



ICAO

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

DISCUSSION PAPER

NACC/DCA/14— DP/01
03/06/26

**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

CONCLUSIONS AND DECISIONS OF THE NACC/DCA/14 MEETING

(Presented by the Secretariat)

1. Action by the Meeting

1.1 The Meeting is invited to review and approve the following Draft Conclusions.

Agenda Item 3 Innovation Panel

DRAFT DECISION NACC/DCA/14/01	ACTIVATION OF A REGULATORY SANDBOXES AD HOC GROUP
<p>What:</p> <p>That, to raise awareness and practical understanding of the concept of Regulatory Sandboxes as a way to enhance regulatory agility for innovation, resilience and evidence-based decision-making in civil aviation, an Ad hoc Group (composed by Dominican Republic, El Salvador, Honduras and United States, supported by United Arab Emirates) and ICAO:</p> <ul style="list-style-type: none">a) review and exchange experiences to define a practical concept for regulatory sandboxes;b) identify 1 or 2 priority sandbox areas for the CAR Region as an example for showing the practicality of the sandbox concept, including a set of key governance enablers (legal, institutional, operational); andc) inform by December 2026 of the draft practical concept and examples of its implementation to share with the other NACC States.	<p>Expected impact:</p> <ul style="list-style-type: none"><input type="checkbox"/> Political / Global<input type="checkbox"/> Inter-regional<input type="checkbox"/> Economic<input checked="" type="checkbox"/> Environmental<input checked="" type="checkbox"/> Operational/Technical
<p>Why:</p> <p>Sandboxes provide controlled environments where States can test new regulatory approaches, technologies, and institutional arrangements while maintaining acceptable levels of safety, security, and compliance. Sandboxes can offer a practical pathway to accelerate regulatory modernization, strengthen inter-agency coordination, improve performance-based oversight and enhance service delivery in aviation systems.</p>	

When: December 2026	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	Ad hoc Group

Agenda Item 4 Collaborative Approaches to Safety

DRAFT CONCLUSION		ADVANCING REGIONAL COOPERATION UNDER THE ICAO REGIONAL COOPERATION FRAMEWORK	
NACC/DCA/14/02			
<p>What:</p> <p>That, recognizing the importance of regional cooperation mechanisms (RSOOs, RAIIO, ICMs) to support States meet ICAO SARPs, States:</p> <ol style="list-style-type: none"> a. provide sustained political commitment to actively participate in and utilize regional cooperation mechanisms; b. establish and maintain robust legal frameworks and formal delegation arrangements that enable effective, accountable, and scalable regional cooperation; and c. promote and support the active participation of regional organizations in ICAO programmes, including the RRAP, as a means to strengthen transparency, capability, and mutual confidence, while providing States with assurance that delegated functions are performed effectively and in accordance with ICAO Standards and guidance by the NACC/DCA/15. 		<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>	
<p>Why:</p> <p>To strengthen the capabilities and qualifications of RSOOs and RAIIOs to help States comply with ICAO SARPs by NACC/DCA/15</p>			
When: NACC/DCA/15		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:			

DRAFT CONCLUSION NACC/DCA/14/03		DESIGNATION OF FOCAL POINTS FOR INTERACTION WITH RASG-PA/PA-RAST AND SUPPORT TO COLLABORATIVE SAFETY TEAMS (CSTS)	
What: That, in order to foster the establishment of Collaborative Safety Teams (CSTs), or strengthen existing ones, and support the exchange of safety data and information within the RASG-PA framework, States designate by 30 September 2026 , a focal point responsible for coordinating interaction with RASG-PA/PA-RAST on matters related to CSTs and safety data and information exchange, and provide the ICAO NACC Regional Office with the name, position, organization and contact information of the focal point.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: To strengthen regional safety collaboration and facilitate the establishment and operation of CSTs through designated coordination channels with RASG-PA/PA-RAST, thereby enhancing the exchange of safety data and information and supporting the identification and mitigation of regional safety risks.			
When: 30 September 2026		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:			

DRAFT CONCLUSION NACC/DCA/14/04		AIRCRAFT LEASE ARRANGEMENTS FOR COMMERCIAL AIR TRANSPORT	
What: That, recognizing the importance of aircraft leasing as a key mechanism for the operational and financial management of air operators, as well as for the oversight of operational safety, a) States: 1. update regulations and procedures to reflect advances in business models, eliminate redundant processes and optimize regulatory harmonization for the conclusion of lease agreements between air operators; 2. enhance risk management and performance measurement, ensuring that acceptable safety standards are maintained and supervised for all stakeholders; and 3. leverage regional cooperation models for the sustainable development of civil aviation globally and the strengthening of safety oversight systems; and		Expected impact: <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	

Why: The implementation of the CONOPS would allow for a harmonized evolution of today’s air traffic management system over the next two decades.	
When: NACC/DCA/15	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	NACC/WG AMCB

Agenda Item 7 Implementing the Environmental Long-Term Aspirational Goal (LTAG)

DRAFT CONCLUSION NACC/DCA/14/06	
IMPLEMENTATION OF ICAO ENVIRONMENT LONG TERM ASPIRATIONAL GOAL (LTAG)	
<p>That:</p> <p>That the NACC States, supported by the ENV/SUS/WG, accelerate the transition of international civil aviation to cleaner energy sources and achieve the goal of net-zero carbon emissions by 2050, strengthening the integrity and effectiveness of CORSIA, and clearly and substantially express their concern regarding the use of international aviation as a source of climate finance for other sectors, through the following actions by the NACC/DCA/15:</p> <ul style="list-style-type: none"> a) implement the four pillars of the ICAO Global Framework on SAF, LCAF, and other cleaner aviation energy; b) join and continue participating in the ICAO ACT-SAF programme to promote the expansion of SAF within and outside the NAM/CAR Regions, through close coordination with ICAO; c) submit and update quantified State action plans to ICAO by 1 June 2027; d) ensure compliance with the deadlines of Annex 16, Volume IV; e) actively participate in the ICAO ACT CORSIA programme; f) promote the mobilization of public and private financing and investment for aviation decarbonization projects; g) expedite and issue letters of authorization for activities that generate CORSIA-eligible emission units, using the UNFCCC voluntary template, and ensure environmental integrity and avoid double counting; 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economics <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational

<p>h) collaborate with relevant authorities to ensure effective harmonization between the eligibility criteria for CORSIA emission units and the provisions of Article 6 of the Paris Agreement;</p> <p>i) express clear concern to the relevant United Nations bodies and international organizations regarding the use of international aviation as a source of revenue mobilization for climate change financing, and inform ICAO of any related developments in their State or region; and</p> <p>j) actively participate in the monthly meetings of the Environment and Sustainability Working Group (ENV/SUS/WG).</p>	
<p>Why:</p> <p>To show States' commitment to the effective implementation of LTAG and CORSIA, strengthen compliance with the ICAO Global Framework and contribute to climate finance, in order to accelerate the transition to environmentally sustainable aviation.</p>	
<p>When: By NACC/DCA/15</p>	<p>State: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Invalidated / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> OACI <input type="checkbox"/> Others:</p>	

Agenda Item 8 En Route to the 7th Air Transport Conference (AT/Conf)/7)

<p>DRAFT CONCLUSION STATES PARTICIPATION IN AIR TRANSPORT ACTIVITIES</p> <p>NACC/DCA/14/07</p>	
<p>That:</p> <p>That considering the rapid positive growth of traffic in the CAR Region and the need for an effective participation of States in the air transport matters, States:</p> <p>a) continue and enhance their participation in Air Traffic Reporting (ATR), providing timely and high-quality information and designating a focal point for coordination with ICAO Statistics Programme by 30 September 2026;</p> <p>b) actively participate in the upcoming 7th Air Transport Conference (November 2026), ADAP Panel (September 2026), the NAM/CAR/SAM Workshop on Airport and Air Navigation User Charges (ICAO NACC Regional Office, Mexico City, Mexico, from 10-12 August 2026) and other air transport-related events; and</p> <p>c) designate a focal point to work with the NACC Air Transport Implementation Support Group by 30 September 2026.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economics</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Technical/Operational</p>

Why: To facilitate and promote the effective application of ICAO Economic Policies, Air Transport Connectivity and Liberalization in the Caribbean and Central America and States preparedness for the 7th Air Transport Conference (AT/Conf/7) and other air transport events.	
When: 30 September 2026	State: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Invalidated / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> OACI <input type="checkbox"/> Others:	

Agenda Item 9 International Air Treaties, Laws and Regulations

DRAFT CONCLUSION NACC/DCA/14/08		ENHANCEMENT OF STATES' PARTICIPATION ON THE RATIFICATION OF AIR LAW TREATIES AND SUPPORT TO ICAO LEGAL ACTIVITIES	
That: That, considering the importance of the ratification of air law treaties and to support to the ICAO legal Committee, States:		Expected impact:	
<ul style="list-style-type: none"> a) become party to the eight treaties highlighted at footnote 1 and to any other international air law treaty that they have not yet ratified; b) nominate a Focal Point for the Ratification of International Air Law Treaties, if they have not already done so and to inform the ICAO NACC Regional Office accordingly; c) participate in the 40th Session of the Legal Committee in Montréal in October 2026, in the ICAO Legal Seminar to be hosted by the Republic of Korea in 2027, in the ICAO International Air Law Course, the ICAO Air Law Treaty Workshop as well as other similar events for the continuous training and development of their legal advisers with regard to ratification and implementation of international air law instruments; and to consider hosting from time to time such events in their States; d) inform ICAO by 1 October 2026 of their further progress towards the ratification of international air law treaties by updating/using the DGCA tracking matrix set out in Appendix B to NACCDCA/14 WP/06; 		<ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economics <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational 	

- e) contact the ICAO LEB Treaty Section (treaty@icao.int) for any information or assistance with regard to ratification matters;
- f) in line with Appendix H of Assembly Resolution A42-5, submit their aeronautical agreements and arrangements for registration with ICAO and to make use of WAGMAR for that purpose at the following link: <https://dna.icao.int/WAGMAR>; and
- g) timely support and reply to the projected legal surveys to be submitted by ICAO as described in NACC/DCA/14 WP/11 by the NACC/DCA/15.

Note: The six international air law treaties highlighted were: the Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 50 (a)] (Doc 10077) and the Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 56] (Doc 10076) (Montréal, 2016) (2016 Protocols on Articles 50(a) and 56 of the Chicago Convention); the Convention for the Unification of Certain Rules for International Carriage by Air (Doc 9740) (Montreal, 1999) (Montreal Convention 1999); the Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation (Doc 9960) and the Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft (Doc 9959) (Beijing, 2010) (Beijing Convention and Protocol 2010); and the Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft (Doc 10034) (Montréal, 2014) (Montréal Protocol 2014).

Why:

To facilitate and promote the State ratification of air law instruments, raising awareness and importance of air law treaties and its timely registration in WAGMAR. Support the ICAO Legal Committee to update and collect States needs and challenges in legal matters from air law instruments.

When: 1 October 2026 NACC/DCA/15	State: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Invalidated / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> OACI <input type="checkbox"/> Others:	