



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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**Fourteenth Meeting of the North American, Central American and Caribbean
Directors of Civil Aviation (NACC/DCA/14)**
St. George's, Antigua and Barbuda, 1 to 5 June 2026

Agenda Item 4 Collaborative Approaches to Safet

AVIATION SAFETY CAPACITY DEVELOPMENT IN THE NAM/CAR REGIONS

(Presented by United Kingdom)

EXECUTIVE SUMMARY

This working paper informs the meeting of the United Kingdom's voluntary financial contribution to support ICAO-led aviation safety capacity development activities in the NAM/CAR regions. In total, the United Kingdom has provided £700,000 GBP (approx. 950,000 USD) to support the NACC region, particularly CARICOM States, reflecting a broader commitment to sustainable aviation safety implementation.

While the current medium-term delivery of the programme focuses on strengthening States' oversight of Aerodromes and Ground Aids (AGA)—an area identified through ICAO audits and regional engagement as requiring targeted support—this focus represents an initial implementation priority rather than a limitation on the scope or ambition of the United Kingdom's contribution. The funding is intended to support longer-term, State-led and regionally owned improvements in aviation safety oversight, consistent with ICAO's *No Country Left Behind* initiative.

The paper invites States to engage actively with the programme, considers how States and partners may contribute—financially or through expertise—and seeks feedback on longer-term regional goals and aspirations for sustainable safety enhancement.

Action:	The meeting is invited to: a) Participate and actively engage with the ICAO-led aviation safety capacity development programme; b) Consider contributing, where feasible, resources such as expertise, secondees, or financial support to complement ongoing efforts;
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	<p>c) Provide feedback throughout the delivery of the programme; and</p> <p>d) Provide feedback on longer-term goals and aspirations for sustainable aviation safety improvement in the NAM/CAR regions.</p>
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Every Flight is Safe and Secure • No Country Left Behind
<i>References:</i>	<ul style="list-style-type: none"> • ICAO Global Aviation Safety Plan (GASP) • ICAO Capacity Development and Implementation Support Programme

1. Introduction

1.1 International cooperation and mutual support among States is central to the continuous improvement of global aviation safety. The United Kingdom places particular importance on working through ICAO and in partnership with States and regional organisations to support the effective and sustainable implementation of ICAO Standards and Recommended Practices (SARPs).

1.2 In this context, the United Kingdom has provided voluntary funding to support an ICAO-led capacity development programme in the NAM/CAR Regions. This working paper outlines the background to that contribution, its current focus, and the steps being taken to ensure the ICAO-led programme engages constructively with States and partners to shape and enhance its delivery.

2. Background

2.1 ICAO Universal Safety Oversight Audit Programme (USOAP) results have identified variations in safety oversight capabilities across different technical domains within the Caribbean Community (CARICOM). ICAO identified Aerodromes and Ground Aids (AGA) as the lowest-performing domain across Caribbean States, and a priority area requiring support. In response, ICAO developed a targeted AGA implementation support programme for CARICOM States, designed to address identified needs while promoting sustainable, long-term solutions.

2.2 In 2025 the United Kingdom provided £100,000 GBP voluntary funding to support this programme, contributing a further £600,000 GBP in 2026 to ensure this activity could be sustained.

2.3 The current short and medium-term focus of programme delivery is on AGA oversight. The AGA focus is intended as a practical and regionally relevant entry point for delivery, rather than as an exclusive or permanent thematic limitation.

2.4 Later phases of the programme are designed to support sustainable solutions, including institutional strengthening, skills development, programme evaluation, and the gradual transition of responsibilities to regional mechanisms such as the Caribbean Aviation Safety and Security Oversight System (CASSOS). This approach aims to ensure that improvements are durable and increasingly led and maintained within the region.

2.5 The scale of the United Kingdom's contribution reflects its commitment to ICAO's *No Country Left Behind* initiative and to working in partnership with States to support shared safety objectives, while fully respecting State sovereignty and the diverse contexts within the CARICOM States.

3. Current Status

3.1 The programme is currently delivering implementation support and capacity building activities in accordance with an agreed phased approach with ICAO. ICAO is responsible for programme management and delivery, working closely with participating States and regional partners.

3.2 The United Kingdom remains engaged with ICAO to support clarity of objectives, appropriate reporting, and alignment with agreed regional priorities, recognising that the effectiveness and sustainability of the programme depend on active State engagement and regional ownership.

4. Future Engagement and Collaboration

4.1 The United Kingdom views this initiative as part of a broader and ongoing partnership with the NACC region. As delivery progresses, the UK is keen to continue dialogue with States and ICAO on how the programme can best support evolving regional safety needs.

4.2 In this spirit, the United Kingdom encourages open exchange on:

- Practical experiences from States participating in the programme;
- Opportunities to strengthen sustainability and regional capability; and
- Potential areas for expanded collaboration involving additional partners.

4.3 As delivery matures, the United Kingdom is open to discussing—alongside States and ICAO—how the programme might evolve beyond its current technical focus, taking account of regional priorities, emerging risks, and lessons learned. The UK views its £700,000 contribution as support for a long-term partnership.

5. Action Requested

5.1 The Meeting is invited to:

- Participate and actively engage with the ICAO-led aviation safety capacity development programme;
- Consider contributing, where feasible, resources such as expertise, secondees, or financial support to complement ongoing efforts;
- Provide feedback throughout the delivery of the programme; and
- Provide feedback on longer-term goals and aspirations for sustainable aviation safety improvement in the NACC region.

5.2 The United Kingdom reaffirms its commitment to working as a supportive partner alongside States, ICAO, and regional organisations to advance shared aviation safety objectives globally.