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WORKING PAPER

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(NACC/WG/11)**

Guatemala City, Guatemala, September 21-25, 2026

**Agenda Item 3: Presentation of the progress of the action plans of the NACC/WG Task Forces
and the progress in the regional work**

**PROGRESS BY THE DOMINICAN REPUBLIC TOWARDS THE SAFE INTEGRATION OF SPACE TRANSPORT
OPERATIONS INTO AIRSPACE**
(Presented by Dominican Republic)

EXECUTIVE SUMMARY	
This Working Paper presents the progress made by the Dominican Republic in preparing the operational, regulatory and aeronautical coordination framework associated with the Oviedo Spaceport project, in the province of Pedernales. The work is aimed at integrating future launch operations with the air navigation system, while preserving safety, minimizing impacts on air traffic and establishing coordination mechanisms among the authorities and services involved. The first launch is expected during the first half of 2028.	
Action:	See Section 8
<i>Strategic Objectives:</i>	• Every Flight is Safe and Secure • Aviation is Environmentally Sustainable • Aviation Delivers Seamless, Accessible, and Reliable Mobility for All • The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All
<i>References:</i>	• Annex 11 — Air Traffic Services • Doc 4444 — PANS-ATM • Doc 9859 — Safety Management Manual (SMM) • Doc 10088 — Manual on Civil-Military Cooperation in Air Traffic Management • 14 CFR Part 420 — License to Operate a Launch Site • 14 CFR Part 450 — Launch and Reentry License Requirements

1. Introduction

1.1 The Dominican Republic is developing the Oviedo Spaceport project, located in the province of Pedernales, as a strategic initiative that will require the integration of space transport operations with national and regional airspace and aeronautical infrastructure.

1.2 In accordance with the project planning, the operational target for the first launch is scheduled for the first half of 2028. This timeline allows for a progressive preparation process comprising regulatory development, safety studies, airspace design, inter-institutional coordination, personnel training and operational validation.

2. Airspace management approach

2.1 From an air traffic management (ATM) and airspace management (ASM) perspective, the main challenge consists of reconciling launch windows and the volumes of airspace potentially affected by space activity with ATS routes, instrument flight procedures, existing and planned aerodromes, as well as traffic flows within the Santo Domingo FIR and adjacent FIRs that may be affected.

2.2 The adopted scheme provides for the establishment of temporary-use airspace volumes, such as temporary reserved or segregated areas (TRA/TSA), which will be activated only during the periods strictly necessary for each operation. Their design and activation will be based on trajectory and debris dispersion analyses, safety risk assessments and real-time coordination mechanisms, avoiding permanent airspace reservation.

2.3 The Air Navigation Directorate plans to incorporate airspace and air traffic management procedures, direct coordination among ATS units, the application of collaborative decision-making (CDM) for air traffic flow management (ATFM), when necessary, and the timely dissemination of information through the corresponding aeronautical information management (AIM) products.

3. Regulatory framework and technical references

3.1 As part of the preparatory work, international regulatory references have been reviewed, including Parts 420 and 450 of Title 14 of the United States Code of Federal Regulations (14 CFR). Part 420 has served as input for analysing the elements associated with the operation of a launch site and its interaction with airspace, aerodromes and surrounding areas.

3.2 The institutional objective is not to literally reproduce the model of another State, but rather to develop a specific national regulatory framework under the competence of the Dominican Institute of Civil Aviation (IDAC). This framework will define the competent authorities, responsibilities, approval processes, safety requirements and mechanisms for integration with civil aviation.

3.3 In the field of air navigation, the framework will remain fully consistent with ICAO Standards and Recommended Practices, as well as ICAO guidance, particularly with regard to air traffic services (Annex 11), safety management (Doc 9859), flexible use of airspace and civil-military cooperation (Doc 10088).

4. Operational and inter-institutional coordination

4.1 The project requires an articulated inter-institutional coordination scheme involving IDAC, the Armed Forces, search and rescue (SAR) organizations, emergency management, radio frequency spectrum regulation, environmental and maritime authorities, as well as the spaceport operator and relevant service providers.

4.2 In the aeronautical domain, the development of a concept of operations (CONOPS) is considered essential to define coordination procedures among ATS units, AIM services and flow management centres, as well as communication channels with aerodromes, aircraft operators and adjacent FIRs.

4.3 Coordination has also been initiated with the Search and Rescue (SAR) area to review the emergency signal and alarm protocols contemplated in the spaceport operational plan, ensuring the timely integration of its observations into the national response system.

5. Impact on adjacent FIRs and cross-border coordination

5.1 Given the geographical location of the Oviedo Spaceport and the dynamics of launch trajectories, operations may generate operational consequences that extend beyond the limits of the Santo Domingo FIR, affecting contiguous airspace and international traffic flows.

5.2 To mitigate these impacts, the Dominican Republic promotes the establishment of bilateral and multilateral coordination mechanisms with the ATS units of adjacent FIRs. These mechanisms include early notification of launch windows, the timely exchange of data on affected airspace volumes and the definition of harmonized rerouting procedures.

5.3 Through the early exchange of cross-border information and the application of collaborative decision-making (CDM) principles, the aim is to ensure procedural compatibility among air navigation service providers (ANSPs), minimizing restrictions on conventional civil air traffic during launch operations.

6. Aeronautical information and operational readiness

6.1 Each operation will require a prior planning and notification process. Operational information for airspace users will be promulgated with the appropriate advance notice through NOTAM and, when warranted by the duration of the measures, through AIP Supplements or Aeronautical Information Circulars (AIC).

6.2 Prior to entry into service in 2028, operational validation exercises, simulations and field tests will be conducted to verify coordination channels, airspace activation/deactivation protocols, response to emergencies or launch aborts, and the capacity for the rapid restoration of the conventional route network.

7. Regional dimension and next steps

7.1 The Dominican Republic highlights the importance of maintaining this initiative within the NAM/CAR regional coordination mechanisms, such as the NACC/WG and GREPECAS, fostering the use of harmonized terminology and compatible procedures among States.

7.2 During the period prior to the first launch in 2028, progress will continue in defining the CONOPS, ATM/ASM safety studies, the precise design of temporary areas and the training of technical personnel.

8. Suggested actions

8.1 The Meeting is invited to:

- a. take note of the information contained in this Working Paper on the progress made by the Dominican Republic towards the integration of space transport operations into airspace; and
- b. share experiences and lessons learned on this matter; and
- c. support the development of a concept of operations (CONOPS) that enables the effective integration and management of air traffic with space transport operations in the airspace of the CAR Region