*The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.*

**First Meeting of the NAM/CAR Aviation Environment and Sustainability Working Group (ENV/SUS/WG/01)**

Mexico City, Mexico, 9 to 11 September 2026

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## SUMMARY OF DISCUSSIONS

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

The First Meeting of the NAM/CAR Aviation Environment and Sustainability Working Group (ENV/SUS/WG/01) was held at the ICAO NACC Regional Office in Mexico City, Mexico, from 9 to 11 September 2026.

### ii.2 Opening Ceremony

Mr. Julio Siu, Deputy Regional Director of the North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO) provided opening remarks, highlighting the importance and benefit that this new regional group will bring to States in the implementation and coordination of environmental issues, welcomed the participants and officially opened the meeting.

### ii.3 Officers of the Meeting

The ENV/SUS/WG/01 Meeting was held with the participation of the Rapporteur and Co-Rapporteur, Mr. Miguel Francisco Díaz (El Salvador) and Mrs. Evelyn Quiroz (Costa Rica), respectively. Mr. Díaz chaired the meeting plenary. Mrs. Judit de León, Regional Officer, Aviation Environment and Implementation Support of the ICAO NACC Regional Office, served as Secretary of the Meeting, assisted by Mr. Luis Sánchez, Regional Officer, Aeronautical Meteorology and Environment and Mr. César Velarde, Technical Officer, Environment, ICAO Headquarters.

### 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 08:30 to 16:00 hours daily with adequate breaks.

**ii.6 Agenda**

**Agenda Item 1: Adoption of the Draft Agenda and Schedule**

**Agenda Item 2: Approval of the Terms of Reference (ToRs) and selection of the Rapporteur of the NAM/CAR Aviation Environment and Sustainability Working Group (ENV/SUS/WG)**

**Agenda Item 3: Follow-up to Valid Conclusions and Decisions from meetings of North America, Central America and the Caribbean Directors of Civil Aviation (NACC/DCA) or the North America, Central America and the Caribbean Working Group (NACC/WG) Related with ENV**

**Agenda Item 4: Update and Implement Strategic Assistance Programme (SAP) States Action Plans for CO2 Emission Reduction**

**Agenda Item 5: Implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and Support for Monitoring**

**Agenda Item 6: Climate Adaptation and Resilience of Aviation Infrastructure**

**Agenda Item 7: Transition to Sustainable Aviation Fuels and Clean Energy**

**Agenda Item 8: Local Environment Impact**

**Agenda Item 9: ENV/SUS/WG Work Programme 2027**

**Agenda Item 10: Other Business**

**ii.7 Attendance**

The Meeting was attended by 14 States/Territories from the NAM/CAR Regions and 7 International Organizations, totalling 36 delegates as indicated in the list of participants contained in the **Appendix A**.

**ii.8 Draft Conclusions and Decisions**

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

**DRAFT CONCLUSIONS:** Activities requiring endorsement by the Directors of Civil Aviation of North America, Central America and Caribbean.

**DECISIONS:** Internal activities of the Environment and Sustainability Working Group

**ii.9 List of Conclusions and Decisions**


| Number | Title | Page |
|---|---|---|
| 2 | ***PRESENTATION OF THE ENV/SUS/WG WORK PLAN AND PROGRESS AT THE NACC/DCA/15 MEETING*** | 7 |
| 4 | ***UPDATE AND SUBMISSION OF STATE ACTION PLANS (SAPs) FOR CO2 EMISSION REDUCTION IN JUNE 2027*** | 9 |
| 5 | ***MONITORING CORSIA COMPLIANCE DATES IN ACCORDANCE WITH ANNEX 16, VOLUME IV, APPENDIX A*** | 12 |
| 6 | ***IMPLEMENTATION OF THE CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSIA) AND OVERSIGHT SUPPORT*** | 12 |
| 7 | ***CLIMATE CHANGE ADAPTATION*** | 14 |
| 9 | ***TRANSITION TOWARDS SAF, LOWER-CARBON AVIATION FUELS (LCAF) AND OTHER CLEAN ENERGY SOURCES*** | 16 |
| 10 | ***LOCAL ENVIRONMENTAL IMPACTS*** | 17 |

| Number | Title | Page |
|---|---|---|
| 1 | ***APPROVAL OF THE ENV/SUS/WG TERMS OF REFERENCE (ToRs) AND SELECTION OF THE RAPPORTEUR AND CO-RAPPORTEUR*** | 6 |
| 3 | ***INVITATION TO THE INDUSTRY TO THE WORKSHOP TO UPDATE THE ACTION PLAN*** | 9 |
| 8 | ***WEBINAR ON SAF CERTIFICATION PROCESSES*** | 15 |

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

| Number | Agenda Item | Title | Date | Prepared and Presented by |
|---|---|---|---|---|
| WP/01 | 1 | Provisional Agenda and Schedule | 10/07/26 | Secretariat |
| WP/02 | 2 | Approval of the Terms of Reference (ToR) and Methodology for the Election of the Rapporteur of the NAM/CAR Aviation Environment and Sustainability Working Group (ENV/SUS/WG/) | 24/07/26 | Secretariat |
| WP/03 | 4 | Updating and Implementation of State Action Plans for CO2 Emissions Reduction | 21/07/26 | Secretariat |
| WP/04 | 7 | Sargassum as a Feedstock for Sustainable Aviation Fuel (SAF) Production in the Dominican Republic | 17/08/26 | Dominican Republic |
| WP/05 | 5 | Reaffirming the Fundamental Role of CORSIA: The Contribution of the North American, Central American and Caribbean Regions to Effective Implementation | 27/08/26 | IATA |

**INFORMATION PAPERS**

| Number | Agenda Item | Title | Date | Prepared and Presented by |
|---|---|---|---|---|
| IP/01 | --- | List of Working Paper, Information Papers and Presentations | 08/08/26 | Secretariat |

**PRESENTATIONS**

| Number | Agenda Item | Title | Presented by |
|---|---|---|---|
| 1 | 3 | Follow-up to Valid Conclusions and Decisions from meetings of North America, Central America and the Caribbean Directors of Civil Aviation (NACC/DCA) or the North America, Central America and the Caribbean Working Group (NACC/WG) Related to ENV | Secretariat |
| 2 | 4 | Updating and Implementing States Action Plans for Reducing CO2 Emissions | Secretariat |
| 3 | 8 | Local Environmental Impacts of International Civil Aviation | Secretariat |
| 4 | 7 | Transition Toward Sustainable Aviation Fuels and Clean Energy | Secretariat |
| 5 | 9 | Grupo Ad-hoc de Medioambiente CLAC *(available in Spanish only)* | LACAC |
| 6 | 5 | Análisis Oferta/Demanda Unidades Elegibles Fase 1 CORSIA *(available in Spanish only)* | El Salvador |
| 7 | 5 | Implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and Support for Monitoring | Secretariat |

**PRESENTATIONS**

| Number | Agenda Item | Title | Presented by |
|---|---|---|---|
| 8 | 5 | Experiencia de Honduras en la Formulación de la Regulación Nacional para la Implementación del CORSIA (*available in spanish only)* | Honduras |
| 9 | 4 | Avanzando desde Realidades Locales hacia Metas Globales *(available in Spanish only)* | ALTA |
| 10 | 5 | The Vital role of CORSIA and the Contribution of the NAC/CAR Region | IATA |
| 11 | 9 | Elementos Conceptuales en el Diseño de un-Sello Verde Aeroportuario | COCESNA |
| 12 | 6 | Adaptación al Cambio Climático (*available in spanish only)* | ACI-LAC |
| 13 | 8 | Descabonización (*available in spanish only)* | ACI-LAC |
| 14 | 9 | The New EU Latin America and Caribbean Aviation Partnership Project (EU-LAC-APP III) | EASA |
| 15 | 6 | Desarrollo de SAF en México (*available in spanish only)* | Mexico |
| 16 | 4 | Desarrollo (APER) Plan de Acción de Reducción de Emisiones de Carbono de la Aviación de Costa Rica y actualizaciones (*available in spanish only)* | Costa Rica |
| 17 | 7 | ICAO ACT-SAF Programme | Secretariat |
| 18 | 9 | Draft 2027 Work Plan | Secretariat |
| 19 | 5 | VCS and CORSIA; VCS eligibility and host-country considerations for CORSIA | Verra |
| 20 | 7 | Jamaica's Sustainable Aviation Suel (SAF) Feasibility Study Process and Outcomes | Jamaica |
| 21 | 6 | Climate change and climate variability: Risk assessment, adaptation, and resilience | Secretariat |

**Agenda Item 1 Adoption of the Draft Agenda and Schedule**

1.1 The Meeting was invited to adopt the Draft Agenda presented in WP/01Rev, as well as the work programme. The Meeting approved the agenda just as was presented in WP/01Rev.

**Agenda Item 2: Approval of the Terms of Reference (ToRs) and selection of the Rapporteur of the NAM/CAR Aviation Environment and Sustainability Working Group (ENV/SUS/WG)**

2.1 The Secretariat presented WP/02 regarding the approval of the Terms of Reference (ToRs), which incorporated ALTA and COCESNA as observer international organizations to the ENV/SUS/WG, and established the procedure for the nomination and selection of the Rapporteur and Co-Rapporteur.

2.2 Consequently, Mr. Miguel Díaz (El Salvador) was elected as Rapporteur, and Ms. Evelyn Quiros (Costa Rica) as Co-Rapporteur of the ENV/SUS/WG, for a two-year term. The Meeting approved the ToRs and the methodology for the selection of the Rapporteur and Co-Rapporteur—carried out via electronic voting—in accordance with the following decision:

<table>
<tr><td colspan="3">DECISION<br>ENV/SUS/WG/1/01 APPROVAL OF THE ENV/SUS/WG TERMS OF REFERENCE (ToRs) AND SELECTION OF THE RAPPORTEUR AND CO-RAPPORTEUR</td></tr>
<tr><td colspan="2">What:<br>That,<br>a) the ENV/SUS/WG Terms of Reference (ToRs) included in Appendix B be approved, including ALTA and COCESNA as Observers; and<br>b) Mr. Miguel Díaz (El Salvador) was elected as Rapporteur and Ms. Evelyn Quirós (Costa Rica) as Co-Rapporteur of the ENV/SUS/WG for the period 2026-2028.</td><td>Expected impact:<br>☐ Political / Global<br>☒ Inter-regional<br>☐ Economic<br>☒ Environmental<br>☐ Technical/Operational</td></tr>
<tr><td colspan="3">Why:<br>To ensure due process for the inclusion of new observers in the ENV/SUS/WG and States' agreement on the participation of new stakeholders. Also, to endorse the nomination and selection process for the Rapporteur and Co-Rapporteur for the period 2026-2028.</td></tr>
<tr><td>When: Immediately</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☐ ICAO ☐ Others:</td><td colspan="2"></td></tr>
</table>

**Agenda Item 3: Follow-up to Valid Conclusions and Decisions from meetings of North America, Central America and the Caribbean Directors of Civil Aviation (NACC/DCA) or the North America, Central America and the Caribbean Working Group (NACC/WG) Related with ENV**

3.1 The Secretariat presented P/01 on follow-up to the valid Conclusions and Decisions of the Fourteenth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/14) and the North American, Central American and Caribbean Working Group (NACC/WG) related with ENV. The Meeting noted the conclusions of NACC/DCA/14 and NACC/WG.

3.2 It was agreed to follow up on the conclusions of NACC/DCA/15, to be held in 2027, to adjust the ENV/SUS/WG work plan during ENV/SUS/WG/02. The following Draft Conclusion was therefore formulated:

<table>
<tr><td colspan="3">DRAFT CONCLUSION<br>ENV/SUS/WG/1/02 PRESENTATION OF THE ENV/SUS/WG WORK PLAN AND PROGRESS AT THE NACC/DCA/15 MEETING</td></tr>
<tr><td colspan="2">What:<br>That,<br>a) States identify their Points of Contact (PoCs) for the NACC/WG and GREPECAS, to coordinate follow-up to the conclusions of those meetings and avoid duplication of effort between the NACC working groups.<br><br>b) progress on the work plan and the conclusions of ENV/SUS/WG-01 be presented by the Rapporteur at the NACC/DCA/15 Meeting in 2027 through a working/information paper.</td><td>Expected impact:<br>☒ Political / Global<br>☒ Inter-regional<br>☐ Economic<br>☒ Environmental<br>☐ Technical/Operational</td></tr>
<tr><td colspan="3">Why:<br>To ensure that the implementation of the ENV/SUS/WG work plan be consistent, compatible and coordinated with other NACC working groups and the resolutions of the 42nd Assembly, A42-20; A42-21 and A42-22.</td></tr>
<tr><td>When: NACC/DCA/15</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☐ States ☐ ICAO ☒ Others:</td><td colspan="2">Rapporteur</td></tr>
</table>

**Agenda Item 4: Update and Implement Strategic Assistance Programme (SAP) States Action Plans for CO2 Emission Reduction**

4.1 The Secretariat presented WP/03 and P/02 on updates and implementation on States 'Action Plans (SAP) for CO2 Emissions Reduction. The need to update and submit the SAP by **30 June 2027**, in accordance with Assembly Resolution A42, was identified. The PoCs shall identify responsible parties, working groups, and baselines for the updating process.

4.2 Under P/16, Costa Rica reported on the development of its Aviation Carbon Emissions Reduction Action Plan in the *APER* portal and its updates. It also proposed broadening access to the United Nations Institute for Training and Research (UNITAR) training material within civil aviation authorities beyond the points of contact. The Secretariat clarified that a two-hour course is available to the public, and that PoCs may download the material and deliver it through national workshops.

4.3 The need to establish inter-institutional cooperation among States, environmental authorities and entities responsible for climate change to submit and update SAP was agreed, highlighting the importance of conducting a regional workshop with the various stakeholders involved in updating these plans.

4.4 Through P/09 ALTA reported progress from local realities towards global goals, highlighting the importance of operational measures and their contribution to decarbonization. It indicated that approximately 38% of regional capacity is operated using new-generation aeroplanes and that Latin American and Caribbean airlines have invested approximately 40 billion USD in more than 1,100 new aircrafts. Fleet renewal will continue to contribute to emissions reduction, taking into account the average service life of aircraft. ALTA requested that industry (airlines, airports, operators and ground service providers) be included in the action plan updating process and the planned workshops.

4.5 Costa Rica, Cuba, Dominican Republic, El Salvador and Honduras highlighted the need to align national regulations with ICAO Annex 16 and preserve technical continuity through coordination among civil aviation, environmental and climate change authorities.

4.6 It was agreed that the Secretariat would provide technical assistance for the updating of national regulations and that the specific needs of the States will be reviewed during the monthly meetings. PoCs will be responsible for submitting and/or updating their Action Plans on the APER portal by **June 2027**, and for incorporating—as appropriate—climate adaptation and local environmental regulations.

4.7 The Secretariat will send a communication to States inviting them to a workshop on developing the Action Plan for CO2 emissions reduction from international civil aviation, with the participation of environmental and climate change authorities by November 2026. A save-the-date communication will also be sent for the Second Meeting of the NAM/CAR Aviation Environment and Sustainability Working Group (ENV/SUS/WG/02), to be held in September 2027, venue to be determined. The following Decision was therefore adopted:

| **DECISION**<br>**ENV/SUS/WG/1/03** | **INVITATION TO THE INDUSTRY TO THE WORKSHOP TO UPDATE THE ACTION PLAN.** | |
|---|---|---|
| **What:** | That,<br>a) the industry be invited to the workshop for the preparation and updating of the action plan, which is tentatively scheduled to be held in February 2027; y<br>b) the Secretariat define the location of the workshop and the exact date, by 30 November 2026. | **Expected impact:**<br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☒ Environmental<br>☒ Technical/Operational |
| **Why:** | To ensure effective coordination between the industry and international civil aviation authorities during the processes of preparing and updating action plans. | |
| **When:** | a) February 2027<br>b) 30 November 2026 | **Status:** ☒ Valid / ☐ Superseded / ☐ Completed |
| **Who:** | ☐ States ☒ ICAO ☐ Others: | |

| **DRAFT CONCLUSION**<br>**ENV/SUS/WG/1/04** | **UPDATE AND SUBMISSION OF STATE ACTION PLANS (SAPs) FOR CO2 EMISSION REDUCTION IN JUNE 2027** |
|---|---|
| **What:** | **Expected impact:** |
| That, for the updating and submission of State Action Plans:<br>a) States update or submit their SAPs to ICAO by June 2027, in accordance with Assembly Resolution A42;<br>b) States establish inter-institutional cooperation between civil aviation authorities and environmental and climate change authorities to submit and update SAP;<br>c) States analyse and harmonize the regulatory framework for implementation of Annex 16 and the impact of including domestic aviation in these regulations;<br>d) the Secretariat hold a workshop in February with environmental and climate change authorities to build capacity on State Action Plans for CO2 emissions reduction;<br>e) ENV/SUS PoCs submit the composition of the SAP Ad hoc group and the corresponding baseline by the first week of December 2026; and<br>f) the second ENV/SUS/WG Meeting be held in September 2027. | ☒ Political / Global<br>☒ Inter-regional<br>☐ Economic<br>☒ Environmental<br>☐ Technical/Operational |

| | | |
|---|---|---|
| **Why:** To ensure that States submit, maintain and periodically update their SAPs with quantified measures, in accordance with Assembly Resolution No. 42-21 and the conclusions of the NACC/DCA/14 Meeting. | | |
| **When:** | a) June 2027<br>b) Immediately<br>c) September 2027<br>d) February 2027<br>e) By 4 December 2026<br>f) September 2027 | **Status:** ☒ Valid / ☐ Superseded / ☐ Completed |
| **Who:** | ☒ States ☒ ICAO ☐ Others: | ENV/SUS/WG Members |

**Agenda Item 5: Implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and Support for Monitoring**

5.1 Under P/07, the Secretariat provided information on implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and oversight support, explaining the regional status of CORSIA compliance, the established deadlines and the importance of meeting them. It also invited States to join the Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme and clarified that all States must carry out monitoring, reporting and verification activities.

5.2 Honduras requested formal training for PoCs, new personnel, airlines and airports, and also explained that its team had developed its capacity mainly through self-study and support from other participants.

5.3 Under P/08, Honduras shared their experience in developing national regulations for CORSIA implementation. The Meeting agreed that, to strengthen monitoring, reporting and verification and harmonize implementation in the region, States shall review and update their national regulatory frameworks in accordance with Annex 16, Volume IV.

5.4 States identified the need to strengthen authorities' capacity regarding CORSIA Eligible Emissions Units (CEU) and disseminate information on the associated economic opportunities. The limited knowledge of civil aviation, environmental and climate change authorities regarding procedures for authorizing and releasing CEU under Article 6 of the Paris Agreement and CORSIA was noted.

5.5 Through P/06, Dominican Republic and El Salvador spoke about supply and demand analysis for CORSIA eligible units during Phase 1, presenting an estimate of current availability and projected demand based on a growth factor projection. States noted the need to analyse a possible shortfall between CEU supply and demand facing the sector at the end of Phase 1. It was therefore agreed to convene a dedicated meeting on said analysis.

5.6 With P/14 EASA provided information on the new EU–Latin America and Caribbean Aviation Partnership Project (EU-LAC-APP III), explaining that the project would prioritize environmental activities at the bilateral or regional level according to needs, avoiding duplication and reviewing approximately 200 proposals to define an implementation plan through June 2029. A brief concluding overview of the EU-LAC-APP II project was also presented.

5.7 IATA presented WP/05 and P/10, addressing the fundamental role of CORSIA and the contribution of the NAM/CAR Regions. Explained that the first phase would require approximately 213 million cumulative credits, while only about 41 million are currently available—a shortfall of nearly 170 million. IATA maintained that CORSIA must remain the primary and sole international market-based mechanism for reducing emissions from international aviation, avoiding the creation of parallel mechanisms. It also emphasized that stable and predictable rules are essential to attract investment in carbon credits and sustainable aviation fuels (SAF), and that credits can generate climate finance and synergies with Nationally Determined Contributions (NDCs), provided the system is appropriately designed.

5.8 States concluded that the main obstacles identified were a lack of clarity regarding the relationship between international credits and nationally determined contributions (NDCs), limited knowledge of CORSIA among ministries and national officials, and insufficient understanding of Article 6. IATA reported that it is supporting these processes through the *Aviation Carbon Markets Compact*, the CORSIA *Supporting Alliance* and tailored assistance to help countries understand Article 6 and correctly prepare letters of authorization.

5.9 An opportunity was identified to strengthen knowledge of CORSIA among States' environmental authorities. States requested ICAO support for capacity-building to develop environmental projects generating CORSIA eligible CEU in the Region. The Meeting approved, by a majority, the organization of two meetings: a coordination meeting among States on credit demand, availability and release, and a technical session on the operation of programmes, verifiers and regional expectations. It was also proposed to include legal aspects and assess the feasibility of regional credit-generating projects.

5.10 Verra presented P/19 on Verified Carbon Standard (VCS) eligibility and host-country considerations for CORSIA. Verra explained that its Verified Carbon Units (VCUs) are not automatically eligible for CORSIA and detailed the requirements concerning eligibility, national authorization, prevention of double claiming, labelling and institutional coordination. Verra uses a CORSIA Scope label to indicate that a project falls within the scope defined by ICAO, but this label does not confirm final eligibility. The CORSIA Eligible label confirms that units meet all requirements and must be applied before credits are retired for CORSIA. Verra is working with countries including Chile, Colombia, Mexico, Paraguay and Peru through information and training for officers.

5.11 The importance of inter-institutional coordination within States for issuing letters of authorization and CORSIA eligible credits was emphasized. The following Draft Conclusions were then adopted:

| **DRAFT CONCLUSION ENV/SUS/WG/1/05** | **MONITORING CORSIA COMPLIANCE DATES IN ACCORDANCE WITH ANNEX 16, VOLUME IV, APPENDIX A** |
|---|---|
| **What:**<br>That to ensure compliance with the deadlines established in Annex 16, Volume IV, the Secretariat send an email to the ENV/SUS/WG Points of Contact (PoCs) requesting:<br><br>a) an update on verification bodies;<br>b) an update on aircraft operators;<br>c) the publication of the growth factor;<br>d) the submission of the CO2 emissions report by September 2027. | **Expected impact:**<br><br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☒ Environmental<br>☒ Technical/Operational |
| **Why:**<br>To provide guidance to the PoCs on compliance and any difficulties in submitting the CO2 Emissions Report | |
| **When:** By September 2027 | **Status:** ☒ Valid / ☐ Superseded / ☐ Completed |
| **Who:** ☐ States ☒ ICAO ☐ Others: | |

| **DRAFT CONCLUSION ENV/SUS/WG/1/06** | **IMPLEMENTATION OF THE CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSIA) AND OVERSIGHT SUPPORT** |
|---|---|
| **What:**<br>That, to ensure CORSIA implementation and oversight support:<br><br>a) States review and update their national regulatory frameworks in accordance with Annex 16, Volume IV by ENV/SUS/WG/02;<br>b) Dominican Republic convene a virtual ENV/SUS/WG meeting in April 2027, to address the analysis of supply and demand for CORSIA eligible units during Phase 1 (2024-2026).<br>c) ICAO organize a webinar with various stakeholders, including programmes and certification bodies, on compliance with the requirements applicable to CEU and CORSIA eligibility criteria, in April 2027;<br>d) ICAO, Civil Aviation Authorities (CAAs) and ministries of environment conduct a joint workshop on the interaction of CORSIA with Article 6 and NDCs in February 2027; and<br>e) States accept CORSIA as the single international market-based measure for reducing emissions from international aviation, as well as its fundamental role in the NAM/CAR Regions. | **Expected impact:**<br><br>☒ Political / Global<br>☒ Inter-regional<br>☒ Economic<br>☒ Environmental<br>☒ Technical/Operational |

| | | | |
|---|---|---|---|
| **Why:** To strengthen monitoring, reporting and verification capacity and harmonize CORSIA implementation in the region. | | | |
| **When:** | ENV/SUS/WG/02 | **Status:** | ☒ Valid / ☐ Superseded / ☐ Completed |
| **Who:** | ☒ States ☒ ICAO ☐ Others: | | |

**Agenda Item 6: Climate Adaptation and Resilience of Aviation Infrastructure**

6.1 Under P/21, the Secretariat provided information on climate adaptation and resilience of aviation infrastructure, highlighting the importance of States defining the scope of their assessments, identifying relevant hazards, analysing exposure and vulnerability, estimating likelihood and consequences, and prioritizing risks. The assessment may cover a runway, an entire airport, control centres, services, operations and interdependencies. The Meeting recognized the need to move from acknowledging climate risks to structured assessments, adaptation plans and coordinated investment to protect safety, continuity and air connectivity.

6.2 The Meeting underscored the importance of civil aviation authorities being aware of the consequences of failing to conduct risk analyses or of being unprepared for extreme weather events. The Group agreed to prepare, in collaboration with ACI-LAC, an Information Paper for the forthcoming North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/15) in 2027 on climate impacts and the benefits of adaptation. Likewise, it was also proposed to organize an expanded meeting involving airports, meteorological services, infrastructure, operations, safety and other working groups, in order to integrate initiatives and avoid duplication of effort.

6.3 The Meeting highlighted the increasing impact of climate events on airports, including more storms, droughts and extreme temperatures. It was agreed to expand knowledge in the NAM/CAR Regions regarding climate risk and infrastructure adaptation planning through a webinar or workshop involving the relevant stakeholders.

6.4 ACI-LAC presented P/12 on climate change adaptation, noting that many small airports lack data, expertise and resources, and recommending that methodologies and experiences be shared without assuming that an analysis can be applied identically across airports. It highlighted that, during hurricanes and other events, a lack of coordination among control towers, airports, operators, emergency agencies and apron personnel can delay the response. It also proposed developing contact lists, indicators and practical procedures similar to those used in disaster preparedness programmes. It explained that, in many cases, those responsible for environmental and climate change coordination are not necessarily responsible for risk assessment and management, highlighting the need to strengthen coordination among the various stakeholders, so the following Draft Conclusion was formulated:

<table>
<tr><td colspan="3">DRAFT CONCLUSION<br>ENV/SUS/WG/1/07 CLIMATE CHANGE ADAPTATION</td></tr>
<tr><td colspan="2">What:<br><br>That, to build regional capacity for adaptation of climate change,<br><br>a) the Secretariat conducts a webinar on adaptation and climate resilience in international civil aviation, involving the relevant stakeholders, by March 2027;<br>b) States to integrate climate adaptation into SAP planning, as appropriate (more efficient operations and airport infrastructure), by June 2027;<br>c) States analyse climate risk assessment in aviation by September 2027;<br>d) ACI-LAC/COCESNA/IATA and ALTA prepare an Information Paper or a presentation highlighting the importance of resilience and adaptation, for presentation at the NACC/DCA/15.</td><td>Expected impact:<br><br>☐ Political / Global<br>☒ Inter-regional<br>☐ Economic<br>☒ Environmental<br>☒ Technical/Operational</td></tr>
<tr><td colspan="3">Why:<br><br>To strengthen regional capacity for climate risk assessment and adaptation planning for aviation infrastructure and services.</td></tr>
<tr><td>When: a) March 2027; b) June 2027<br>c) September 2027; d) June 2027</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☒ ICAO ☒ Others:</td><td colspan="2">ACI-LAC/COCESNA/IATA/ALTA</td></tr>
</table>

**Agenda Item 7: Transition to Sustainable Aviation Fuels and Clean Energy**

7.1 The Secretariat presented P/04 on the transition towards SAF and clean energy. Started with an explanation of the ACT-SAF programme, feasibility studies completed and ongoing in the region, including those in Costa Rica and Mexico, and the conditions required to develop SAF through public policies, technical working groups, investment and cooperation among government, industry and academia.

7.2 The ACT-SAF programme supports States through feasibility studies, business implementation studies, tailored training, regulatory support and assistance in incorporating new feedstocks into the CORSIA lists. The programme had 119 participating States and 164 organizations, more than 280 partners, 38 studies launched, 18 completed and 20 ongoing. It also contributes to the objective of the Third Conference on Aviation and Alternative Fuels (CAAF/3) of achieving a 5% reduction in CO2 emissions from international aviation through SAF, lower-carbon aviation fuels and other aviation cleaner energies, taking into account each State's circumstances and capabilities. Its four pillars are policy and planning, regulation, implementation support and financing. The Meeting highlighted the importance of all States joining the ACT-SAF programme as a capacity-building measure.

7.3 Mexico presented P/15 on its SAF development, explaining that establishing technical working groups had formed part of its implementation strategy. It noted that the seven technical working groups bring together authorities, industry, academia and financial institutions to structure a SAF roadmap and prepare fundable projects, while the Regional Group encouraged replication of this model. The Mexican working groups cover laws, policies and regulation; feedstocks; certification; technology; infrastructure; research, development and innovation; and financing. Each pillar is led by the institution with the greatest expertise or competence, including the Ministry of Energy (SENER), Federal Civil Aviation Agency (AFAC), Airports and Auxiliary Services (ASA), Mexican Petroleum Institute and Global Green Growth Institute (GGGI).

7.4 Dominican Republic presented WP/4 on sargassum as a feedstock for SAF production in Dominican Republic. The paper analyses sargassum as a complementary feedstock, not as a substitute for sugar cane, and examines its environmental, tourism and economic impacts, possible technological pathways, and collection, storage and regulatory challenges. The need for further analysis of seasonal availability, energy yield, drying, storage, preprocessing and life-cycle assessment was discussed. Technical and economic studies, identification of cooperation and climate finance opportunities, and promotion of regional pilot projects were also proposed. Grenada, Honduras and other Caribbean States described impacts on tourism, beaches, reefs, flora and fauna. It was clarified that sargassum reaching the coast decomposes, so the assessment should consider both the benefits of removing it and the potential impacts of its collection on ecosystems.

7.5 The Secretariat proposed establishing an Ad hoc Group to compile information available in States on sargassum. The objective is to prepare a regional document for the next in-person meeting and, on that basis, define further actions.

7.6 Jamaica presented P/20 on the process and outcomes of Jamaica's SAF feasibility study, noting that the country should consider SAF a national strategic opportunity rather than solely an aviation decarbonization measure. The policy approach should be developed in stages, starting with practical near-term options while preparing advanced, larger-scale pathways for the future.

7.7 The Meeting agreed that a biofuel does not automatically qualify as SAF. SAF must meet technical specifications and environmental criteria and have certification covering feedstock, conversion processes and the value chain. It was therefore agreed that the Secretariat would organize a webinar on the different components of the SAF certification process, and the following Decision and Draft Conclusion were adopted:

<table>
<tr><td colspan="2">DECISION<br>ENV/SUS/WG/1/08 WEBINAR ON SAF CERTIFICATION PROCESSES</td></tr>
<tr><td>What:<br><br>That, to help understand the various components of the SAF accreditation process, ICAO will organize a webinar on SAF accreditation processes by July 2027.</td><td>Expected impact:<br><br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☒ Environmental<br>☒ Technical/Operational</td></tr>
</table>

| | | | |
|---|---|---|---|
| **Why:** | | | |
| There is a lack of knowledge regarding SAF certification processes and the time required to complete them. | | | |
| **When:** | July 2027 | **Status:** | ☒ Valid / ☐ Superseded / ☐ Completed |
| **Who:** | ☐ States ☒ ICAO ☐ Others: | | |

| | | | |
|---|---|---|---|
| **RAFT CONCLUSION ENV/SUS/WG/1/09** | **TRANSITION TOWARDS SAF, LOWER-CARBON AVIATION FUELS (LCAF) AND OTHER CLEAN ENERGY SOURCES** | | |
| **What:** | | **Expected impact:** | |
| That to enhance regional readiness regarding Sustainable Aviation Fuels (SAFs), Lower-Carbon Aviation Fuels (LCAFs) and other aviation cleaner energies contributing to a collective global aspirational Vision to reduce CO2 emissions from international aviation by 5% by 2030, in preparation for CAAF/4 in 2028. ,<br>a) States join the ACT-SAF programme as a capacity-building measure;<br>b) States analyse implementation of the ICAO Global Framework for SAF, LCAF and other aviation cleaner energies.<br>c) the Secretariat activate an Ad hoc Group to analyse the impact and scope of sargassum in the region as a potential SAF feedstock, which results be presented to the Group by September 2027. | | ☐ Political / Global<br>☒ Inter-regional<br>☐ Economic<br>☒ Environmental<br>☒ Technical/Operational | |
| **Why:** | | | |
| SAF, LCAF and other clean energy sources are essential to achieving the long-term global aspirational goal (LTAG), through implementation of the ICAO Global Framework for SAF, LCAF and other aviation cleaner energies. | | | |
| **When:** | September 2027 | **Status:** | ☒ Valid / ☐ Superseded / ☐ Completed |
| **Who:** | ☒ States ☒ ICAO ☒ Others: | ENV/SUS/WG PoCs | |

**Agenda Item 8: Local Environment Impact**

8.1 COCESNA presented P/11 on conceptual elements for designing a COCESNA–Central American Commission for Environment and Development (CCAD) airport green label, and key aspects and details of airport infrastructure environmental management. It was indicated that this COCESNA and CCAD initiative seeks to create a progressive airport green label adapted to the capabilities of Central American airports and supported by technical assistance and financing. The label aims to promote efficiency, competitiveness and sustainability through a continuous improvement cycle for airport operators and administrators. It covers energy, water, waste, noise, emissions, soil and biodiversity management, climate response and cleaner production practices.

8.2 ACI-LAC presented P/13 on decarbonization, explaining the Airport Carbon Accreditation programme and measures through which airports can measure and reduce their emissions, access green financing and progress towards net-zero carbon emissions by 2050. The programme enables airports to identify emission sources, calculate and manage their carbon footprint, and obtain independent recognition. Common measures include vehicle electrification, photovoltaic generation, efficient lighting and air conditioning, renewable energy procurement, electrification of ground support equipment and operational procedures that reduce aircraft waiting times.

8.3 The Secretariat presented P/03 regarding local environmental impacts of international civil aviation. The available ICAO documents on Environmental Management Systems (EMS), which provide guidance in establishing procedures, expected outcomes, measurements and improvement mechanisms were explained. Furthermore it was noted that these instruments complement implementation of Annex 16, Volumes I and II, and it was proposed to strengthen regional knowledge and implementation of the local environmental provisions of Annex 16, including air quality, noise, waste, monitoring and EMS, so the following Draft Conclusion was formulated:

<table>
<tr><td colspan="3">DRAFT CONCLUSION<br>ENV/SUS/WG/1/10 LOCAL ENVIRONMENTAL IMPACTS</td></tr>
<tr><td colspan="2">What:<br><br>That to strengthen knowledge regarding local environmental impacts and ICAO tools, the Secretariat plan a webinar on local environmental impacts, Environmental Management Systems (EMS) and the Eco-Airport Toolkit e-collection documents, by October 2027.</td><td>Expected impact:<br><br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☒ Environmental<br>☒ Technical/Operational</td></tr>
<tr><td colspan="3">Why:<br><br>To strengthen implementation of Annex 16, Volumes I and II, and the relevant ICAO documents and tools.</td></tr>
<tr><td>When: October 2027</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☐ States ☒ ICAO ☐ Others:</td><td colspan="2"></td></tr>
</table>

**Agenda Item 9: ENV/SUS/WG Work Programme 2027**

9.1 The Latin American Civil Aviation Commission (LACAC) presented P/05 on the work plan of its Ad hoc Environment Group, which includes 12 NACC States. It was noted that the Ad hoc Group, currently coordinated by Brazil, seeks to strengthen collaboration, avoid duplication and articulate common positions without producing binding decisions. The Ad hoc Group presented three tasks for the period: develop a collaborative sustainability guide; exchange experiences on air traffic efficiency; and carry out a regulatory diagnostic assessment through virtual interviews with national PoCs on sustainability, CORSIA, Article 6, MRV, SAF and carbon markets.

9.2 The Secretariat presented P/18 containing the draft work plan for 2027, developed from the actions suggested during the Meeting. Its purpose was to coordinate responsibilities for implementing the tasks and the corresponding tentative dates. The Meeting approved the 2027 work plan as presented in **Appendix C**.

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**First Meeting of the NAM/CAR Aviation Environment and Sustainability Working Group / Primera Reunión del Grupo de Trabajo NAM/CAR sobre Medioambiente y Sostenibilidad de la Aviación (ENV/SUS/WG/1)**

Mexico City, Mexico, 9 - 11 September 2026/Ciudad de México, México, 9 - 11 de septiembre de 2026

## APPENDIX A /APÉNDICE A
### LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES

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5. María Umaña Alvarado
6. Yefry Gerardo Orozco García

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7. Manuel Arcia Rivero

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10. Rafael Antonio Tejeda Valdez

**EL SALVADOR**

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**GRENADA**

12. Marlon Carter

**GUATEMALA**

13. Agustin Soto

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19. Gabriel Escamilla Carmona
20. Juan Emilio Valencia García
21. Humberto Antonio Suárez Castillo
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25. Areefa Khan

**UNITED STATES/ESTADOS UNIDOS**

26. Norma Campos

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27. Francisco Medela

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28. Milena Maria Fajardo Villada
29. Verónica Zapata Agudelo

**COCESNA**

30. Giovanni Tobar
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32. Alessandro Cannizzaro

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35. Luciano Freire

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| **NAM/CAR AVIATION ENVIRONMENT AND SUSTAINABILITY WORKING GROUP (ENV/SUS/WG) TERMS OF REFERENCE (ToRs)**<br>Ver. 2.0 | **TÉRMINOS DE REFERENCIA (TOR) DEL GRUPO DE TRABAJO NAM/CAR SOBRE MEDIOAMBIENTE Y SOSTENIBILIDAD DE LA AVIACIÓN (ENV/SUS/WG)**<br>Ver 2.0 |
|---|---|
| I. BACKGROUND: During the Second meeting with the NAM/CAR Points of Contact (PoCs) for APER, CORSIA and SAFs, it was agreed to create a Working Group to support the implementation of environmental strategies in aviation denominated NAM/CAR AVIATION ENVIRONMENT AND SUSTAINABILITY WORKING GROUP (ENV/SUS/WG) | I. ANTECEDENTES: Durante la segunda reunión con los Puntos focales (PoC) para APER, CORSIA y SAF de las Regiones NAM/CAR de la OACI, se acordó crear un Grupo de Trabajo para apoyar la implementación de estrategias ambientales en la aviación denominado GRUPO DE TRABAJO NAM/CAR SOBRE MEDIOAMBIENTE Y SOSTENIBILIDAD DE LA AVIACIÓN (ENV/SUS/WG) |
| II. OBJETIVE: The ENV/SUS/WG is the regional implementation mechanism. This Group enables NACC States and Territories to report on their level of implementation of CORSIA, SAP and LTAG, share information on the latest ICAO developments in environmental matters and provide support and develop activities that strengthen the environmental capacities of States.<br><br>The ENV/SUS/WG will be composed of representatives designated by the ICAO States and Territories to which the ICAO NACC Regional Office is accredited.<br><br>The ENV/SUS/WG will be composed of a rapporteur and a co-rapporteur who will be elected at the beginning of the meeting. This selection will be valid during the meeting, and the agreement reached at the meeting will remain in effect until the next scheduled meeting. This is to ensure follow-up on the programme. The Secretary will be an officer of the NACC Regional Office; participating member states will be expected to nominate a PoC. | II. OBJETIVO: El ENV/SUS/WG es el mecanismo de implementación regional. Este Grupo permite a los Estados y territorios NACC informar sobre su nivel de implementación de CORSIA, SAP y LTAG, compartir información sobre los últimos avances de la OACI en materia ambiental y brindar apoyo y desarrollar actividades que fortalezcan las capacidades ambientales de los Estados.<br><br>El ENV/SUS/WG estará integrado por representantes designados por los Estados y Territorios de la OACI ante los cuales está acreditada la Oficina Regional NACC de la OACI.<br><br>El ENV/SUS/WG estará compuesto por un/a relator/a y un/a co-relator/a, quienes serán elegidos al inicio de la reunión. Esta elección será válida durante la reunión, y el acuerdo alcanzado permanecerá vigente hasta la siguiente reunión programada. Esto garantiza el seguimiento del programa. El secretario será un especialista de la Oficina Regional NACC; se espera que los Estados miembros participantes designen un PoC. |
| III. COMPOSITION AND RESPONSIBILITY OF the ENV/SUS/WG:<br>1. Members: NAM/CAR States and Territories<br><br>1.1. Designate a focal point. | III. COMPOSICIÓN Y RESPONSABILIDADES DEL ENV/SUS/WG:<br>1. Miembros: Estados y territorios de las Regiones NAM/CAR<br><br>1.1. Designar un punto focal. |

| | |
|---|---|
| 1.2. Nominate and vote for a rapporteur and co-rapporteur. | 1.2. Nominar y votar a un/a relator/a y un/a co-relator/a. |
| 1.3. Participate in discussions on environmental issues in aviation and its integration with other regions. | 1.3. Participar en debates sobre cuestiones ambientales en la aviación y su integración con otras regiones. |
| 1.4. Share progress on the implementation of environment in aviation process. | 1.4. Compartir los avances en el proceso de implementación de medioambiente en aviación. |
| 2. Observers: Representatives from another ICAO regional offices, regional organization, aviation stakeholders, environmental stakeholders. | 2. Observadores: Representantes de otras oficinas regionales de la OACI, organizaciones regionales, partes interesadas de la aviación y partes interesadas ambientales. |
| 3. Secretariat: | 3. Secretaría: |
| 3.1. The secretariat of the meeting will be led by an ICAO NACC Regional Officer. | 3.1. La Secretaría de la reunión será liderada por un/a Especialista Regional NACC de la OACI. |
| 3.2. They are responsible for State and stakeholder membership updates, and website updates. | 3.2. Es responsable de la actualización de la membresía de los Estados y las partes interesadas, así como de la actualización del sitio web. |
| 3.3. Support implementation and follow-up activities of the ENV/SUS/WG. | 3.3. Apoyar en la implementación y el seguimiento de las actividades del ENV/SUS/WG. |
| 4. Rapporteur: | 4. Relator/a: |
| 4.1. leading the development and implementation of the ENV/SUS/WG work programme and activities. | 4.1. Liderar el desarrollo y la implementación del programa de trabajo y las actividades del ENV/SUS/WG. |
| 4.2. Reporting compliance with the ENV/SUS/WG work programme and activities. | 4.2. Informar sobre el cumplimiento del programa de trabajo y las actividades del ENV/SUS/WG. |
| 4.3. In coordination with the Secretariat, convening the ENV/SUS/WG activities, teleconferences and meetings, maintaining the ENV/SUS/WG documentation and work programme updated. | 4.3. En coordinación con la Secretaría, organizar las actividades, teleconferencias y reuniones del ENV/SUS/WG, así como mantener actualizada la documentación y el programa de trabajo ENV/SUS/WG. |
| 4.4 Represent the ENV/SUS/WG before the States and other implementation groups. | 4.4 Representar al ENV/SUS/WG ante los Estados y otros grupos de implementación. |

| | |
|---|---|
| IV. ENV/SUS/WG GENERAL FUNCTIONS: | IV. FUNCIONES GENERALES DEL ENV/SUS/WG: |

1. Communicate and share updated information on ICAO activities related to the environment, including new ICAO environmental guidance documents and tools.

1. Comunicar y compartir información actualizada sobre las actividades de la OACI relacionadas con el medio ambiente, incluidos los nuevos documentos y herramientas de orientación ambiental de la OACI.

2. Allow States to share information and best practices on how to address the environmental impacts of aviation such as aviation noise, sustainable aviation fuel (SAF's, LCAF, others), state action plan (SAP), CORSIA, non-co2 emission, etc.

2. Permitir que los Estados compartan información y mejores prácticas sobre cómo abordar los impactos ambientales de la aviación, como el ruido aeronáutico, los combustibles de aviación sostenibles (SAF, LCAF, entre otros), el plan de acción estatal (PAE), CORSIA, las emisiones distintas del CO2, etc.

3. Provide information and support if needed to State to develop and improve their state action plans to be aligned with ICAO Doc 9988.

3. Proporcionar información y apoyo, si es necesario, a los Estados para desarrollar y mejorar sus planes de acción estatales, de modo que se alineen con el Doc 9988 de la OACI.

4. Provide information and support if needed to States and Territories with the CORSIA implementation Requirements.

4. Proporcionar información y apoyo, si es necesario, a los Estados y territorios con los requisitos de implementación de CORSIA.

5. Provide Information and support if needed to State with CORSIA eligibles Units like offsetting, SAF's, LCAF and other sources of clean energy.

5. Proporcionar información y apoyo, si es necesario, a los Estados con las unidades elegibles para CORSIA, como la compensación de emisiones, los SAF, los LCAF y otras fuentes de energía limpia.

6. Reinforce activities the ICAO Buddy Programme, ACT-CORSIA, ACT-SAF´s and others, amongst state of region on the ICAO state action plan initiative, CORSIA and LTAG.

6. Reforzar las actividades del Programa de Apoyo entre Estados de la OACI, ACT-CORSIA, ACT-SAF y otras iniciativas, entre los Estados de la región, en el marco de la iniciativa del plan de acción estatal de la OACI, CORSIA y LTAG.

7 Provide information and technical support if needed to State the MRV of a long-term global aspirational goal for international civil aviation CO2 emissions reductions (LTAG), including options and roadmaps for their realization.

7. Proporcionar información y apoyo técnico, si fuera necesario, a los Estados para el MRV de un objetivo global a largo plazo para la reducción de las emisiones de CO2 de la aviación civil internacional (LTAG), incluyendo opciones y hojas de ruta para su consecución.

8. Support providing training to States on the ICAO´s Environment Tools such as OFFSET, Carbon Calculator, environment Benefit tool, and others.

8. apoyar impartiendo formación a los Estados sobre las herramientas ambientales de la OACI, como OFFSET, la Calculadora de Carbono, la herramienta de Beneficios Ambientales, y otras.

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| 9. Communicate and share up-to-date information on ICAO activities related to policies based on a balanced approach to aircraft noise management. | 9. Comunicar y compartir información actualizada sobre las actividades de la OACI relacionadas con políticas basadas en un enfoque equilibrado para la gestión del ruido de las aeronaves. |
| 10. Communicate and share up-to-date information on ICAO activities related to Air Traffic Management (ATM) Environmental Assessment, airport operational challenges, land use planning and management, Eco-Airport Toolkit e-collection, and others. | 10. Comunicar y compartir información actualizada sobre las actividades de la OACI relacionadas con la Evaluación Ambiental de la Gestión del Tráfico Aéreo (ATM), los retos operativos de los aeropuertos, la planificación y gestión del uso del suelo, la colección electrónica del Kit de Herramientas Eco-Aeroportuarias, entre otras. |
| V. MEMBERSHIP:<br>The ENV/SUS/WG is composed of Antigua and Barbuda, Bahamas, Barbados, Belize, Canada, Costa Rica, Cuba, Dominica, Dominican Republic, El Salvador, Grenada, Guatemala, Haiti, Honduras, Jamaica, Mexico, Nicaragua, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Sint Maarten, Trinidad and Tobago, United States. | V. COMPOSICIÓN: ENV/SUS/WG está compuesto por Antigua y Barbuda, Bahamas, Barbados, Belice, Canadá, Costa Rica, Cuba, Dominica, El Salvador, Estados Unidos, Granada, Guatemala, Haití, Honduras, Jamaica, México, Nicaragua, República Dominicana, San Kitts y Nevis, Santa Lucía, San Vicente y las Granadinas, Sint Maarten y Trinidad y Tabago. |
| VI. DOCUMENT REFERENCES: | VI. REFERENCIAS DOCUMENTALES: |
| 1. Annex 16 of the Convention on International Civil Aviation — Environmental Protection Volume I — Aircraft Noise. | 1. Anexo 16 del Convenio sobre Aviación Civil Internacional — Protección del Medio Ambiente, Volumen I — Ruido de las Aeronaves. |
| 2. Annex 16 of the Convention on International Civil Aviation — Environmental Protection, Volume II — Aircraft Engine Emissions. | 2. Anexo 16 del Convenio sobre Aviación Civil Internacional — Protección del Medio Ambiente, Volumen II — Emisiones de los Motores de las Aeronaves. |
| 3. Annex 16 of the Convention on International Civil Aviation — Environmental Protection, Volume III — CO2 Emissions from Aircraft. | 3. Anexo 16 del Convenio sobre Aviación Civil Internacional — Protección del Medio Ambiente, Volumen III — Emisiones de $CO_2$ de las Aeronaves. |
| 4. Annex 16 of the Convention on International Civil Aviation — Environmental Protection, Volume IV – CORSIA. | 4. Anexo 16 del Convenio sobre Aviación Civil Internacional — Protección del Medio Ambiente, Volumen IV – CORSIA. |
| 5. ICAO Doc. 9501 - Environmental Technical Manual Volume IV – Procedures for Demonstrating Compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). | 5. Doc. 9501 de la OACI - Manual Técnico Ambiental, Volumen IV – Procedimientos para Demostrar el Cumplimiento del Régimen de Compensación y Reducción de Carbono para la Aviación Internacional (CORSIA). |

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| 6. ICAO Doc. 9988 – Guidance on the Development of State Action Plans on CO2 Emissions Reduction Activities. | 6. Doc. 9988 de la OACI – Guía para la Elaboración de Planes de Acción Estatales sobre Actividades de Reducción de Emisiones de $CO_2$. |
| 7. ICAO Doc. 10031 - Guidance on the Environmental Assessment of Proposed Operational Changes in Air Traffic Management | 7. Doc. 10031 de la OACI - Guía para la Evaluación Ambiental de los Cambios Operacionales Propuestos en la Gestión del Tráfico Aéreo. |
| 8. ICAO Doc. 9968 - Environmental Management System (EMS) Practices in the Aviation Sector (2012). | 8. Doc. OACI. 9968 - Prácticas del Sistema de Gestión Ambiental (SGA) en el sector de la aviación (2012). |
| 9. ICAO Doc. 10013 - Operational Opportunities to Reduce Fuel Consumption and Emissions. | 9. Doc. OACI 10013 - Oportunidades operacionales para reducir el consumo de combustible y las emisiones. |
| VII. List of Interest Groups Admissible to Meetings like Observer:<br>1. Civil Air Navigation Services Organization (CANSO). | VII. Lista de Grupos de Interés Admitidos a las Reuniones como Observadores:<br>1. Organización de Servicios de Navegación Aérea Civil (CANSO). |
| 2. International Air Transport Organization (IATA). | 2. Organización Internacional de Transporte Aéreo (IATA). |
| 3. Airports Council International (ACI). | 3. Consejo Internacional de Aeropuertos (ACI). |
| 4. Airport Services Association (ASA). | 4. Asociación de Servicios Aeroportuarios (ASA). |
| 5. Air Transport Action Group (ATAG). | 5. Grupo de Acción del Transporte Aéreo (ATAG). |
| 6. ASTM International (ASTM). | 6. ASTM International (ASTM). |
| 7. Civil Aviation Safety and Security. | 7. Seguridad y Protección de la Aviación Civil. |
| 8. International Federation of Air Traffic Control. | 8. Federación Internacional de Control de Tráfico Aéreo. |
| 9. International Law Association (ILA). | 9. Asociación de Derecho Internacional (ILA). |
| 10. Latin American Civil Aviation Commission (LACAC) | 10. Comisión Latinoamericana de Aviación Civil (CLAC). |
| 11. Eastern Caribbean Civil Aviation Authority (ECCAA) | 11. Autoridad de Aviación Civil del Caribe Oriental (ECCAA). |
| 12. Central American Air Navigation Services Corporation (COCESNA). | 12. Corporación Centroamericana de Servicios de Navegación Aérea (COCESNA). |

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| 13. Latin American and Caribbean Air Transport Association (ALTA).<br><br>* If a new Stakeholder emerges, it could go through the ENV/SUS/WG/ governance process, starting with an application, sharing the curriculum of the requesting expert and approval by the majority of the members (States); observers have the right to speak but not to vote. | 13. Asociación Latinoamericana y del Caribe de Transporte Aéreo (ALTA).<br><br>* Si surge un nuevo explotador, deberá seguir el proceso de gobernanza del ENV/SUS/WG, que comienza con una solicitud, la presentación del currículo del experto solicitante y la aprobación por la mayoría de los miembros (Estados); los observadores tienen derecho a intervenir, pero no a votar. |
| APPENDIX I<br>I. Abbreviation:<br>1. CORSIA: Carbon Offsetting and Reduction Scheme for International Aviation<br><br>2. SAP: State Action Plans<br><br>3. SAF: Sustainable Aviation Fuels<br><br>4. LCAF: Lower Carbon Aviation Fuels<br><br>5. LTAG: Long-term global aspirational goal<br><br>6. MRV: Monitoring, Reporting and Verification<br><br>7. CCR: Registro Central de CORSIA | APÉNDICE I<br>I. Abreviaturas:<br>1. CORSIA: Sistema de Compensación y Reducción de Carbono para la Aviación Internacional<br><br>2. SAP: Planes de Acción Estatales<br><br>3. SAF: Combustibles de Aviación Sostenibles<br><br>4. LCAF: Combustibles de Aviación con Bajo Contenido de Carbono<br><br>5. LTAG: Objetivo Global Aspiracional a Largo Plazo<br><br>6. MRV: Seguimiento, Notificación y Verificación<br><br>7. CCR: Registro Central de CORSIA |

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**APPENDIX C**

WORK PLAN

| Agenda Item Activity | Actions | Responsible | Date |
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| 4. Update and implement State Action Plans (SAPs) for the reduction of CO2 emissions | 4.1 Definition of the working group, State Action Plan (SAP) and the baseline within the States | State´s Points of Contact (PoCs) | First week of December 2026 |
| | 4.2 In-person workshop on the SAP and mitigation measures, involving State environmental and aviation authorities. | Rapporteur/Co-Rapporteur | February 2027 |
| | 4.3 Technical assistance to update national regulations. | Secretariat | September 2027 |
| | 4.4 Integration of climate adaptation into SAP planning (more efficient operations and airport infrastructure). | State´s PoCs | June 2027 |
| | 4.5 Submission or update of the SAP. | State´s PoCs | June 2027 |
| | 4.6 ENV/SUS/WG/02 Meeting | State´s PoCs | September 2027 |
| 5. Implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and support for monitoring | 5.1 Virtual meeting of the ENV/SUS/WG regarding the analysis of the availability and demand for CORSIA-Eligible Units (CEUs). | Dominican Republic | April 2027 |
| | 5.2 Webinars (various) with different stakeholders concerning compliance with CEU requirements and CORSIA eligibility criteria (for programs and certifiers). | Dominican Republic | April 2027 |
| | 5.3 Analysis of environmental regulations within the framework of Annex 16, Volume IV. | Secretariat / State´s PoCs | March 2027 |
| | 5.4 ICAO technical assistance for inter-institutional coordination between Civil Aviation Authorities (CAAs) and authorities responsible for the environment, energy, and climate change (issuance of Letters of Agreement—LoAs). | Secretariat | August 2027 |

| Agenda Item Activity | Actions | Responsible | Date |
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| | 5.5 Joint workshops involving CAAs and ministries of environment on the interplay between CORSIA, Article 6, and NDC, including the participation of airlines. | Costa Rica / Secretariat | March 2027 |
| 6. Climate adaptation and resilience of aviation infrastructure | 6.1 Webinar on climate adaptation and resilience in international civil aviation, involving relevant stakeholders. | Costa Rica / ACI/ IATA/ COCESNA/ ALTA | March 2027 |
| | 6.2 Integration of climate adaptation into the planning of the SAP (more efficient operations and airport infrastructure). | State´s PoCs | June 2027 |
| | 6.3 Climate risk assessment in aviation. | State´s PoCs / Rapporteur and Co-Rapporteur | August 2027 |
| | 6.4 Information Paper or presentation to the NACC/DCA, to highlight the importance of resilience and adaptation | Secretariat / ACI-LAC / IATA / COCESNA / ALTA | June 2027 |
| 7. Transition toward sustainable aviation fuels and clean energy | 7.1 Analysis of the impact and scope of sargassum in the region as a potential feedstock for Sustainable Aviation Fuel (SAF), through the formation of a small working group. | Dominican Republic | November 2026/ September 2027 |
| | 7.2 Webinar/workshop on SAF certification. | Mexico | July 2027 |
| | 7.3 Accession of the remaining States to the ACT-SAF programme. | States | June 2027 |
| 8. Impact on the local environment | 8.1 Webinar on local environmental impacts and the *Eco-Airport Toolkit* e-collection documents. | Rapporteur/ Co-Rapporteur. | October 2027 |