

3.15 Under **WP/14** the Surveillance Task Force (SURV/TF) updated its work plan to improve airspace surveillance in the NAM/CAR regions. Key efforts include promoting ADS-B implementation, coordinating with IATA and States, and addressing differences in regional capabilities. Initial ADS-B deployments are active in Haiti, Barbados, Aruba, and Curaçao. The group is also preparing for ACAS X implementation by 2026 and collaborating with ICAO on regional monitoring tools and surveillance manuals. Enhanced data sharing and coverage agreements are recommended to improve operational efficiency and safety.

3.16 Under **WP/15 it was** highlighted major gaps in search and rescue (SAR) services across the NAM/CAR regions, including missing coordination centres, lack of SAR agreements between States, and insufficient trained personnel. It urges regional cooperation, training, and formal agreements to strengthen SAR capabilities. The paper also supports implementing the Global Aeronautical Distress and Safety System (GADSS) and calls for evaluating States' SAR capacities through site visits and regional projects.

3.17 Under **WP/16** the NACC/WG/MET rapporteur updated the progress and outlines the 2025–2026 priorities of the ICAO NACC MET Task Force. Key achievements include collaboration with the WMO RA-IV, IATA, and regional stakeholders to implement ICAO Annex 3 meteorological standards, supported by newsletters, workshops, and webinars. The paper highlights a new regional project to improve safety oversight and quality management in meteorological services (QMS MET), including a bilingual training workshop and audit tools. Priorities for 2025–2026 include verifying Basic Building Blocks (BBBs), expanding OPMET data exchange via IWXXM, enhancing SIGMET harmonization, and increasing the use of aircraft-based meteorological observations. The document also emphasizes the need to integrate MET data with surveillance technologies and continue regional capacity-building through technical assistance.

3.18 Under **WP/17** the rapporteur of the NACC/WG/AO/TF announced the merger of the Airspace Optimization Task Force (AO/TF) and Air Traffic Flow Management Task Force (ATFM/TF) into a new unified group: the Airspace Management and Capacity Balancing Task Force (AMCB/TF). The goal is to improve coordination, modernize airspace, and enhance capacity balancing across the NAM/CAR regions. A 4–6month work plan includes data collection on CNS/ATM infrastructure, coordination with the SAM Region through the NeoSpace project, ATFM strategies, and updating the group's Terms of Reference. The paper also emphasizes aligning with ICAO's Global Air Navigation Plan and preparing for special events like the FIFA World Cup.

3.19 Under the **WP/18** The Secretariat highlighted the need for a formal mechanism to integrate the conclusions and projects of GREPECAS—the regional air navigation planning body for CAR/SAM—into the work programme of the NACC/WG, which serves as the implementation arm for the CAR Region. Currently, the absence of such a mechanism causes misalignment, inefficiencies, and missed opportunities for resource support from ICAO. The paper proposes the development of a process to align both structures, ensuring that regional projects and ICAO priorities are effectively implemented and reported. The meeting is invited to support this initiative and request its formalization for future coordination.

<b>DECISION</b>	
<b>NACC/WG/RAP/03/02</b>	<b>FORMAL MECHANISM TO ALIGN GREPECAS OUTPUTS WITH NACC/WG WORK PROGRAMME</b>
<b>What:</b> The NACC/WG recognized the importance of establishing a formal mechanism to integrate the conclusions, decisions, and projects of GREPECAS into the NACC/WG work programme. It is necessary to formalized process would ensure that GREPECAS outputs and ICAO priorities are consistently translated into regional implementation activities.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> The absence of such a mechanism has resulted in misalignment, inefficiencies, and limited access to ICAO resource support	
<b>When:</b> NACC/WG/10	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	ICAO NACC

3.20 Under the **WP/23** E/CAR NTG and RD Task Forces rapporteur presented the progress and status of conclusions and actions from the 13th Eastern Caribbean Network Technical Group (E/CAR/NTG/13) and 11th Radar Data Sharing Group (E/CAR/RD/11) meetings held in October 2024. Three key conclusions remain valid and ongoing: updating aeronautical frequencies, analysing Trinidad and Tobago’s integration into CANSNET, and updating CNS infrastructure data. The document also notes updates to Terms of Reference and Points of Contact for network maintenance coordination. The meeting was invited to review these items, update action plans, and integrate necessary tasks into future work.

3.21 Under the **WP/25** the coordinator of the Navigation Task Force presented the status of initiative about the Evolution of Air Navigation Aids, all activities under this initiative are host by the Evolution of the Air Navigation Aids. This initiative will help CAR States plan and implement or replace air navigation aid systems. The initiative aims to develop an operational concept (CONOPS) for navigation aids, define training needs for technical staff, and support decision-making on technologies such as VOR, DME, GBAS, and SBAS. The project aligns with ICAO's Global Air Navigation Plan (GANP) and addresses aeronautical frequency requirements in coordination with FREQ/TF. It also promotes integration with other task forces (AGA, AO) and provides guidance on key ICAO navigation documents. The meeting was invited to consider the project’s scope and coordinate related activities.

3.22 Under the **WP/26** the rapporteur of the NACC/WG/AIM TF outlines the updated Action Plan of the NACC AIM Task Force, focusing on the transition from AIS to AIM and ensuring ICAO compliance across the NAM/CAR region. The plan covers key areas such as digital data sets, electronic charts, contingency planning, SWIM implementation, AIM training, regional KPI development, and collaboration with the SAM Region. It includes timelines and responsibilities for each task through 2028. The document urges States to comply with assigned actions, provide timely updates, and collaborate regionally to support AIM modernization efforts.

3.23 With the **P/04** the Secretariat provided an overview of the Global Aeronautical Distress and Safety System (GADSS), designed to enhance the timely detection and localization of aircraft in distress. GADSS consists of three key components: aircraft tracking, autonomous distress tracking (ADT), and post-flight localization. Starting 1 January 2024, ADT will be required on new long-haul aircraft. The system also includes two major information management tools: the OPS Control Directory for coordination between ATS units and operators, and the Location of Aircraft in Distress Repository (LADR), which stores and shares ADT information. States are urged to ensure aircraft operators, ATS units, and RCCs register in the LADR for operational readiness.

3.24 With the **P/05** the rapporteur of the NACC/WG/ATF/TF provided a detailed update on the ICAO ATFM Task Force's progress and priorities in the NACC Region. Established in 2013, the task force aims to promote regional ATFM interoperability and enhance collaborative decision-making (CDM). Key activities in the past year include monthly virtual meetings, workshops, and the development of regional performance indicators (CARPI 01–10) to measure traffic and workload trends. The task force supports CADENA for cross-border coordination, including contingency planning and special events such as the 2025 FIFA Club World Cup and the 2026 FIFA World Cup.

Future priorities include:

- Enhancing pre- and post-event planning and analysis.
- Expanding data sharing and integration among ANSPs.
- Improving seasonal planning and real-time demand visualization.
- Supporting major sporting event air traffic coordination (2025–2028).

3.25 The task force encourages States to leverage CADENA for real-time ATFM collaboration and to prepare for overlapping international events. States are invited to support the TF's conclusions and continue advancing ATFM in the region.

Key Highlights:

Recent Activities:

- Monthly virtual meetings and regional workshops.
- Launch of a free online Collaborative Decision Making (CDM) training platform.
- Identification and promotion of Caribbean ATFM Performance Indicators (CARPI 01–10) to measure traffic, workload, and trends.

CADENA Collaboration:

- Ongoing support for real-time demand sharing, hurricane planning, and contingency response.
- Used for coordination during special events like the T-20 Cricket tournament.

Future Priorities:

- o Enhance pre/post-event analysis and seasonal planning.
- o Prepare for major sporting events (FIFA 2025 Club World Cup, FIFA 2026 World Cup, 2028 Summer Olympics).
- o Promote use of the CADENA platform to support seamless air traffic flow across the Americas.

Infrastructure Coordination:

- o Includes demand data sharing from ATO with States like Mexico, Jamaica, Cuba, and the Bahamas.
- o Highlighted automation systems and ATFM infrastructure by State.

Special Event Focus:

- o Detailed coordination needed for overlapping global events (Club World Cup & Gold Cup in 2025).
- o Special procedures, data sharing, and ATFM plans are in development with stakeholders like FAA, Nav Canada, SENEAM, and FIFA.

3.26 With the **P/06** the Airspace Optimization Task Force (AOTF) updated the status of implementation of Free Route Airspace (FRA) in the CAR/SAM regions through a phased, collaborative approach. A regional roadmap (2025–2030) supports harmonized airspace management, emphasizing trials of user-preferred and direct routings. Key challenges include outdated systems, lack of training, and inconsistent procedures. The task force promotes cross-sector coordination (CNS, AIM, AGA, MET) and aims to improve efficiency, flexibility, and predictability in regional air traffic operations.

3.27 The meeting identified the need to update the monitoring and evaluation mechanisms of the States’ deficiencies and to establish a mechanism that enables such evaluation.

DECISION	
NACC/WG/RAP/03/03	UPDATE THE MECHANISM TO WORK ON THE RESOLUTION OF REGIONAL DEFICIENCIES
<p>What:</p> <p>Update the existing working mechanism for the identification, analysis, monitoring, and resolution of regional deficiencies in the CAR Region, through the development of a standardized process that integrates:</p> <ul style="list-style-type: none"> <li>a) the classification of deficiencies based on their impact on safety and compliance with ICAO SARPs;</li> <li>b) the assignment of responsibilities and defined timelines for each corrective action;</li> </ul>	<p>Expected impact:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Political / Global</li> <li><input checked="" type="checkbox"/> Inter-regional</li> <li><input checked="" type="checkbox"/> Economic</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Operational/Technical</li> </ul>

<p>c) the establishment of a regional digital dashboard for monitoring and reporting progress; and          d) periodic coordination between the NACC/WG and the GREPECAS Secretariat to ensure coherence and avoid duplication.</p>	
<p>Why:</p> <p>Because the absence of an updated and structured mechanism limits the capacity of States and the Working Group to address critical deficiencies in a timely manner, affecting operational safety, the efficiency of air navigation services, and compliance with the regional and global priorities of the GANP.</p>	
<p>When: NACC/WG/RAP/04</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other NACC/WG, ICAO/NACC</p>	

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**Agenda Item 4            Review of GREPECAS CAR/SAM Projects, and coordinated NACC/WG planning with GREPECAS**

4.1            Under **WP/19** the Secretariat outlines recent progress in Air Traffic Management (ATM) and Air Traffic Flow Management (ATFM) for the NAM/CAR regions, focusing on the creation of the Airspace Management and Capacity Balancing Task Force (AMCB/TF). It highlights alignment with GREPECAS projects and priorities such as Free Route Airspace (FRA), performance-based navigation (PBN), and cross-border ATFM coordination. A six-month work plan includes collecting infrastructure data, validating FRA routes, and finalizing a harmonized ATFM framework. The paper calls for continued support, feedback, and coordination with regional and SAM partners.

4.2            Under **WP/20** the NACC/WG/AGA Task Force outlines three key aerodrome projects under GREPECAS Programme F for the CAR Region:

1. Project F1: Aerodrome Certification and Safety

- Status: As of 2025, 98 out of 148 international aerodromes (66%) are certified.
- Goal: Reach 85% certification by end of 2025 and increase Runway Safety Teams (RSTs).
- Support: ICAO NACC continues assisting States with audits, certification guidance, and RST establishment.

2. Project F2: Aerodrome Planning

- Objective: Guide States on forming Airport Consultative Committees and aligning aerodrome master plans with national/regional strategies.
- Action: A regional guidance material is being developed with funding from the MCAAP project (RLA09801).

3. Project F3: Platform Management and SMGCS for A-CDM

- Focus: Restructure the approach to A-CDM by prioritizing apron management and SMGCS implementation over full A-CDM.
- Status: Project runs from 2024 to 2028; currently in early assessment and planning stages.

4.3 Under the **WP/21** the MET/TF Rapporteur outlines the priorities and challenges identified by GREPECAS/22 to enhance aeronautical meteorological services (MET) in the CAR and SAM regions. It emphasizes the need to accelerate the implementation of SARPs from Annex 3, strengthen quality management systems, improve the exchange of OPMET messages in IWXXM format, and harmonize the issuance of SIGMETs. GREPECAS/22 also approved the establishment of a Tropical Cyclone Advisory Centre (TCAC) in the southwestern Atlantic, led by Brazil. Additionally, it highlights the importance of training on Amendment 82 and the PANS-MET document and invites States to participate in a regional workshop on severe weather phenomena.

4.4 Under the **WP/22** the Secretariat highlights the importance of the GREPECAS Scrutiny Working Group (GTE), which monitors safety in Reduced Vertical Separation Minima (RVSM) airspace by analysing Large Height Deviations (LHDs). The GTE identifies systemic safety issues such as surveillance gaps, coordination failures, and ATC capacity limitations, and provides annual reports to GREPECAS. The paper proposes that the results of GTE assessments be systematically reported to the NACC/WG to inform implementation priorities and support safety improvements in the CAR Region. The meeting was invited to support this proposal and suggest further actions.

4.5 Under the **IP/02** the Secretariat presented the progress on the implementation of Volume III of the CAR/SAM Regional Air Navigation Plan (RANP), which includes guidance on performance-based planning aligned with the ICAO Global Air Navigation Plan (GANP). Key developments include workshops on KPI measurement, agreement on specific KPIs for the NAM/CAR Region, and the creation of an Ad-Hoc Group to develop regional guidance, training, and action plans. RANP Volume III aims to harmonize performance measurements, support regional planning, and improve decision-making. Future steps include benchmarking, template updates, and expanded KPI implementation across ICAO regions.

**Agenda Item 5            Other Business**

5.1            Under the **WP/24** the NACC/WG/COMM Rapporteur outlines the transition plan for disseminating operational meteorological (OPMET) data in the CAR Region from legacy systems (AFTN/AMHS) to modern System-Wide Information Management (SWIM) platforms. The shift includes adopting digital formats like IWXXM and new protocols such as AMQP/HTTP, supported by CANSNET infrastructure. The paper emphasizes the need for interoperability during the transition and highlights the role of AMHS-to-SWIM gateways to ensure seamless data exchange. It also reports on successful testing between Cuba and the U.S. and calls for accelerating regional efforts to phase out TAC formats and prepare for full SWIM integration by 2030.

5.2 From all the information provided by the TF, the Meeting agreed that this information was to be submitted to the NACC/WG Meeting for the update and inclusion of these different proposals into the NACC/WG work programme.