



ICAO

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

SUMMARY OF DISCUSSIONS

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.

Fourteenth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/14) Antigua and Barbuda, from 1 to 5 June 2026

SUMMARY OF DISCUSSIONS

ii.1 Place and Date of the Meeting

The Fourteenth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/14) was held at the American University of Antigua (AUA) Conference Centre, Jabberwock Beach Road, University Park, Coolidge, Antigua, hosted by Antigua and Barbuda, with its plenary sessions from 1-3 June and a Director General-focused workshop on Delegation from 3 to 5 June 2026.

ii.2 Opening Ceremony

Mr. Juan Carlos Salazar, Secretary General of the International Civil Aviation Organization (ICAO), provided opening remarks, highlighting the importance of regional cooperation to advance ICAO's Strategic Plan 2026–2050, emphasizing achievements in safety, security, air navigation and air transport, the benefits of the No Country Left Behind initiative and implementation support programmes, the promotion of innovation through regulatory sandboxes, the need for greater resilience and crisis preparedness, active regional engagement in the Seventh Worldwide Air Transport Conference (ATConf/7) and the Extraordinary Assembly, continued ratification of air law instruments, and accelerated action on environmental sustainability, including Sustainable Aviation Fuels (SAF) and climate resilience. He thanked Antigua and Barbuda for hosting the meeting. Opening remarks were also provided by Ms. Marieta Christian, Acting Permanent Secretary, Antigua and Barbuda, Mr. Anthony Whittier, Director General, Eastern Caribbean Civil Aviation Authority (ECCAA), and Hon. Michael Freeland, Minister of State, in representation of Hon. Charles 'Max' Fernandez, Minister of Tourism, Investment, Civil Aviation and Transportation, Antigua and Barbuda who, welcomed participants to the country and officially opened the meeting. Ambassador Brian Challenger, advisor to the Minister of Civil Aviation, acted as Master of Ceremony of the NACC/DCA/14.

ii.3 Officers of the Meeting

The Meeting Plenary was chaired by *Mr. Anthony Whittier, Director General, Eastern Caribbean Civil Aviation Authority (ECCAA)*. Mr. Christopher Barks, Regional Director of the ICAO NACC Regional Office served as Secretary of the Meeting, assisted by Mr. Julio Siu, Deputy Regional Director, Mr. Fernando Camargo, Regional Officer, Technical Assistance, and Mr. Fabio Salvatierra, Regional Officer, Aerodromes and Ground Aids, all from the ICAO NACC Regional Office, Ms. Dawn Flanagan, Chief, Regional Safety Cooperation Unit, Ms. Jacqueline Serrao, Regional Cooperation Institutional and Governance Consultant, and Virginia Tavella, CDI Business Development SAM/NACC, from ICAO Headquarters.

ii.4 Working Languages

The working languages of the meeting were English and Spanish. The working papers and summary of discussions were available 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	Election of Chair and Adoption of the Agenda and Schedule
Agenda Item 2	Keynote Address
Agenda Item 3	Innovation Panel
Agenda Item 4	Collaborative Approaches to Safety
Agenda Item 5	Every Flight is Secure
Agenda Item 6	Seamless and Interoperable Air Navigation Services (ANS) that are Fit for the Future
Agenda Item 7	Implementing the Environmental Long-Term Aspirational Goal (LTAG)

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

Agenda Item 9 International Air Treaties, Laws and Regulations

Agenda Item 10 Conclusions and Decisions

Agenda Item 11 Other Business

ii.7 Attendance

The Meeting was attended by 21 States/Territories from the NAM/CAR Regions, 1 State from the Middle East (MID) Region, and 18 International Organizations, totalling 102 delegates as indicated in the list of participants contained in **Appendix A**.

ii.8 Draft Conclusions and Decisions

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

Draft Conclusions: Activities requiring action/communication by States/Territories/International Organizations/ICAO.

Decisions: Internal activities of the Meetings of Directors of Civil Aviation of North America, Central America, and the Caribbean.

ii.9 List of Conclusions and Decisions

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ii.10 List of Working and Information Papers and Presentations

Refer to the Meeting web page:

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WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01 Rev. 3	1	Agenda and Schedule	01/06/26	Secretariat
WP/02	10	Follow-Up on Valid Conclusions and Decisions of NACC/DCA Meetings	08/05/26	Secretariat
WP/03	6	GNSS Signal Interference LATAM-CAR Region	27/04/26	IATA-ALTA
WP/04	7	Net Zero Aviation in Latin America and the Caribbean: Pathways and Trade-Offs	28/04/26	ALTA
WP/05 Rev.	4	Promotion Of Collaborative Safety Teams (CST) as a Key Strategic Tool to Mitigate Priority Safety Risks in the NAM/CAR Regions	15/05/26	ALTA
WP/06	9	Ratification of International Air Law Treaties	11/05/26	Secretariat
WP/07	6	Safeguarding Aviation Radio Frequency Spectrum for Global Safety	06/05/26	ICCAIA
WP/08	4	Aviation Safety Capacity Development In the NAM/CAR Regions	07/05/26	United Kingdom
WP/09	6	A Seamless Airspace System to Meet the Needs of the Future	06/05/26	ICCAIA
WP/10	8	The Convening of the Seventh Worldwide Air Transport Conference (ATConf/7)	08/05/26	Secretariat
WP/11	9	Research and Studies on International Air Law Subjects	11/06/26	Secretariat
WP/12	11	Enhancing Inclusive and Strategic Participation of All States in ICAO meetings in Support of the No Country Left Behind (NCLB) Initiative	14/05/26	Canada
WP/13	8	Consolidated Statement of Reaffirming ICAO Taxation Policies in the Air Transport Field	14/05/26	IATA
WP/14	4	Advancing Regional Cooperation under the ICAO Regional Cooperation Framework	13/05/26	Secretariat

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/15	4	Regional Guidance for the Harmonization of Flight Simulation Training Devices (FSTDs) Qualification in Accordance with International Standards	25/05/26	FSTC Ad hoc Group
WP/16	4	Regulatory Harmonization in Aircraft Exchange Agreements to Strengthen the Connectivity and Resilience of International Air Transport	15/05/26	El Salvador
WP/17	6	A New Air Traffic Control System in the United States	15/05/26	United States
WP/18	6	Pending Improvements to FAA Managed Caribbean Airspace	15/05/26	United States
WP/19	6	Strengthening Cybersecurity in Central American Civil Aviation	15/05/26	COCESNA
WP/20	5	U.S. Transportation Security Administration Use Cases for Artificial Intelligence and Machine Learning Applications	20/05/26	United States
WP/21	5	Presentation: Global And Regional Perspectives on Threats and Risks to Civil Aviation	20/05/26	United States
WP/22	7	Status of the Long-Term Aspirational Goals (LTAG) implementation in the NAM/CAR Regions 2026	25/05/26	Secretariat
WP/23	6	Operational Challenges and Regional Coordination Considerations for Commercial Space Transport Operations in the NAM/CAR Regions	01/06/26	IATA/CANSO/AMCB/TF Secretariat

INFORMATION PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01 Rev. 2	---	List of Working, Information Papers and Presentations	01/06/26	Secretariat
IP/02	3	Innovation Panel General Information	11/05/26	Secretariat
IP/03		CANCELLED		
IP/04	6	Status of Implementation of Regional Air Navigation Modernization Initiatives, NACC/WG Activities and Follow-Up to NACC/WG/10 Outcomes	18/05/26	NACC/WG
IP/05	5	Aviation Security and Facilitation Activities Implemented in the NAM/CAR Regions	25/05/26	Secretariat
IP/06	4	Regional Regulatory Harmonization in Central America: Strategic Perspective of the ICAO NACC Regional Office	27/05/26	Secretariat
IP/07	7	Road To Sustainable Aviation	15/05/26	Secretariat

INFORMATION PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
IP/08		CANCELLED		
IP/09	4	Recognition of Flight Crew Licenses: Regional Approaches for a Voluntary and Non-Binding Technical Framework	11/05/26	ALTA
IP/10	4	Proposal for the Strengthening of CASSOS through the Establishment of an ICAO-Executed Regional Technical Cooperation Project	14/05/26	Secretariat
IP/11	5	Outcomes of the ICAO FALP/14 and Implications for Passenger Facilitation in the NAM/CAR Regions	14/05/26	IATA
IP/12	4	Collaborative Approaches to Strengthening GASP Implementation in the NAM/CAR Regions	12/05/26	Secretariat
IP/13	4	ICAO/EASA Third Global RSOO/RAIO Forum for Aviation Safety: Optimizing Resources through Coordination and Cooperation	13/05/26	Secretariat
IP/14	5	Recommended Mitigation Efforts For Unmanned Aircraft Systems Threats at Airports	15/05/26	United States
IP/15	5	Advancing the U.S. Transportation Security Administration (TSA) Open Architecture for Aviation Security Systems	15/05/26	United States
IP/16	4	Aviation Safety Reporting in Support of Safety Intelligence: Europe's Experience and Possible Relevance for the Pan-American Region	19/05/26	EASA

PRESENTATIONS			
Number	Agenda Item	Title	Presented by
1	4	Harmonization of Civil Aviation Regulations in Central America	COCESNA
2	3	The ICAO Innovation Programme	Secretariat
3	6	Enhancing Air Navigation Services in the CAR Region Strategies for ICAO States	Secretariat
4	5	Aviation Security and Facilitation Activities in the NAM/CAR Regions	Secretariat
5	4	Collaborative approach to GASP compliance	Secretariat
6	7	Implementing Long-Term Aspirational Goal (LTAG)	Secretariat
7	8	Air Transport Developments in the Region	Secretariat
8 Rev.	9	Ratification of International Air Law Treaties	Secretariat

PRESENTATIONS			
Number	Agenda Item	Title	Presented by
9	5	ICAO FALP/14 Outcomes and Implications for the NACC Region	IATA
10	6	Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG) Update	E/CAR/CATG Rapporteur
11	8	En Route ATConf/7	Secretariat
12	4	Government Safety Inspector (GSI) Training Series	United States
13	4	GRIAA	COCESNA
14	9	Research and Studies on International Air Law Subjects	Secretariat
15	6	Planning for and Response to Contingencies and Emergency Situations in Central America	COCESNA
16	4	Aircraft Lease Arrangements for Commercial Air Transport	COCESNA
17	6	Regional Search and Rescue Framework in Central America	COCESNA
18	7	Central American Plan for the Reduction of Emissions	COCESNA
19	5	Use Cases for Artificial Intelligence and Machine Learning Applications	United States
20	4	Advancing Regional Cooperation under the ICAO Regional Cooperation Framework	Secretariat
21	6	A Seamless Airspace System to Meet the Needs of the Future	ICCAIA
22	6	Safeguarding Aviation Radio Frequency Spectrum for Global Safety	ICCAIA
23	2	ICAO – Strategic Plan	Secretariat
24	4	EASA - EU LAC Aviation Partnership Project III Cooperation with NACC Region	EASA
25	5	Global and Regional Perspectives on Threats and Risks to Civil Aviation	United States

Agenda Item 1 Election of Chair and Adoption of the Agenda and Schedule

1.1 The Meeting unanimously elected Mr. Anthony Whittier, of ECCAA, as Chairperson . The Secretariat presented WP/01 Rev. 3, inviting the Meeting to approve the draft revised agenda and revised schedule. The Meeting approved the revised agenda and revised schedule.

Agenda Item 2 Keynote Address

2.1 ICAO Secretary General presented P/23, providing key notes framing ICAO's direction around the Strategic Plan through its six Strategic Goals and how it operationalises these goals through the 2026–2028 Business Plan, which applies Results-Based Management, high-priority enablers, and dashboard tracking of outcomes, outputs, programmes, and projects. He emphasized the regional NACC priorities and activities. Looking ahead, it spotlighted the ATConf/7 in

Montreal, and the Extraordinary Session of the ICAO Assembly for the voting on expanding the Council from 36 to 40 members and the Air Navigation Commission from 19 to 21, and the ongoing work on the modernizing of ICAO with spanning expertise, systems, Kaizen-driven culture, and operations, capabilities that ICAO offers to share with Member States.



Agenda Item 3 Innovation Panel

3.1 Under P/02, the Secretariat briefed on the ICAO Innovation Programme, recognizing the innovation as a core enabler of ICAO Strategic Plan (2026–2050) and Triennial Operating Plan/Work Programme. The Strategic Plan framed the long-term vision of ICAO: where global aviation should be by 2050, it ties that vision to ICAO's mission and its "high-priority enablers," and positions innovation as a top-priority tool for achieving safety, sustainability, and efficiency goals across member States. The briefing included the Innovation Programme's concrete workstreams, explaining Artificial Intelligence (AI), an innovation "Sandbox," and events/outreach, supported by the ICAO Innovation Policy and highlighting the ICAO Innovation Hub (istars.icao.int/Sites/Home/Innovation) as the central resource.

3.2 Following the discussions held during the 42nd ICAO Assembly on the adoption of sandboxes to enhance regulatory agility for innovation, resilience and evidence-based decision-making in civil aviation, States were invited to adopt such mechanisms as part of their regulatory toolkits. The Meeting conducted the NACC/DCA/14 Innovation Panel on Regulatory and Institutional Sandboxes in the CAR Region. IP/02 provided an overview of the panel.

3.3 The objectives of the panel were to explore how CAR States can design and implement sandbox approaches to improve governance, share experiences, challenges, and opportunities related to institutional innovation, identify priority areas for sandbox application in the region and develop actionable recommendations for ICAO and States.



3.4 The Panel conducted a strategic discussion for NACC Directors General of Civil Aviation on how sandbox approaches can strengthen governance, institutional effectiveness, and regulatory agility in civil aviation. The panellists shared similar experiences and practical perspectives from their States and institutions on how sandboxes can be defined, designed, and implemented, including the legal and institutional frameworks required, the balance between regulatory flexibility and safety/security oversight, and the priority areas where the CAR Region could benefit most. Their interventions help to identify common barriers—legal, financial, operational, and cultural—while sharing lessons on industry collaboration, inter-agency coordination, digital transformation, data governance, and the use of performance- and risk-based oversight to support innovation.

3.5 The moderator drove the panellists for sandboxes to concrete regional outcomes. The dialogue toward practical results pointed toward the identification of some priority sandbox areas, possible pilot initiatives in fields such as digital identity, Unmanned aircraft systems (UAS), and safety/security data sharing, key governance enablers, and opportunities for ICAO and regional partners to support a CAR Regional Sandbox Framework aligned with the ICAO Strategic Objectives 2026–2050.

3.6 Resulting from the Panel discussion, the Meeting concluded that Regulatory and institutional sandboxes represent a strategic tool for transforming aviation governance in the CAR Region. By enabling controlled innovation with sandboxes, States can move toward more agile, data-driven, and performance-based systems, ultimately enhancing safety, security, efficiency, and sustainability. To continue this good practice the Meeting adopted the following decision:

DECISION	
ACTIVATION OF A REGULATORY SANDBOXES AD HOC GROUP	
NACC/DCA/14/01	
What: 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: 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); and c) inform by December 2026 of the draft practical concept and examples of its implementation to share with the other NACC States.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☒ Environmental ☒ Operational/Technical

Why: 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.	
When: December 2026	Status: ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☐ States ☒ ICAO ☒ Other:	Ad hoc Group

Agenda Item 4 Collaborative Approaches to Safety

4.1 Under P/05, supported by IP/12, the Secretariat introduced the collaborative approaches to safety, presenting one to support implementation of the Global Aviation Safety Plan (GASP) in the NAM/CAR Regions through regional safety management and safety oversight initiatives. The presentation described activities undertaken by the ICAO NACC Regional Office to support the implementation of State Safety Programmes (SSPs), Regional Aviation Safety Plans (RASPs) and National Aviation Safety Plans (NASPs), including the SSP implementation measurement tool, just culture initiatives, runway safety programmes, SSP self-assessments, working group activities, workshops, and technical assistance projects. It also highlighted regional safety oversight activities, including support for Universal Safety Oversight Audit Programme (USOAP) self-assessments, regulatory harmonization initiatives, model training programmes, simulator approval guidance, aerodrome certification support, and capacity-building activities. In addition, the presentation outlined ongoing Accident and incident investigation (AIG) initiatives and summarized recent Regional Aviation Safety Group–Pan America (RASG-PA) achievements and priorities aimed at strengthening safety intelligence, addressing priority safety risks, and supporting risk-based safety oversight.

4.2 The presentation emphasized the importance of active State participation in regional safety initiatives and collaborative mechanisms to support Effective Implementation (EI) of the GASP, Annex 19 provisions, SSPs, NASPs and regional safety objectives. Directors were encouraged to promote a strong safety oversight culture, support regulatory harmonization efforts, invest in training and competency development, facilitate participation in regional working groups and collaborative safety initiatives, and ensure the allocation of adequate resources to sustain safety programmes. The Meeting took note of the information provided and of the ongoing support activities being coordinated by the ICAO NACC Regional Office to strengthen safety management, safety oversight and accident and incident investigation capabilities throughout the region.

4.3 France shared its partnership activities with ICAO on providing the Safety Management System (SMS) workshop for airports and the UAS implementation webinar, in line with these approached subjects.

Collaborative Safety Teams (CST)

4.4 Under WP/05 Rev., ALTA highlighted the promotion and implementation of Collaborative Safety Teams (CSTs) in the NAM/CAR Regions as a priority strategic tool to mitigate operational safety risks. The paper noted that CSTs provided a structured, collaborative and data-driven mechanism to address the priority operational risks identified by RASG-PA, as well as systemic challenges identified through the ALTA Regional Safety Survey, including limitations in the use of safety data, fragmentation of efforts and challenges in State-industry coordination. It further emphasized that CSTs supported the EI of State Safety Programmes (SSPs), strengthened safety governance and safety culture, and promoted the exchange of safety information in an environment of trust, confidentiality, just culture and non-punitive use of data.

4.5 The Meeting was invited to take note of the strategic relevance of CSTs as a key tool for the mitigation of priority safety risks in the NAM/CAR Regions, consistent with SSP principles and ICAO regional planning; to encourage States to promote and strengthen the implementation of CSTs at the national or subregional level, as appropriate; and to invite States and industry to consider lessons learned and good practices from international and regional collaborative safety experiences as an input to strengthen safety governance and safety culture within the SSP framework.

4.6 As a result of the discussions, the Meeting agreed with the following Conclusion:

CONCLUSION NACC/DCA/14/02		DESIGNATION OF FOCAL POINTS FOR INTERACTION WITH RASG-PA/PA-RAST AND SUPPORT TO COLLABORATIVE SAFETY TEAMS (CST)	
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 or ratify, 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: ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical	
Why:			

To strengthen regional safety collaboration and facilitate the establishment and operation of Collaborative Safety Teams (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: By 30 September 2026	Status: ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☐ ICAO ☐ Other:	

Regional Guidance for the Harmonization of Flight Simulation Training Devices (FSTDs) Qualification in Accordance with International Standards

4.7 Under WP/15, the Flight Simulator Training Ad hoc Group (FSTC) Ad-hoc Group presented a proposal to advance the harmonization of FSTDs qualification criteria and their approval for use in initial and recurrent pilot training throughout the NACC/CAR and South American (SAM) Regions. The paper recalled the work initiated under Conclusion NACC/DCA/10/9 and described the development of a regional Flight Simulation Training Devices Qualification Guidance Document intended to support States in updating regulatory frameworks, harmonizing qualification processes, and facilitating the acceptance of FSTD qualification certificates. It also highlighted recent international regulatory developments, including the adoption of the Flight Simulator Capability Signature (FCS) concept in ICAO Doc 9625, new EASA regulations, and ongoing United States Federal Aviation Administration (FAA) initiatives, and emphasized the need to further refine the regional guidance document to align with evolving international standards and emerging simulation technologies.

4.8 The Meeting noted the progress achieved by the FSTC Ad hoc Group in developing regional guidance material and the importance of maintaining harmonization with evolving international standards related to FSTD qualification and use. The Meeting supported the release of an updated regional guidance document, the development of implementation workshops for States and industry stakeholders, continued regional harmonization efforts related to FSTD qualification and approval processes, and the adoption of the guidance material by States as an alternate means of compliance or as a basis for the modernization of national regulations and procedures. In this regard, the FSTC Ad hoc Group will continue its work to release the updated regional guidance document before next NACC/DCA meeting.

Government Safety Inspector (GSI) Training Series

4.9 Under P/12, United States presented information on the Government Safety Inspector (GSI) Training Series developed and delivered in collaboration with ICAO. The presentation described the programme as a specialized training initiative designed to provide aviation safety inspectors with the knowledge, tools and competencies necessary to conduct effective safety oversight in accordance with ICAO Standards and Recommended Practices (SARPs). The presentation outlined the principal training tracks covering air operator certification, airworthiness, personnel licensing and air cargo certification, and highlighted the competency-based methodology used in the courses. It also noted that the training is delivered through FAA and ICAO-endorsed training centres, both in person and through virtual instructor-led formats, targeting inspectors from Civil Aviation Authorities (CAAs) and Regional Safety Oversight Organizations (RSOO).

4.10 The presentation further highlighted the global reach and outcomes of the programme, noting that over the previous ten years the GSI Training Series had been delivered to 3,364 participants from 69 countries. The FAA indicated that the programme had contributed to improvements in USOAP Effective Implementation (EI) results in the areas of airworthiness, operations and personnel licensing, particularly through enhancements related to licensing and certification, surveillance, and the resolution of safety oversight issues. The Meeting took note of the information presented regarding the continued collaboration between ICAO and the FAA in support of aviation safety oversight capacity-building initiatives.

Regional Aviation Accident and Incident Investigation Group (GRIAA)

4.11 Under P/13, COCESNA, through the (GRIAA), presented information on its activities in support of the States of the Central American Region in the field of accident and incident investigation. The presentation described GRIAA as a regional cooperation mechanism established within COCESNA to assist and support the aviation accident and incident investigation authorities of Member States through institutional and technical strengthening in accordance with ICAO Annex 13. It outlined GRIAA's support activities in four main areas: technical assistance, occurrence investigation support, strengthening of investigation personnel, and regulatory harmonization. The presentation highlighted activities including AIG diagnostics, support for USOAP-CMA audits, development of legislation and procedures, investigation support through on-call mechanisms and specialized expertise, implementation of regional training and on-the-job training programmes, and the development of harmonized regional regulatory and procedural frameworks.

4.12 The presentation further reported on the progress achieved in supporting Central American States, including regional coverage of AIG diagnostic activities, support for strengthening AIG critical elements, assistance in accident and incident investigations, preparation for USOAP-CMA audits, and implementation of a regional AIG on-the-job training programme. It also emphasized the value of regional and international cooperation with organizations and groups involved in accident and incident investigation activities to optimize resources, transfer technical knowledge, and enhance Annex 13 compliance throughout the region. The Meeting took note of the information presented regarding GRIAA's activities and its contribution to strengthening accident and incident investigation capabilities in the Central American subregion.

Aircraft Lease Arrangements for Commercial Air Transport

4.13 Under P/16, COCESNA presented a study on aircraft lease arrangements for commercial air transport and their implications for operational safety oversight and international air transport regulation. The presentation reviewed the ICAO regulatory framework applicable to aircraft leasing, with reference to Annex 6, Part I, Doc 8335 — Manual of Procedures for Inspection, Certification and Continued Surveillance, and Doc 9626 — Manual on the Regulation of International Air Transport. It described the principal forms of aircraft leasing, including dry lease, wet lease and interchange arrangements, and emphasized the responsibilities of States and operators in ensuring effective and continuous safety oversight, clear allocation of operational and maintenance responsibilities, coordination between the State of the Operator and the State of Registry, and compliance with applicable bilateral and multilateral air services agreements. The presentation also identified challenges arising from regulatory

incompatibilities between States and the need for greater harmonization of policies, procedures and approval processes related to aircraft leasing.

4.14 The presentation highlighted the importance of keeping a balanced approach that supports operational safety, regulatory compliance, and the orderly development of international air transport. It encouraged States to review and update regulations and procedures related to aircraft leasing, strengthen risk management and performance measurement mechanisms, and promote regional cooperation to enhance safety oversight capabilities. The presentation further invited ICAO to consider the continued review of SARPs, guidance material and oversight methodologies related to aircraft leasing, while promoting greater harmonization, regulatory cooperation and mutual recognition mechanisms among States and regions. The Meeting took note of the information presented. The Meeting adopted the following Conclusion:

CONCLUSION NACC/DCA/14/03	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: i. 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; ii. enhance risk management and performance measurement, ensuring that acceptable safety standards are maintained and supervised for all stakeholders; and iii. leverage regional cooperation models for the sustainable development of civil aviation globally and the strengthening of safety oversight systems; and b) ICAO: i. provide guidance and clarification for aircraft leasing and approval on regulatory incompatibility between the State of Registry, State of the Operator, third and fourth States Policy, and	Expected impact: ☒ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

ii. provide technical assistance to facilitate States' approval of lease agreements and guide States on authorization of agreements between different operators by the NACC/DCA/15.	
Why: To address incompatible regulatory approaches between the State of Registry, State of the Operator, third and fourth States Policy, to facilitate State approval of lease agreements and guide States in the authorization of agreements between different operators.	
When: NACC/DCA/15	Status: ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☒ ICAO ☐ Other:	

Recognition of Flight Crew Licenses: Regional Approaches for a Voluntary and Non-Binding Technical Framework

4.15 Under IP/09, ALTA presented information on possible regional approaches for the recognition of flight crew licenses within the NAM/CAR Regions through a voluntary and non-binding technical framework. The paper highlighted that, although national licensing systems in the Region are generally aligned with ICAO Annex 1, differences remain in implementation approaches, institutional development and oversight capabilities. It proposed the examination of flexible and gradual approaches based on common technical criteria, including compliance with Annex 1 provisions, license authenticity and validity verification processes, medical certification requirements and language proficiency standards. The paper emphasized that any such initiative should preserve the sovereign prerogatives and responsibilities of States and remain limited to technical aspects of license recognition, excluding labour, employment and immigration matters.

4.16 ALTA further outlined possible steps to facilitate regional dialogue and cooperation, including the voluntary exchange of information on national regulatory frameworks and practices, the identification of common technical elements, the development of non-binding guiding criteria, flexible implementation according to national capacities, and the establishment of mechanisms for periodic review and feedback. The paper also referred to experiences in the SAM Region, where cooperative and progressive approaches based on mutual trust, technical cooperation and the use of ICAO Standards and Recommended Practices (SARPs) as a common reference had supported greater compatibility and predictability among States. The Meeting took note of the information presented and of the possible approaches described for consideration by the States.

Harmonization of Civil Aviation Regulations in Central America

4.17 Under WP/16, El Salvador addressed the need to harmonize the surveillance of interchange aircraft to prevent ambiguity in Annex 6 (6.1.3) and Doc 8335 from becoming an administrative barrier and to strengthen the connectivity and resilience of international air transport. For developing regions, air transport groups (holdings) and regional integration models, redundancy in national approvals of technical documents such as Minimum Equipment List (MEL) not only hinders Exploitation Rights (Doc 9626) but penalizes the connectivity and resilience of the sector without providing additional benefits to operational safety. El Salvador commented that the current "double approval" scenario creates critical operational risks by allowing the same aircraft to carry multiple versions of MEL approved divergently by different states. This fragmentation of documents leaves the crews without technical certainty if a failure and nullifies the integrity of the aircraft's technical configuration, weakening the continuity of the surveillance that must be exercised in coordination by the States involved. ICAO will explore the proposal of El Salvador to develop a standardized Technical Acceptance methodology in Doc 8335.

4.18 Under P/01, supported by IP/06, COCESNA presented an overview of the harmonization of civil aviation regulations in Central America and the development of the Central American Aeronautical Regulations System (ARAC). The presentation reviewed the historical evolution of regulatory harmonization in the region, including the establishment of regional regulatory mechanisms, the development of the Central American Aeronautical Safety Agency (ACSA), and the implementation of harmonized regulations. It described the objectives, structure, governance arrangements, and regulatory development processes of the ARAC System, emphasizing its role in promoting common standards, regulatory consistency, cooperation, and alignment with ICAO SARPs. The presentation also highlighted the participation of Civil Aviation Authorities, COCESNA/ACSA, and other stakeholders in the development, approval, implementation, and maintenance of harmonized regulations and associated guidance material.

4.19 COCESNA further informed the Meeting of ongoing efforts to modernize and reactivate the regional regulatory framework, including the development of a roadmap for the modernization of the RAC System, the review of existing regulatory mechanisms, and actions aimed at streamlining amendment and approval processes. The presentation highlighted the expected benefits of harmonization, including improved regulatory consistency, enhanced cooperation among States, strengthened institutional capabilities, more efficient exchange of safety information, and support for the sustainable development of civil aviation in Central America. The Meeting took note of the information presented regarding the current status and future evolution of the ARAC System.

Aviation Safety Capacity Development in the NAM/CAR Regions

4.20 Under WP/08, United Kingdom informed the Meeting of its voluntary financial contribution to support ICAO-led aviation safety capacity development activities in the NAM/CAR Regions. The paper noted that the United Kingdom had provided a total contribution of £700,000 GBP to support the NAM/CAR Regions, particularly CARICOM States, with the objective of strengthening aviation safety oversight capabilities and supporting the sustainable implementation of ICAO SARPs. It explained that the current focus of the programme was on strengthening States' oversight of Aerodromes and Ground Aids (AGA), identified through ICAO assessments as a priority area requiring support, while emphasizing that

the initiative was intended to support broader long-term, State-led and regionally owned improvements in aviation safety oversight consistent with ICAO's No Country Left Behind initiative.

4.21 The Meeting was informed of the implementation support and capacity-building activities being delivered through the ICAO-led programme and of the intention to progressively strengthen institutional capacity, skills development and regional mechanisms to ensure sustainable safety improvements. The Meeting was invited to participate actively in the programme, provide feedback on its implementation and future direction, and consider contributing expertise, secondments or financial resources, where feasible, to support the achievement of long-term aviation safety objectives in the NAM/CAR Regions.

Advancing Regional Cooperation under the ICAO Regional Cooperation Framework

4.22 WP/14 and P/20 examined the ICAO Regional Cooperation Framework, a global initiative through which ICAO supports States and regional organizations in strengthening aviation safety oversight, as well as aircraft accident and incident investigation. The framework promotes regional cooperation through mechanisms such as Regional Safety Oversight Organizations (RSOOs) and Regional Accident and Incident Investigation Organizations (RAIOs). The paper and presentation further outlined the application of this framework within the North American, Central American, and Caribbean (NACC) Region. The Meeting adopted the following:

CONCLUSION NACC/DCA/14/04	ADVANCING REGIONAL COOPERATION UNDER THE ICAO REGIONAL COOPERATION FRAMEWORK
What: That, recognizing the importance of regional cooperation mechanisms (RSOOs, RAIO, Investigation Cooperation Mechanisms -ICMs) to support States meet ICAO SARPs, States, 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 RSOOs-RAIOs Assessment Programme (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.	Expected impact: ☒ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

Why: To strengthen the capabilities and qualifications of RSOOs and RAIOS to help States comply with ICAO SARPs by NACC/DCA/15	
When: NACC/DCA/15	Status: ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☐ ICAO ☐ Other:	

Proposal for the Strengthening of Caribbean Aviation Safety and Security Oversight System (CASSOS) through the Establishment of an ICAO-Executed Regional Technical Cooperation Project

4.23 IP/10 presented by the Secretariat proposed strengthening the CASSOS through an ICAO-executed technical cooperation project that preserves State governance while providing sustainable operational, technical, and financial support. By adopting a proven model used in the SAM Region, the initiative addresses critical challenges—such as funding instability, limited technical capacity, and institutional fragility—through an ICAO-managed trust fund, dedicated staffing, and structured implementation. This approach aims to enhance regional safety oversight, regulatory harmonization, and compliance with ICAO SARPs, offering a practical and sustainable pathway to improve aviation safety and resilience in the Caribbean, contingent on strong State commitment and regional collaboration.

ICAO/EASA Third Global RSOO/RAIO Forum for Aviation Safety: Optimizing Resources through Coordination and Cooperation

4.24 IP/13 informed on the upcoming ICAO/EASA Third Global RSOO/RAIO Forum for Aviation Safety that will be held in Georgetown, Guyana on 29-30 September 2026. The Forum will provide an opportunity for States, regional organizations, and industry stakeholders to exchange experiences and discuss practical approaches to strengthening regional safety oversight and accident and incident investigation organizations. Participation from Directors General, Regional Safety Oversight Organization (RSOOs), Regional Accident and Incident Investigation Organizations (RAIOs), technical experts, and industry is encouraged to support effective dialogue and sustainable regional outcomes aligned with ICAO Assembly objectives.

Aviation Safety Reporting in Support of Safety Intelligence: Europe's Experience and Possible Relevance for the Pan-American Region

4.25 Under IP/16, EASA presented information on Europe's experience with aviation safety reporting and its contribution to safety intelligence initiatives. The paper described the European regulatory framework for occurrence reporting, including harmonized requirements defining reporting obligations, occurrence classification methodologies, reporting procedures, and protection of safety information. It highlighted the role of the European Aviation Safety Reporting Portal, the implementation of European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS) 2, the use of the ICAO Accident/incident data reporting system (ADREP) taxonomy, and the European Confidential Safety Reporting system in supporting the systematic collection, sharing, protection, and analysis of safety data. The paper further explained how these mechanisms contribute to the development of safety intelligence through enhanced reporting, harmonized data classification, trend analysis, risk identification, and predictive safety management.

4.26 EASA also outlined the evolution of safety reporting in Europe as a key enabler of integrated safety intelligence initiatives, including the Data4Safety programme, which combines occurrence reports with additional operational data sources to support predictive risk management and safety performance monitoring. The paper highlighted potential areas of relevance for the Pan-American Region, including the development of harmonized safety reporting frameworks, the use of common taxonomies, the strengthening of just culture protections, the implementation of digital reporting infrastructures, and the enhancement of regional safety data-sharing and analysis capabilities. The Meeting took note of the information presented regarding European experience and possible lessons learned applicable to regional safety intelligence initiatives.

EASA - EU LAC Aviation Partnership Project III

4.27 Under P/24, the European Union Aviation Safety Agency (EASA) presented information on the EU-Latin America and the Caribbean Aviation Partnership Project III (EU-LAC APP III) and its cooperation activities with the NAM/CAR Region. The presentation reviewed the results and cooperation mechanisms established through previous European Union-funded aviation projects in the Latin American and Caribbean regions, including EU-LAC APP I, EU-LAC APP II and the EU- Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) Africa and Caribbean project. It described the principles guiding project implementation, including close coordination with ICAO Regional Offices and regional organizations, support to regional safety oversight organizations, flexibility in responding to regional needs, and a results-oriented approach. The presentation highlighted ongoing cooperation with ICAO NACC Regional Office, regional organizations and States in areas such as Flight Simulation Training Devices (FSTDs), State Safety Programmes (SSPs), aviation medicine, drones, aerodrome and air navigation services certification, regulatory harmonization, air navigation planning, environmental initiatives, and capacity-building activities.

4.28 EASA informed the Meeting of the planned launch of the EU-LAC APP III project, a three-year initiative funded by the European Commission with the objective of supporting technical cooperation and partnerships in civil aviation to foster safe, sustainable and resilient air connectivity in Latin America and the Caribbean. The presentation indicated that the project would build on the achievements of previous cooperation programmes and would focus on four principal domains: safety and capacity building, connectivity and air transport, regulatory harmonization and new technologies, and sustainability and climate action. It further outlined the intended participation of States, regional organizations, industry stakeholders and ICAO Regional Offices in the implementation of project activities. The Meeting took note of the information presented regarding EASA's continued cooperation with the NAM/CAR Regions and the planned implementation of the EU-LAC APP III programme.

Agenda Item 5 Every Flight is Secure

Aviation Security and Facilitation Activities Implemented in the NAM/CAR Regions

5.1 Under IP/05 and P/04 prepared by the Secretariat, the Meeting was informed of the Aviation Security and Facilitation (AVSEC/FAL) activities implemented in the NAM/CAR Regions during 2025 and early 2026 under the ICAO NACC Strategic Assistance Programme, including technical assistance missions, regional training, and capacity-building initiatives aligned with ICAO Annex 17 — *Aviation Security* and Annex 9 — *Facilitation*. The information highlighted progress in USAP Continuous Monitoring Approach results, ongoing improvements in regional compliance levels, and extensive support provided through Aviation Security Training Centres, workshops, and targeted assistance to States. It also emphasized emerging priorities such as aviation cybersecurity, FAL modernization, and public health preparedness, as well as upcoming activities and projects to further strengthen regional oversight capabilities, regulatory implementation, and interregional cooperation, while noting the need for sustained resources and State engagement to address remaining gaps and ensure EI of AVSEC/FAL provisions.

U.S. Transportation Security Administration Use Cases for Artificial Intelligence and Machine Learning Applications

5.2 The Meeting noted P/19 and WP/20 by United States on the use of Artificial Intelligence (AI) and machine learning (ML) applications by the Transportation Security Administration (TSA) to enhance AVSEC screening. Discussions focused on the increasing role of synthetic data and imaging to support the development, testing, and validation of detection algorithms, including their value in simulating rare or high-risk scenarios and improving detection accuracy while reducing false alarms.

5.3 The Meeting also acknowledge governance, transparency, and risk management considerations associated with AI deployment, including the need to ensure data quality, mitigate bias, and maintain human oversight in decision-making processes.

Global and Regional Perspectives on Threats and Risks to Civil Aviation

5.4 The Meeting took note of WP/21 and P/25 by United States on global and regional perspectives on threats and risks to civil aviation, including evolving threats such as Man-Portable Air Defence Systems (MANPADS), cyber threats, and activities of threat actors in the Americas. Emphasis was placed on the dynamic nature of the threat environment and the importance of maintaining situational awareness at both global and regional levels to support effective mitigation strategies.

5.5 Discussions highlighted the need for States to continuously review ICAO guidance and products, including outputs from the Aviation Security Panel of Experts and the Global Risk Context Statement, in order to strengthen national risk assessment processes. The Meeting underscored the importance of collaboration among States and international organizations to ensure that evolving threats are adequately reflected in security planning and operational measures, reinforcing the shared objective of maintaining secure aviation operations.

Outcomes of the ICAO FALP/14 and implications for Passenger Facilitation in the NAM/CAR Regions

5.6 Under IP/11 and P/9, IATA presented the outcomes of the Fourteenth Meeting of the ICAO Facilitation Panel (FALP/14), which advanced a globally harmonized, risk-based and digitally enabled facilitation framework under Annex 9 . The presentation highlighted key developments, including the introduction of Digital Travel Authorization, enhanced use of Advance Passenger Information (API) and interactive API (i API) systems, measures to harmonize passenger data requirements, and improved handling of inadmissible passengers and crew FAL. The Meeting noted that these outcomes reinforce State responsibility for border control while limiting additional obligations on aircraft operators, and are expected to support more efficient, secure and interoperable border management processes in the NAM/CAR Regions through the digital transformation and harmonized implementation of FAL SARPs.

Recommended Mitigation Efforts for Unmanned Aircraft Systems Threats at Airports

5.7 Through IP/14 by United States, the Meeting was informed of recommended mitigation practices developed by this country to address the increasing risks posed by unauthorized UAS operations at airports, based on operational experience of the TSA Federal Air Marshal Service. The information outlined a practical, low-cost framework structured around policies and procedures, physical security, outreach and education, and training, emphasizing the need for tailored, cooperative and non-technology-dependent measures to address risks associated with non-malicious drone operators. The Meeting noted that a holistic and adaptable approach—supported by stakeholder coordination, awareness programmes, and targeted training—can enhance airport security posture and enable more effective allocation of resources toward higher-risk threats, while underscoring the importance of continued international collaboration and information sharing in addressing this evolving challenge.

Advancing the U.S. Transportation Security Administration (TSA) Open Architecture for Aviation Security Systems

5.8 IP/15 by United States informed of TSA's Open Architecture initiative aimed at advancing interoperable, standards-based aviation security systems through enhanced data sharing, modular system design, and collaboration with industry and international partners. The information highlighted the role of open architecture in improving security effectiveness, operational efficiency, cybersecurity, and passenger experience, while enabling rapid integration of innovative screening technologies and supporting a more flexible and resilient transportation security system of systems.

Agenda Item 6 Seamless and Interoperable Air Navigation Services (ANS) that are Fit for the Future

Status of Implementation of Regional Air Navigation Modernization Initiatives, North American, Central American and Caribbean Working Group (NACC/WG) Activities and Follow-Up to NACC/WG/10 Outcomes

6.1 P/03 and IP/04 presented by NACC/WG Rapporteur, reported the progress achieved by the NACC/WG in advancing regional air navigation modernization, following its tenth meeting and subsequent Rapporteurs' discussions. The NACC/WG continued to function as the primary regional implementation mechanism. The paper highlighted growing emphasis on performance-based implementation, interregional coordination with the SAM Region, and collaborative airspace management to enhance operational efficiency, environmental sustainability, and resilience.

6.2 The paper also identifies persistent regional challenges—such as uneven implementation, limited resources, weak Key Performance Indicator (KPI) monitoring, and rising risks (e.g. Global Navigation Satellite System (GNSS) interference and cybersecurity)—while stressing the need to strengthen meteorological integration, Aeronautical Information Management (AIM) modernisation, and institutional coordination. Despite progress in surveillance, interoperability and efficiency, it calls for stronger governance support, increased State participation, and harmonised planning to sustain resilient and interoperable air navigation systems. The Secretariat further commented the importance of the NACC/WG and the need for it to be supported by Member States.

Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG) update

6.3 P/10, provided by the E/CAR/CATG Rapporteur offered an update on the E/CAR/CATG, outlining its role, challenges, and evolving support strategy for the subregion. The Group supports Eastern Caribbean States and Territories—primarily Small Island Developing States (SIDS)—in improving air navigation and aerodrome services through coordinated, performance-based implementation aligned with NACC/WG activities. Recognising the unique constraints faced by SIDS, including dependency on air transport for connectivity and economic sustainability, the NACC Regional Office has adopted a tailored assistance approach focusing on identifying key limitations and delivering targeted support programmes.

6.4 The update highlighted significant regional constraints such as communication gaps, fragmented airspace management across multiple States, and reliance on legacy infrastructure, along with challenges including limited training availability, insufficient funding, and a lack of tailored implementation programmes. In response, an updated support strategy has been developed, centred on prioritising implementation needs, developing targeted projects, establishing a dedicated programme for air navigation services and aerodromes, and identifying funding sources to enhance regional capacity and compliance with ICAO SARPs.

A Seamless Airspace System to Meet the Needs of the Future

6.7 CANSO mentioned the need to keep focus on the action items of the paper and familiarize with CATS and its relation to air navigation plans, with implementation depending on the capabilities of States. In this regard, the Meeting adopted the following conclusion:

CONCLUSION NACC/DCA/14/05		A SEAMLESS AIRSPACE SYSTEM TO MEET THE NEEDS OF THE FUTURE
What: That, bearing in mind that aviation is on the cusp of a transformative era and that the “Complete Air Traffic System (CATS) Global Council” developed the Concept of Operations for Future Skies (CATS CONOPS), States: a) recognize the use of regulatory sandbox activities to facilitate hands on sustainable learning in real world scenarios to speed implementation of emerging technologies and procedures; b) encourage the NACC/WG AMCB/TF to review and consider the CATS CONOPS and its alignment to the Global Air Navigation Plan (GANP), including the Aviation System Block Upgrades (ASBUs) and the Global ATM Operation Concept; and	Expected impact: ☒ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical	

c) encourage NACC States and international organizations to familiarize themselves with the CATS CONOPS recognizing the essential role of regional groups in the implementation of any new air navigation concept by the NACC/DCA/15.	
Why: The implementation of the CONOPS would allow for a harmonized evolution of today's Air Traffic Management (ATM) system over the next two decades.	
When: NACC/DCA/15	Status: ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☐ ICAO ☒ Other:	NACC/WG AMCB

A New Air Traffic Control System in the United States

6.8 WP/17 outlined the FAA three-year modernization framework to transform the National Airspace System (NAS) into a more resilient, efficient, and future-ready air traffic control system capable of accommodating increasing traffic demand and emerging operations such as drones, advanced air mobility, and space activities. The initiative includes significant investments in modern technologies and infrastructure, such as enhanced traffic flow management systems, Voice over Internet Protocol communications, upgraded surveillance and surface safety systems, expanded ADS-B coverage in the Caribbean, and the development of a unified automation platform, all aimed at improving safety, capacity, interoperability, and operational efficiency, while supporting international coordination and minimizing interface risks with neighbouring regions.

6.9 The Meeting took note of the paper, and the Secretariat commented the need to ensure that these topics be discussed under NACC/WG corresponding task force.

Pending Improvements to FAA managed Caribbean Airspace

6.10 WP/18, presented by United States outlined the FAA's *Caribbean Call to Action* (CCTA) initiative, which aims to address longstanding airspace capacity, efficiency and safety constraints through targeted investments in communication, navigation, surveillance and power infrastructure to reduce recurring system outages and improve operational reliability across FAA-managed Caribbean airspace. The programme includes measures such as expanded Automatic dependent surveillance–Broadcast (ADS-B) coverage, strengthened telecommunications and power resilience, and enhanced remote monitoring, with ongoing and planned projects expected to significantly improve service continuity and support future traffic growth.

6.11 The Meeting took note of these developments and was invited to assess potential regional capacity and efficiency gains, and critically, to encourage all regional Air Navigation Service Providers (ANSPs) to share their own modernization plans to enhance coordination, avoid duplication, and support harmonized improvements across the region. The Meeting also recognized the need to ensure that these topics be discussed under NACC/WG corresponding task force.

Operational Challenges and Regional Coordination Considerations for Commercial Space Transport Operations in the NAM/CAR Regions

6.12 WP/23, presented by IATA, CANSO and the NACC/WG Airspace Management and Capacity Balancing (AMCB)/Task Force (TF) highlighted the operational challenges arising from the rapid growth of space transport operations in the NAM/CAR Regions, including increased airspace closures, reduced predictability, higher workload, and operational inefficiencies for both ANSPs and airspace users. It identified challenges and key gaps such as the lack of harmonized terminology, limited information sharing, and insufficient integration into ATM processes. The paper recommended actions to enhance harmonization, improve coordination and information exchange, strengthen collaborative decision-making, and develop training and performance monitoring to support the safe and efficient integration of space operations. The Meeting took note of these challenges and suggested that these be assessed and work out by the NACC/WG.

GNSS Signal Interference LATAM-CAR Region

6.13 Under WP/03, IATA mentioned that the trend of GNSS signal loss in the LATAM-CAR region has increased significantly since September 2025, mainly within the airspace of Mexico, Panama, Colombia, Venezuela, and the Caribbean. IATA urged States to develop and implement action plans to identify the root causes of GNSS signal interference and mitigate its occurrence; to ensure the operational availability of conventional navigation systems (Aid to navigation NAVAIDs) and conventional approach/departure procedures as contingency measures; to promote the reporting and sharing of GNSS interference events through proper regional mechanisms to support data analysis and risk assessment. To IATA's suggestion to the establishment of a dedicated task group that would be proper to address this issue, ICAO recalled that the NACC/WG already has a dedicated Task Force to address this issue, which had conducted workshops and other meetings to address this matter. IATA was invited to participate with the NACC/WG.

Safeguarding aviation radio frequency spectrum for global safety

6.14 Under P/22 and WP/07, ICCAIA emphasized that the demand for radio frequency spectrum has grown dramatically in recent decades, driven by expansion across satellite, cellular, space, and other industries. This intensifying competition is placing increasing pressure on aviation safety bands that are critical to safe and reliable operations. At the 2027 World Radiocommunication Conference (WRC-27), where aviation is one of many competing stakeholders, key decisions will shape the future of these bands. It is essential to safeguard and protect aviation safety spectrum and ensure its use remains globally harmonized. This requires a strong, unified aviation position, both in the lead up to and during the WRC-27, to effectively advocate for the spectrum that underpins aviation safety. ICCAIA encouraged CAAs to gain an in depth understanding of the ICAO Position for WRC-27 and consider participating in upcoming ICAO Regional Workshops and to actively engage with their radio regulatory authorities to facilitate incorporation of aviation interests with other national interests, in preparation for and during WRC-27.

Planning for and Response to Contingencies and Emergency Situations in Central America

6.15 P/15 highlighted a regional initiative by COCESNA to strengthen the resilience and continuity of air navigation services in Central America through updated, interoperable, and tested contingency plans. It emphasized that contingency planning is a strategic priority, addressing risks such as technical failures, natural events, and cyber threats, and outlined coordinated response actions, including temporary service provision by States, application of contingency procedures, and timely information dissemination. The presentation underscored the importance of regional cooperation and proposed a 2026 workshop to update and harmonize ATM/Communications, Navigation and Surveillance (CNS) contingency plans, aiming to deliver integrated, coordinated, and operationally validated regional capabilities.

Regional Search and Rescue Framework in Central America

6.16 Under P/17, COCESNA described the established regional Search and Rescue (SAR) framework in Central America, which integrates States, national structures, and COCESNA to ensure coordinated and effective emergency response in line with ICAO provisions. It highlighted the roles of the Central America Rescue Coordination Centre (RCC) and the Central American SAR Committee (COBUSA) in supporting coordination, harmonization, and capacity-building, while facilitating multi-jurisdictional SAR operations. The presentation also emphasized the need to update the COBUSA Procedural Manual through a structured regional process to maintain operational effectiveness, strengthen governance, and ensure continued alignment with international standards.

Strengthening cybersecurity in Central American Civil Aviation

6.17 Under WP/19, COCESNA shared their preliminary cybersecurity assessment and the need to implement a regulatory framework based on NIST standards and the corresponding measures and controls to strengthen their measures at the corporate level, and the potential impact to operational safety in the Central American Region. This also addressed the need to have technical cooperation mechanisms in place that make it possible to sustain, with a long-term vision, the corporate implementation of a cybersecurity regulatory framework based on ICAO standards, NIST standard, ISO 27000 Information Security and ISO 31000 Risk Management, structured around three fundamental pillars: strengthening institutional processes, incorporating technological capabilities and controls, and developing human talent through training, specialisation and continuous awareness-raising.

6.18 COCESNA invited the Meeting to support the implementation of a cybersecurity framework based on applicable standards, ICAO, ISO, NIST and complementary regulations, support their initiatives aimed at the progressive strengthening of processes, technology, and human talent in cybersecurity matters; support technical cooperation and specialised assistance, including support missions and methodological guidance, to facilitate a gradual and sustainable implementation of the cybersecurity framework; promote financial support that helps sustain the recurring investments required for specialised services, technological updating, and continuous staff training; and support the capacities, experience and lessons learned derived from the strengthening of COCESNA so that they may serve as a reference for their progressive adaptation within the CAAs of Central America, favouring a more harmonised regional approach to aviation cybersecurity throughout the region. In this regard, the Meeting acknowledge this progress and look for the NACC/WG and the ICAO/LACAC NAM/CAR and SAM

Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) dealing with cybersecurity to take in consideration all these suggestions for reporting back in the next NACC/DCA meeting.

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

Implementing LTAG

7.1 Under WP/22, supported by P/06, the Secretariat reported on the progress achieved in the NAM/CAR Regions in implementing the LTAG, following up on Conclusions NACC/DCA/13/7 and NACC/DCA/13/8 and supporting the ICAO Strategic Plan 2026-2050. The Secretariat highlighted progress in the participation of States in the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels Programme (ACT-SAF) and Assistance, Capacity-building and Training for the CORSIA Programme (ACT-CORSIA), the advancement of Sustainable Aviation Fuel (SAF) feasibility studies, the implementation of technical assistance activities, and the continued support provided to States in relation to State Action Plans (SAPs) and CORSIA implementation. The Secretariat noted that sixteen States of the region participated in the ACT-SAF and reported ongoing feasibility studies and SAF-related initiatives in several States. The paper also emphasized the importance of SAPs as a strategic tool to support aviation decarbonization, monitor progress towards LTAG objectives, facilitate access to assistance programmes and financing opportunities, and support implementation of the ICAO Global Framework for SAF, Lower Carbon Aviation Fuels (LCAF) and other cleaner aviation energies.

7.2 The Secretariat informed the Meeting of the continued high level of regional participation in CORSIA and of the assistance activities undertaken through the Assistance, Capacity-building and Training for the CORSIA Programme (ACT-CORSIA), including workshops on CORSIA fundamentals, compensation calculations and access to the CORSIA Central Registry. The Meeting noted the challenges that remained regarding the updating of SAPs, the issuance of authorization letters for activities generating CORSIA-eligible emission units, and the mobilization of financing for aviation decarbonization projects. The Secretariat also reported on the establishment of the NAM/CAR Environment and Sustainability Working Group (ENV/SUS/WG) as a regional mechanism to coordinate environmental activities, strengthen capabilities, and accelerate LTAG implementation. The Meeting recognized the importance of continued regional cooperation and technical assistance to support States in meeting LTAG objectives and implementing the ICAO Global Framework, ACT-SAF, ACT-CORSIA and related environmental initiatives.

7.3 Under IP/07, the Secretariat informed on the activities undertaken to strengthen environmental implementation in the region, including the designation of national points of contact for Action Plans for Emissions Reduction (APER), CORSIA and ACT-SAF, the incorporation of an Aviation Environment and Implementation Support Regional Officer, and the establishment of the NACC/ENV/WG, its Terms of Reference, composition, functions and planned activities, including exchange of information and best practices, support for SAPs, CORSIA implementation, sustainable aviation fuels, LTAG-related activities, aircraft noise management and other environmental matters. Finally, the Meeting took note of the planned convening of the first meeting of the NACC/ENVWG in September 2026.

7.4 As a result of the discussions, the Meeting agreed with the following Conclusion:

CONCLUSION NACC/DCA/14/06	IMPLEMENTATION OF ICAO ENVIRONMENT LONG-TERM ASPIRATIONAL GOAL (LTAG)
What: That the NACC States, supported by the Environment and Sustainability Working Group (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: a) implement the four pillars of the ICAO Global Framework on SAF, Lower Carbon Aviation Fuels (LCAF), and other cleaner aviation energy; b) join and continue participating in the ICAO ACT-SAF 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; 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 as indicated in State Letter ref. ENV1/1-25/5 dated 25 July 2026 included in Appendix B, and ensure environmental integrity and avoid double counting; 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; 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 j) actively participate in the monthly meetings of the ENV/SUS/WG.	Expected impact: ☐ Political / Global ☐ Inter-regional ☒ Economic ☒ Environmental ☒ Operational/Technical

Why:	
To demonstrate States' commitment to the EI of the ICAO Long-Term Aspirational Goal (LTAG) and CORSIA, strengthen implementation of the ICAO Global Framework on SAF, LCAF and other cleaner aviation energies, facilitate access to assistance and financing mechanisms, and accelerate the transition towards environmentally sustainable international aviation.	
When: By NACC/DCA/15	Status: ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☐ ICAO ☐ Other:	ENV/SUS/WG

Net Zero Aviation in Latin America and the Caribbean: Pathways and Trade-offs

7.5 Under WP/04, ALTA presented the results of a regional study on pathways and trade-offs for achieving net-zero aviation in Latin America and the Caribbean. The study provided a data-driven assessment of opportunities, constraints and mitigation options tailored to the operational, economic, and geographic realities of the region. It emphasized that operational efficiencies constitute the most immediate, scalable and cost-effective measure to reduce aviation emissions, with the potential to achieve fuel burn and emissions reductions of approximately 6.8 per cent by 2050 under a central scenario, through improvements in ground operations, flight planning and airspace optimization. The paper further noted that a credible long-term pathway toward the ICAO LTAG would require the progressive deployment of SAFs and the use of high-integrity carbon market mechanisms, supported by enabling public policies and coordinated public-private action. The study highlighted the need to balance environmental objectives with the preservation of air connectivity, competitiveness and socioeconomic development in the region.

7.6 The paper highlighted that fleet modernization, and operational efficiencies represent the principal near-term contributors to emissions reductions, while airports, air navigation service providers, airlines and States all have a role in unlocking the full potential of these measures through infrastructure modernization, digitalization and improved ATM. It further noted that, despite these efforts, significant residual emissions would remain and would require complementary mitigation measures, including SAF and carbon market mechanisms. The Meeting was invited to promote the implementation of operational efficiencies as an immediate climate action measure, encourage strengthened public-private cooperation to support emissions-reduction initiatives, and support a gradual and coordinated approach to the deployment of SAF and carbon market mechanisms, accompanied by policies that mitigate potential adverse impacts on connectivity, affordability and economic development.

Study of the SAF

7.7 Under P/18, COCESNA informed on their initiatives to promote SAF and LCAF in the Central American Integration System (SICA) Region, with particular emphasis on Guatemala and Belize. The presentation described ongoing activities undertaken jointly with the Central American Commission for Environment and Development (CCAD), with support from the Republic of China (Taiwan), including the development of a pre-feasibility study for a regional SAF production facility. It also reported on outreach and capacity-building activities, including a regional webinar on SAF/LCAF held in February 2026, which attracted broad participation from government, industry and international stakeholders. The presentation reviewed global aviation decarbonization commitments, highlighted SAF as a principal mechanism for achieving the ICAO LTAG, and provided an overview of SAF certification requirements,

approved production pathways, technological options and market considerations. It further presented the results of studies conducted in Guatemala and Belize, indicating the availability of suitable feedstocks, particularly sugarcane-derived ethanol and waste resources, and identifying Alcohol-to-Jet (ATJ) technology as a viable pathway for SAF production in both States.

7.8 The presentation further highlighted the potential economic and environmental benefits associated with the development of a regional SAF industry, including opportunities for export markets, industrial development, waste management, regional cooperation and support for aviation decarbonization objectives. COCESNA also presented information on the Central American Plan for the Reduction of Emissions from International Civil Aviation, recalling previous regional initiatives and emphasizing the value of coordinated regional action plans to facilitate access to technical assistance, financing opportunities and the achievement of LTAG objectives. The Meeting took note of the information presented regarding SAF development opportunities in the SICA Region and the ongoing efforts to strengthen regional cooperation and environmental planning in support of sustainable aviation.

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

Air Transport Developments in the NAM/CAR Regions

8.1 Under P/07, the Secretariat provided an update on the different Air Transport matters:

- a. Full post-COVID recovery: global air transport has surpassed 2019 levels in both passenger and freight traffic with:
 - i. Central America and Caribbean (CAR Region) Revenue passenger-kilometres (RPK) reached 157 billion in 2024 — up 27.6% vs. 2019 and 14.5% vs. 2023 — while departures (951.5 thousand) resulted 1.3% below vs 2019, signalling more passengers per flight and improved load factors.
 - ii. North America (NAM) RPK hit roughly 2,059 billion— up 6.6% vs. 2019 and 4.8% vs. 2023 — with departures (~10.8 million) still 4.4% below 2019, reflecting a mature, efficiency-driven market.
- b. Long-term growth is assured under all scenarios, making infrastructure, capacity, and investment planning the central strategic challenge through 2050.
- c. Data quality is high but reporting participation and focal-point designation remain the main gaps to close.
- d. ICAO's policy, dashboard, and NACC-specific projects (Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme (MCAAP), ICAO Air Transport Regulation Panel (ATRP) survey) form the practical toolkit to support liberalization and connectivity goals.

e. NACC initiatives:

- i. A 2025 survey on barriers to market access and foreign investment in airlines was completed,
- ii. MCAAP CAR connectivity/liberalization project is ongoing with Phase 1, implementation for the 3Q 2026–2Q 2027, delivering per-State assessments and an assistance Air Transport 2026–2028 work programme.

Consolidated statement of reaffirming ICAO taxation policies in the Air Transport field

8.2 Ongoing United Nations tax negotiations, together with a growing number of unilateral fiscal measures by States, risk undermining the principles of the long-standing, globally harmonized framework governing the taxation of international air transport. Proposals to widen source-based taxation could expose international air transport enterprises to income taxation in multiple jurisdictions, contrary to established ICAO principles. This would increase the risk of double taxation, create legal uncertainty, and add complexity to cross-border operations. At the same time, the proliferation of taxes on the use of air transport services is accelerating. The distortionary impact such taxes have on the affordability of air travel, connectivity, and economic development can far outweigh the benefits in terms of tax collection. Moreover, all such initiatives contribute to the fragmentation of the global system and weakens the coherence and authority of ICAO's policy framework.

8.3 The Meeting noted under WP/13 the recent developments and critical issues in the imposition of taxes on both the income of international air transport enterprises and on the use of international air transport services, and acknowledged the suggested actions for the States to:

- i) coordinate with their Ministry of Finance, tax administration, and any other relevant authority, to ensure alignment with ICAO's taxation framework, including ICAO Doc 8632, Assembly Resolution A42-26 (Appendix B) and Resolution A42-22 (October 2025);
- ii) coordinate with their government representatives engaged in UN discussions on international tax cooperation, with a view to ensuring that any emerging framework reflects the specificities of international air transport and remains consistent with established ICAO principles, particularly principles of residence-based taxation;
- iii) pursue the implementation of ICAO's Policies on Taxation in the Field of International Air Transport (Doc 8632) within their jurisdictions, and to invite all relevant national authorities to comply with these policies to avoid double or discriminatory taxation;
- iv) pursue national alignment with Assembly Resolution A42-22, which designates the CORSIA as the only global market-based measure for CO₂ emissions from international aviation, and to avoid introducing duplicative national or regional measures that could result in policy fragmentation and double charging.

7th Air Transport Conference

8.4 Under P/11 and WP/10 Rev, the Secretariat briefed on the ATConf/7, being this the latest in a lineage of six conferences and one colloquium dating back to 1977, all aimed at improving aviation's economic regulatory environment, and framing the ATConf/7 around the theme of powering global connectivity, economic development, and resilience in a dynamic world. The ATConf/7 six objectives (spanning regulatory modernization, blended infrastructure financing, industry resilience, capacity building, innovation, and sustainable growth) and its four agenda items (industry developments, aviation growth through investment, stronger regulatory frameworks, and emerging technologies) were explained. The Secretariat also detailed the five-day plenary format (expert panels, side "Sky Talks," exhibitions, and working papers), the expected participation (Member States, international organizations, financial institutions, and infrastructure and technology sectors), and the timeline for State letters, working-paper submissions, and registration deadlines leading up to the conference.

**ATConf/7
Conference Format**



PLENARY SESSIONS				
Day 1	Day 2	Day 3	Day 4	Day 5
Agenda Item 1 (Setting the Scene) Overview of developments in the field of air transport	Agenda Item 2 Fostering aviation growth and air connectivity through investments in infrastructure, human capital and partnerships	Agenda Item 3 Strengthening regulatory and institutional frameworks	Agenda Item 4 Emerging technologies, new business models and other associated aspects	End of ATConf/7 (Half a day)
1.1 ATConf/7 Opening Ceremony	2.1 Presentations by stakeholders (experts from financial institutions, airports, air nav, airlines, CAAs, etc.) on funding and financing needs of the industry	3.1 Presentations or Experts round table discussion on the key subject matter of the day	4.1 Presentations or Experts round table discussion on the key subject matter of the day	5.1 Approval of ATConf/7 draft report and Closing Ceremony
1.2 Industry Experts round table discussion on the overview of the industry since ATConf/6			4.2 Consideration of working papers	5.2 Adoption of Ministerial Declaration
1.3 Consideration of working papers on the subject matter	2.2 Consideration of working papers	3.2 Consideration of working papers	Place holder	Place holder

8.5 Due to the importance for all States to actively participate, the following conclusion was adopted:

CONCLUSION NACC/DCA/14/07		STATES PARTICIPATION IN AIR TRANSPORT ACTIVITIES	
That: 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:		Expected impact: ☐ Political / Global ☐ Inter-regional ☒ Economics ☒ Environmental ☒ Technical/Operational	
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;			
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			
c) designate a focal point to work with the NACC Air Transport Implementation Support Group by 30 September 2026.			

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: ☒ Valid / ☐ Invalidated / ☐ Completed
Who: ☒ States ☐ OACI ☐ Others:	

Agenda Item 9 International Air Treaties, Laws and Regulations

Ratification of International Air Law Treaties

9.1 Under WP/06, supported by P/08 Rev., the Secretariat reported on actions undertaken since NACC/DCA/13 to promote the ratification of international air law treaties and contribute to the ICAO Strategic Goal that the International Civil Aviation Convention and other Treaties, Laws and Regulations address all challenges. The Secretariat recalled Conclusion NACC/DCA/13/09 and informed the Meeting of actions taken to encourage States to become parties to international air law instruments, including follow-up activities with States and international organizations, the issuance of State letters promoting treaty ratification, and the expansion of awareness activities concerning eight priority treaties. These included the Montreal Convention 1999, the Beijing Convention and Protocol of 2010, the Montréal Protocol 2014, the 2016 Protocols relating to Articles 50(a) and 56 of the Chicago Convention, and the Protocols relating to the Arabic and Chinese authentic texts of the Chicago Convention. The Secretariat also provided an overview of the benefits of these instruments and their current ratification status within the NAM/CAR Regions and worldwide.

9.2 The Secretariat informed the Meeting that, since NACC/DCA/13, six depositary actions had been recorded by Saint Lucia, while eight NACC States had nominated focal points and/or reported on their internal ratification processes. The Meeting was also informed that four States had ratified the six key treaties previously highlighted by ICAO and that fourteen NACC States had ratified the 2016 Protocols concerning Articles 50(a) and 56 of the Chicago Convention. The Secretariat emphasized the continued importance of accelerating ratification of instruments addressing emerging aviation security and safety challenges, including the Beijing Convention and Protocol 2010 and the Montréal Protocol 2014, as well as achieving broader adherence to the Montreal Convention 1999. The Secretariat further reported on upcoming legal activities, including the ICAO International Air Law Course, the 40th Session of the ICAO Legal Committee, and the 2027 ICAO Legal Seminar.

9.3 The Secretariat also highlighted the importance of registering aeronautical agreements and arrangements through the ICAO Website of Aeronautical Agreements and Arrangements (WAGMAR), recalling States' obligations under Articles 83 and 83 bis of the Chicago Convention and reporting that thirteen NACC States had already nominated focal points for the use of the system. The Meeting was invited to continue efforts toward treaty ratification, nominate focal points for treaty and WAGMAR matters, participate in ICAO legal training activities, provide updates through the treaty ratification tracking matrix, seek ICAO assistance when required, and ensure the registration of aeronautical agreements and arrangements through WAGMAR. The Meeting adopted the following:

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: 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; e) contact the ICAO LEB Treaty Section (treaty@icao.int) for any information or assistance with regard to ratification matters;	Expected impact: ☐ Political / Global ☐ Inter-regional ☒ Economics ☒ Environmental ☒ Technical/Operational

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. <i>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).</i>	
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: ☒ Valid / ☐ Invalidated / ☐ Completed
Who: ☒ States ☐ OACI ☐ Others:	

9.4 Grenada informed that it had completed the ratification of the 2016 Protocols amendments relating to Articles 50(a) and 56 of the Chicago Convention, and that the State will submit the formal documentation to ICAO shortly. Similarly, Antigua and Barbuda indicated that the State would be completing its procedures for ratification of amendments to Articles 50(a) and 56 of the Chicago Convention during the upcoming parliamentary sessions in June 2026.

Research and Studies on International Air Law Subjects

9.5 Under P/14 and WP/11, the Secretariat presented an overview of the research and studies being conducted by ICAO through the Legal Committee and the Legal Affairs and External Relations Bureau (LEB) in support of the Strategic Goal that the International Civil Aviation Convention and other

Treaties, Laws and Regulations address all challenges. The paper described the role of the Legal Committee in the codification and progressive development of international air law and provided an update on the General Work Programme approved by the 42nd Session of the ICAO Assembly. The Secretariat reported on ongoing work related to States' obligations under Article 12 of the Chicago Convention, the review of the role of the International Explosives Technical Commission under the Convention on the Marking of Plastic Explosives, the international legal aspects of unmanned aircraft operations and their integration into civil aviation, the promotion of international air law treaty ratification, acts or offences affecting international civil aviation including cyber threats, legal issues related to global satellite systems supporting air navigation services, interactions between international air carriage and data protection laws, and the legal review of the Air Transport Regulation Panel's analysis of Article 15 of the Chicago Convention.

9.6 The Secretariat informed the Meeting of the progress achieved under the various study groups, task forces and rapporteur mechanisms established to support the Legal Committee's work programme. Particular attention was drawn to activities addressing emerging legal challenges associated with unmanned aircraft operations, cybersecurity threats, GNSS-related legal issues, data protection requirements affecting international air transport, and the implementation of international air law instruments. The Secretariat also reported on ongoing legal surveys and studies intended to identify implementation challenges, support the development of guidance material, and assess the need for future legal instruments or amendments to the existing international legal framework. The Meeting was informed that several of these activities would culminate in reports and recommendations to be considered by the 40th Session of the ICAO Legal Committee in October 2026.

9.7 The Meeting was invited to continue supporting the work of the ICAO Legal Committee and its related study groups, including through the timely submission of responses to legal surveys and participation in ongoing studies. States were also encouraged to participate in the 40th Session of the ICAO Legal Committee and, if they so wished, submit comments or proposals on items of the provisional agenda through working papers in accordance with the established deadlines.

Agenda Item 10 Conclusions and Decisions

10.1 The Secretariat presented WP/02 on follow-up to valid Conclusions and Decisions of the 13th North American, Central American and Caribbean Directors of Civil Aviation meeting. From the analysis and follow-up, all previous NACC/DCA/13 conclusions have been completed or superseded, excepting Conclusion NACC/DCA/13/ 06 "Support formalization of SAR responsibilities" items a) and b) and Decision NACC/DCA/13/11 "Activities to enhance human resources retention in aviation" items b) and c).

Agenda Item 11 Other Business

Enhancing Inclusive and Strategic Participation of All States in ICAO meetings in Support of the No Country Left Behind (NCLB) Initiative

11.1 Under WP/12, Canada presented a proposal to enhance the inclusivity, effectiveness and strategic functioning of ICAO meetings in support of the No Country Left Behind (NCLB) initiative. The paper emphasized the importance of meaningful participation by all States in ICAO's technical and policy-making activities, particularly those related to the development and amendment of SARPs. Canada noted that, while the NCLB initiative has traditionally focused on implementation support and capacity-building, barriers to participation in ICAO meetings continue to affect some States, particularly those with limited financial, human and technical resources. The paper highlighted challenges associated with travel costs, clustered meeting schedules, limited opportunities for virtual participation, and the administrative and financial burdens associated with hosting meetings. It further suggested that broader and more diverse participation would contribute to more effective, practical and globally representative outcomes in ICAO's work.

11.2 Canada proposed that ICAO and States consider measures to reduce barriers to participation and better align meeting practices with the principles of the NCLB initiative. The paper identified opportunities to enhance engagement through increased use of remote and hybrid participation modalities, greater use of digital and intersessional working methods, improved planning of meeting schedules and outputs, and the consideration of rotational approaches to hosting meetings among ICAO regions. It also highlighted the value of regional structures and inter-State cooperation in supporting participation and ensuring that a broader range of operational and regional perspectives is reflected in technical discussions. The Meeting took note of the information presented and of the proposals aimed at promoting more inclusive and effective participation in ICAO meetings.

Document Signatures and Recognition

11.3 The Meeting witnessed the signatures of documents between:

- a) Antigua and Barbuda and France of a Memorandum of Understanding on regional technical cooperation.
- b) Transport Canada and ECCAA of a Memorandum of Understanding on the establishment of a Cooperation framework on Aviation Safety, security and environmental research, technical assistance, training, studies, regulatory policy and other issues of mutual interest.

11.4 On the margins of the Meeting, ICAO and the Civil Aviation Authority Bahamas (CAA-B) formalized their continued cooperation through the signature of an updated Management Services Agreement (MSA) and its associated Training Project Document (BHS/26/201). The agreements were signed by the ICAO Secretary General and the Director General of the CAA-B and will support the implementation of specialized training activities for aviation personnel in The Bahamas.

11.5 Mr. Peter Abraham, Coordinator Oversight Department of Antigua and Barbuda, was recognised for his long aviation carrier and support to Antigua Civil Aviation Ministry and for the Eastern Caribbean (E/CAR) subregion.

Next NACC/DCA Meeting

11.6 El Salvador will kindly host the NACC/DCA/15 meeting in 2027, and presented a video on this announcement, which was welcomed by the Meeting.

Delegation Workshop

11.7 From 3 to 5 June 2026, immediately following the Fourteenth Meeting of Directors of Civil Aviation of the North American, Central American and Caribbean Region (NACC/DCA/14) in St. John's, Antigua and Barbuda, ICAO facilitated the Workshop on Effective Delegation and Regional Cooperation. The workshop was sponsored by the United Arab Emirates and provided a practical forum for participants to develop a common understanding of delegation in the aviation safety context, including which functions may be delegated, which responsibilities must remain with the State, and how delegation should be governed, monitored, and overseen. Discussions also highlighted the strategic role of regional cooperation mechanisms, including RSOOs and RAIOS, in helping States meet their safety oversight obligations sustainably and effectively, while fully retaining State responsibility under the Chicago Convention.

11.8 The workshop brought together 32 participants from States, regional organizations, and international partners, reflecting a broad interest in strengthening cooperation across the NAM/CAR Regions. Attendance included representatives from Antigua and Barbuda, Aruba, Bahamas, Costa Rica, Dominica, Dominican Republic, France, Guatemala, Grenada, Guyana, Jamaica, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Trinidad and Tobago, United Kingdom, and United States, as well as participants from CASSOS, COCESNA, and EASA. The active exchange of experiences and perspectives throughout the three days underscored the importance of practical, well-structured delegation arrangements supported by clear governance, accountability, and trust, as key enablers for stronger and more resilient aviation safety and accident investigation oversight in the region.

Fourteenth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation /

Decimocuarta Reunión de Directores/as de Aviación Civil de Norteamérica, Centroamérica y Caribe

(NACC/DCA/14)

St. George's, Antigua and Barbuda, 1 to 5 June 2026 /

St. George's, Antigua y Barbuda, 1 al 5 de junio de 2026

APPENDIX/APÉNDICE A

LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES

ANTIGUA AND BARBUDA

1. Brian Challenger
2. Marieta Christian
3. Peter Abraham
4. Latisha Edwards
5. Cosmore Barnes
6. Jamaine Ryan
7. Jahdai Thomas
8. Shenneth Phillips

BAHAMAS

9. Chequita Johnson
10. Michael Strachan
11. Delvin Major
12. Ryan Sands
13. Michael Strachan

CANADA

14. Félix Meunier

CAYMAN ISLANDS/ISLAS CAIMANES

15. Craig Smith
16. Robert Harris

CUBA

17. Armando Daniel López
18. Orlando Nevot

DOMINICAN REPUBLIC/REPÚBLICA DOMINICANA

19. Igor Rodríguez
20. Héctor Porcella
21. Augusto Pérez
22. Claudio Martínez
23. Yahaira Ortiz

ECCTAA

24. Anthony Whittier
25. Kendall Walter
26. Peter Semaj Mcknight-
27. Luana Isaac
28. Nekisha Pryce
29. Denise Silston
30. Desta Murray
31. Eleesha Hilaire
32. Winston Yearwood

EL SALVADOR

33. Homero Morales

FRANCE / FRANCIA

34. Sylvain Lefoyer
35. Jean-Yves Pieri
36. René Precope
37. Claudia Peyrel
38. Christophe Boquen

GRENADA/GRANADA

39. Marlon Carter

GUATEMALA

40. Sigrid Marroquín

HAITI/HAITÍ

41. Hantz Celestin

HONDURAS

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43. Carlos Gustavo Soto

44. Karin Garcia
45. Paola Velasquez

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47. Rohan Campbell

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48. Emilio Avendaño
49. Rogelio Pastor

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50. Brian Dyer

SAINT VINCENT AND THE GRENADINES

51. Andrea Best

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52. Cary Price

UNITED ARAB EMIRATES/EMIRATOS ÁRABES UNIDOS

53. Saeed Al Suwaidi
54. Mohammad Salem

UNITED KINGDOM/REINO UNIDO

55. Fiona Hau
56. David Crabtree
57. Alejandro Polo Llana
58. Justin Rothwell

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59. David Burkholder

- 60. Melvin Cintron
- 61. Ignacio Flores
- 62. Scott Leis
- 63. Carl Johnson
- 64. Norma Campos
- 65. Akua Pipim
- 66. Dwaine Murray
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- 68. Antoine Thomas

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- 69. Francisco Medela
- 70. Angeline Flemming

ALTA

- 71. Ana Pamela Suarez

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- 72. Andrea Ranieri

Caribbean Development Bank

- 73. Nigel Blair

CASSOS

- 74. Egbert Field
- 75. Cleonie Williams

COCESNA

- 76. Juan Carlos Trabanino
- 77. Roger Pérez
- 78. Alejandro Mena
- 79. Jorge Pineda

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- 80. Alfonso Arroyo
- 81. Rodrigo Priego

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- 82. Dennis Poetz
- 83. Cesar Jimenez

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- 84. Steve Jacobs
- 85. Javier Casas-Reyes

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- 87. Victor Poirier

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- 89. Oracio Marquez
- 90. Michela Gioachini

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- 92. Michael Snover
- 93. Alvimar Lucena

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- 94. Benoit Tardif
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- 99. Agustín Bruno

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- 101. Gabriel Pena

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- 102. Pablo Fernández

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- 104. Christopher Barks
- 105. Julio Siu
- 106. Dawn Flanagan
- 107. Fernando Camargo
- 108. Fabio Salvatierra
- 109. Jacqueline Serrao

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25 July 2025

Subject: CORSIA eligible emissions units

Action required: States are encouraged to engage with relevant authorities to expedite the issuance of Letters of Authorization, to facilitate access and availability of CORSIA eligible emissions units to aeroplane operators

Sir/Madam,

As informed in the State letter ENV 1/1 – 25/39 dated 9 April 2025, the 29th Session of the Conference of the Parties (COP29) to the United Nations Framework Convention on Climate Change (UNFCCC), which was held in November 2024, finalized the rules to ensure environmental integrity and transparency of the international carbon markets. This was significant for the International Civil Aviation Organization (ICAO) Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), as the governments hosting activities that generate CORSIA eligible emissions units, as approved by the ICAO Council, now have the necessary guidelines for authorizing those units to be used under CORSIA.

In this regard, during its 235th Session in June 2025, the ICAO Council requested the Secretariat to issue another State letter containing the voluntary standardized template for host country authorization developed under the UNFCCC Paris Agreement Article 6 framework, to encourage States to engage with their relevant authorities to expedite the issuance of Letters of Authorization to facilitate access and availability of CORSIA eligible emissions units to aeroplane operators.

The voluntary standardized template for the host country authorization, as developed under the Paris Agreement Article 6 framework, is available on the [UNFCCC website](https://www.unfccc.org/), which host countries may use to authorize CORSIA eligible emissions units.

It is important to highlight that the host country authorization is a key measure to avoid double-counting of CORSIA eligible emissions units approved by the ICAO Council, preventing that the same emissions reduction is counted twice by both the aeroplane operators to fulfil their CORSIA offsetting requirements and any country's Nationally Determined Contributions (NDCs) under the Paris Agreement.

Ensuring the environmental integrity and effective alignment between the CORSIA emissions unit eligibility criteria under ICAO and Article 6 under the Paris Agreement, is becoming essential as the future demand for CORSIA eligible emissions units is expected to grow and aeroplane operators will need to meet their CORSIA offsetting requirements.

I would like to take this opportunity to encourage States to engage with your relevant authorities to expedite the issuance of Letters of Authorization to facilitate the access and availability of CORSIA eligible emissions units to aeroplane operators.

Accept, Sir/Madam, the assurances of my highest consideration.

A handwritten signature in dark ink, appearing to read 'Juan Carlos Salazar', written in a cursive style.

Juan Carlos Salazar
Secretary General