



ICAO

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

WORKING PAPER

NACC/WG/RAP/04 — WP/02
25/04//26

**Fourth Meeting of Rapporteurs of the North American, Central American, and Caribbean
Working Group (NACC/WG/RAP/04)
Online, 6-7 May 2026**

Agenda Item 2: Follow-up to Conclusions, Decisions, previous agreements and the Work Programme of the NACC/WG, CAR/SAM Planning and Implementation Regional Group (GREPECAS) and regional initiatives related to air navigation

FOLLOW-UP TO CONCLUSIONS, DECISIONS OF THE NACC/WG/10

(Presented by Secretariat)

EXECUTIVE SUMMARY

This Working Paper presents the consolidated follow-up to the Conclusions and Decisions of the Tenth Meeting of the North American, Central American and Caribbean Working Group NACC/WG/10, highlighting implementation progress, challenges, and coordination gaps. It reinforces the need for strengthened governance under the NACC/WG Terms of Reference (ToR). The role of the Chair and Vice-Chair in ensuring effective follow-up and integration across Task Forces is emphasized. The paper also integrates the NACC/WG structure and interaction model as the foundation for implementation. Proposed actions aim to enhance regional performance, accountability, and alignment with GREPECAS and Global Air Navigation Plan (GANP).

Action:	Suggest action under item 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Tenth Meeting of the North American, Central American and Caribbean Working Group (NACC/WG/10) Tulum, Mexico, September 8-12, 2025

1. Introduction

1.1 The NACC/WG serves as the regional implementation mechanism for air navigation and aerodrome activities in the NAM/CAR Regions, ensuring alignment with the GREPECAS and the GANP. Its mandate includes monitoring, coordinating, and reporting on the implementation of regional initiatives through its Task Forces.

1.2 Following the outcomes of the NACC/WG/10 meeting, a comprehensive set of Conclusions and Decisions was adopted to address priority areas such as operational efficiency, modernization, regional cooperation, and system resilience.

1.3 In parallel, the updated Terms of Reference (ToRs) reaffirm the governance structure, leadership responsibilities, and interaction-based model of the NACC/WG, emphasizing performance-based implementation and inter-Task Force coordination.

1.4 This Working Paper consolidates progress, identifies challenges, and proposes actions to strengthen implementation and governance effectiveness.

2. Discussion

2.1 *Status of Implementation of NACC/WG/10 Conclusions and Decisions*

2.1.1 The review of NACC/WG/10 outputs indicates significant progress in several areas, including:

- Development of the NACC/WG Work Programme aligned with ICAO Strategic Plan 2026–2050
- Progress in AMCB/TF consolidation and digital tools development
- Advancement of ADS-C/CPDLC regional initiatives and MCAAP project approval
- Continued efforts in AIM modernization and MET integration initiatives

2.1.2 However, several critical challenges persist:

- Limited update of Points of Contact (PoCs) impacting coordination
- Weak systematic follow-up mechanisms for GREPECAS Conclusions
- Delays in regional support to Eastern Caribbean States (SIDS)
- Insufficient integration of contingency planning and resilience frameworks
- Need for improved dashboard data quality and KPI monitoring

2.1.3 These challenges highlight the necessity for stronger governance and structured follow-up mechanisms.

2.2 **NACC/WG Structure and Interaction Model**

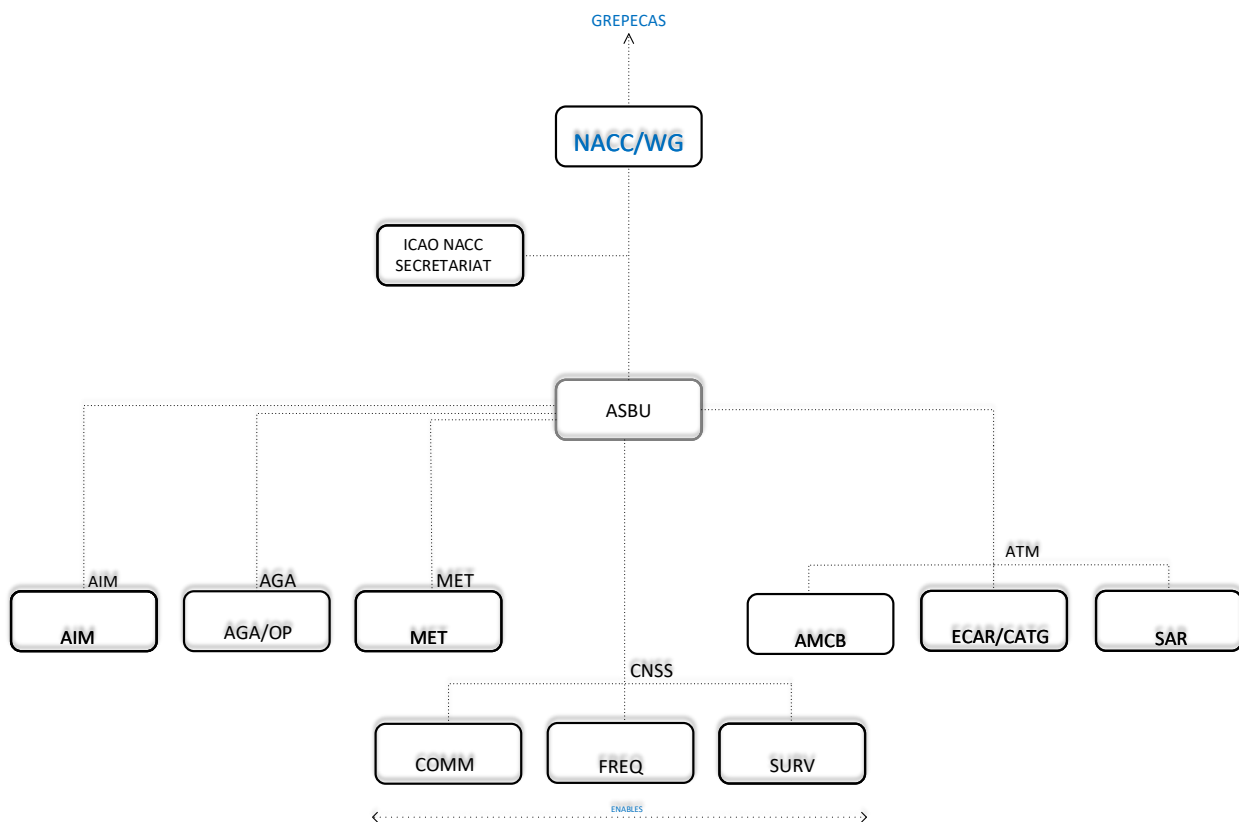
2.2.1 The NACC/WG operates under an interaction-based framework, where Task Forces maintain technical autonomy but are integrated through strategic coordination.

2.2.2 Key structural elements include:

- ATM Domain: AMCB/TF, ECAR/CATG, SAR/TF
- CNSS Domain: COMM/TF, SURV/TF, FREQ/TF
- AIM, MET, and AGA domains as core enablers
- ASBU/TF providing strategic alignment across all domains

2.2.3 This structure ensures:

- Horizontal coordination across operational and technical domains
- Alignment with GANP and GREPECAS
- Integration of performance-based planning and KPIs



2.3 ***Governance and Role of Chair and Vice-Chair***

2.3.1 The effectiveness of the NACC/WG depends on strong leadership in accordance with the Terms of Reference.

2.3.2 As defined in the ToRs:

- The Chairman is responsible for:
 - Leading the Group
 - Coordinating the development and execution of the Work Programme
 - Ensuring follow-up of Conclusions and Decisions
- The Vice-Chairman is responsible for:
 - Ensuring integration across Task Force work programmes
 - Supporting coordination and continuity
 - Acting on behalf of the Chair when required

2.3.3 The analysis indicates that stronger enforcement of these roles is required, particularly in:

- Monitoring implementation progress
- Ensuring accountability of Task Forces and States
- Strengthening coordination with the ICAO Secretariat
- Aligning outputs with GREPECAS priorities

2.4 ***Need for Strengthened Follow-up Mechanisms***

2.4.1 Despite the structured framework, the current follow-up process shows fragmentation.

2.4.2 Key gaps identified:

- Lack of centralized monitoring system for Conclusions/Decisions
- Limited integration between Task Forces
- Insufficient performance tracking using KPIs
- Weak linkage between technical, strategic, and political levels

2.4.3 To address this, the NACC/WG must reinforce:

- The regional dashboard as a monitoring tool
- Regular Rapporteur reporting cycles
- Structured coordination procedures with the SAM Region
- Clear accountability mechanisms

3. **Conclusion**

3.1 The NACC/WG/10 Conclusions and Decisions represent a comprehensive roadmap for advancing air navigation implementation in the NAM/CAR Regions. While progress has been achieved in several technical areas, significant challenges remain in coordination, monitoring, and governance.

3.2 The NACC/WG structure and Terms of Reference provide a robust framework; however, their effectiveness depends on consistent application, particularly by the Chair and Vice-Chair in ensuring follow-up and integration.

3.3 Strengthening governance mechanisms, enhancing inter-Task Force coordination, and reinforcing performance-based monitoring are essential to ensure successful implementation and alignment with GREPECAS and GANP objectives.

4. **Suggested Actions**

4.1 The Meeting is invited to:

- a) Note the status of implementation of NACC/WG/10 Conclusions and Decisions;
- b) Recognize the need to strengthen governance and follow-up mechanisms under the NACC/WG Terms of Reference;
- c) Request the Chairman and Vice-Chairman to:
 - Ensure systematic follow-up of all Conclusions and Decisions
 - Strengthening integration across Task Forces
 - Monitor progress using KPIs and regional dashboards
- d) Task Forces and States to:
 - Update Points of Contact (PoCs)
 - Provide timely progress reports
 - Enhance coordination with the Secretariat
- e) Encourage the Secretariat to:
 - Establish a centralized monitoring mechanism
 - Strengthening coordination with GREPECAS and SAM Region
 - Support implementation through regional tools and initiatives
- f) Agree to include:
 - Appendix A: Update information in the Decisions and Conclusions of NACC/WG/10
 - Appendix B: Approve Terms of Reference of the NACC/WG

APPENDIX A
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN WORKING GROUP (NACC/WG)
FOLLOW UP TP CONCLUSION AND DECISIONS ON NACC/WG/10

NO	DECISION/ CONCLUSION	NAME	DESCRIPTION	ACTIVITIES	RESPONSIBLE	DEADLINE	ICAO LEADER	OBSERVATIONS
1	DECISION NACC/WG/10/01	WORK PROGRAMME OF THE NACC/WG	That, to develop and maintain a comprehensive NACC/WG work programme incorporating regional priorities of air navigation: safety, airspace optimization and ANS efficiency, sustainability and environment, technological modernization and new services, as well as regional cooperation and institutional strengthening and in line with ICAO's Strategic Plan 2026-2050, an annual work plan 2026.	a) establishes concrete and measurable objectives for each priority and according to the strategic goals of the ICAO Strategic Plan 2026-2050. b) defines KPIs and monitoring and reporting mechanisms. c) integrates the conclusions and decisions of the three levels of governance (technical NACC/WG, strategic GREPECAS, political NACC/DCA); and, d) assigns clear responsibilities to the NACC/WG Task Forces, and NACC/WG member States and International Organizations, promoting synergies and avoiding duplication.	Secretariat, TF Rapporteurs and Chairperson of the NACC/WG	30 May 2026	Mayda Ávila	Complete

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2	CONCLUSION NACC/WG/10/02	UPDATE ON DEFICIENCIES IN THE GANDD	That, as States must keep the deficiencies registered in the GANDD updated, ensuring that the information accurately reflects the status of compliance with the ICAO Standards and Recommended Practices (SARPS) and the corrective actions to be taken, and the update should be carried out through a systematic process of periodic review coordinated between States, ICAO and the technical groups (NACC/WG, GREPECAS, etc.), States review and report every valid deficiency recorded in the GANDD and for those deficiencies that are still valid report corrective actions with realistic and responsible deadlines.		CAR States	30 April 2026	Maidy Plana	The information related to this task has already been updated; however, due to ICAO’s ongoing website migration— impacting NACC platforms including GANDD—the new system is expected to become available only in the second half of 2026
3	CONCLUSION NACC/WG/10/03	STRENGTHENING THE FOLLOW-UP TO THE CONCLUSIONS AND DECISIONS IN FORCE OF GREPECAS	That, as reinforcement of the mechanisms to follow-up, report and implement the current Conclusions and Decisions of GREPECAS, FRA, contingency planning and SAR activities,	a) States and International Organizations review and notify, through the NACC/WG, on the status of implementation of the current GREPECAS Conclusions and Decisions related to their responsibilities	States, NACC/WG	GREPECAS/23 (March 2026)	Eddian Mendez	a) This task will be addressed at the upcoming NACC/WG Meeting, as it remains pending further action. b) The status update has been carried out independently as part of the process

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				b) the NACC/WG, in coordination with the Secretariat and the task forces, provide a consolidated update on the status of implementation prior to the GREPECAS/23; and, c) States ratify or update their Points of Contacts (PoCs) to ensure accurate coordination, reporting, and feedback on regional air navigation priorities.				for developing Secretariat working papers for each technical area. - It is recommended to establish a coordination procedure to ensure comprehensive follow-up of GREPECAS initiatives, with particular emphasis on improving collaboration with the SAM Regional Office. c) States have not consistently updated their points of contact. - The Secretariat may need to intervene, and implementing a follow-up process could help resolve this issue.
4	DECISION NACC/WG/10/04	ACTION PLAN FOR THE IMPLEMENTATION OF OPMET DATA	That, as a follow-up to the coordination of activities for the implementation of the OPMET IWXXM data dissemination in the	a) plan and execute an interoperability testing schedule with Aeronautical message	ICAO NACC, NACC/WG	August 30, 2026	Luis Sanchez	

NO	DECISION/ CONCLUSION	NAME	DESCRIPTION	ACTIVITIES	RESPONSIBLE	DEADLINE	ICAO LEADER	OBSERVATIONS
		DISSEMINATION IN IWXXM	NAM/CAR Regions, the Secretariat, in conjunction with the NACC/WG COMM/TF and MET/TF:	handling system (AMHS) message centres in the NAM/CAR Region that at the NACC/WG/10 meeting reported implementing the AMHS Extended Service Level FTBP functional group, as communications support for OPMET IWXXM data dissemination; and b) plan and initiate the process of disseminating OPMET IWXXM data from Cuba to the RODB in Washington, following the successful completion of interoperability testing (Phase I, II, III) between IACC-ECNA and the FAA by the NACC/WG/11				
5	DECISION NACC/WG/10/05	PROMOTION OF THE AIRCRAFT- BASED OBSERVATIONS (ABO) PROGRAMME		a) the MET/TF and AMCB/TF deploy activities to promote the establishment of Aircraft-Based Meteorological Observations (ABO)	MET/TF and AMCB/TF	August 30, 2026	Luis Sanchez Josue Gonzalez	ATM2: The AMCB/TF is supporting coordination with the MET/TF to promote ABO initiatives, recognizing

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				sources, particularly in the CAR Region by the NACC/WG/11; and b) the Secretariat, in collaboration with RASG-PA, promote the Aircraft-Based Meteorological Observations (ABO) Programme by organizing workshops and awareness campaigns aimed at States and operators in the region, highlighting the benefits of these real-time observations for operational safety, air traffic efficiency and improved weather forecasts.				aircraft-based observations as a future data source to enhance ATM planning, capacity analysis, and regional decision-support tools.
6	DECISION NACC/WG/10/06	INTEGRATION OF METEOROLOGICAL AND CLIMATOLOGICAL DATA TO STRENGTHEN THE OPERATIONAL RESILIENCE OF AIR TRAFFIC SERVICE PROVIDERS	That, the MET/TF analyse the mechanisms for integrating meteorological and climatological data into the hazard identification process of air traffic service providers, and report to the NACC/WG/11 on possible tools to improve planning and response to contingencies and emergency situations.		MET/TF	August 30, 2026	Luis Sanchez	

NO	DECISION/ CONCLUSION	NAME	DESCRIPTION	ACTIVITIES	RESPONSIBLE	DEADLINE	ICAO LEADER	OBSERVATIONS
7	CONCLUSION NACC/WG/10/07	COOPERATION IN AERONAUTICAL METEOROLOGY AMONG NAM/CAR REGION STATES	That, taking into account Mexico's offer to create a regional cooperation plan on aeronautical meteorology for the NAM CAR States, the interested States (Cuba, Mexico, United States, and COCESNA) consider cooperation agreements on aeronautical meteorology to consolidate efforts, promote collaborative work by experts from the Tulum Meteorological Watch Office (MWO/Tulum), and strengthen regional capacities by harmonizing technical and operational work.		Cuba, Mexico, United States, COCESNA	August 30, 2026	Luis Sanchez	
8	CONCLUSION NACC/WG/10/08/	SUPPORT FOR THE AIM/TF'S ACTIVITIES		a) the NACC/WG approves the Terms of Reference and work program of the AIM/TF (Appendix B of this SoD); b) endorses the proposal for English descriptors for English Language Proficiency (ELP) as a regional model; c) the Secretariat requests ICAO Headquarters to evaluate the	AIM/TF	a. Immediately. b. Immediately c. January 2026 d. March 2026 e. January 2026 f. Immediately	Maidy Plana	The work of the ad-hoc groups remains active, the AIM monitoring website is currently undergoing testing and project restructuring, and the matters related to the AIM training curriculum and the English Language Proficiency descriptors will be addressed in detail as part of the implementation proposals to be

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				establishment of a specific global standard including the linguistic descriptors proposed by the AIM/TF d) States adopt and implement the AIM training curriculum inspired by Competency-Based Training and Assessment (CBTA) (created by the AIM/TF), covering initial, functional, specialized, OJT, and refresher training for all types of AIM personnel e) States use the ICAO regional website for AIM monitoring as the official tool for monitoring the transition from AIS to AIM; and f) States support the work of the Ad-hoc Groups on Flight Plan Error and Duplication Management and AIM/MET/SWIM Data Exchange.				discussed between the NACC and SAM regions during the joint meeting in May 2026

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9	CONCLUSION NACC/WG/10/09	PROGRESS AND STRATEGIC ALIGNMENT OF THE AMCB/TF	That, for the consolidated update on the delivery of FIR boundaries/coordinates, airport/space capacity reports, AIM coordination on flight plan errors and formal establishment of the AMCB/TF as a unified regional forum, States:	accelerate the delivery of FIR boundary data and capacity information to ensure accurate regional planning g) together with ICAO, strengthen digital tools and dashboards to improve visibility and harmonization h) support AIM-AMCB coordination that reduces errors in flight plans and improves Aeronautical information Publication (AIP) consistency; and i) support the AMCB/TF as a consolidated successor to the AO/TF and ATFM/TF, aligned with the objectives of the GANP and GREPECAS.	AIM/TF and AMCB/TF	GREPECAS 23 MRCH 2026	Maidy Plana Josue Gonzalez	ATM2: The AMCB/TF, supported by multiple ad hoc sub-groups, is progressing the delivery of FIR boundary data, capacity information, digital tools, and AIM coordination activities, serving as the consolidated successor to the AO/TF and ATFM/TF in alignment with GANP and GREPECAS priorities.
10	CONCLUSION NACC/WG/10/10	NACC/WG SUPPORT TO THE EASTERN CARIBBEAN	That, based on the identified need to enhance regional support for the E/CAR and support its compliance with the ANS and AGA SARPs, NACC/WG members:	a) continue supporting the E/CAR/CATG, raising awareness of the challenges of SIDS, in particular the Eastern Caribbean Subregion.	ECAR/CATG	AUGUST 30, 2026	Eddian Mendez	a) The challenges encountered by SIDS are not yet fully understood, and the ongoing expectation for comprehensive ANS

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				<p>b) urge its Task Forces, in coordination with the Secretariat, to collaborate in the development of assistance projects for their respective areas</p> <p>c) support the implementation of ATS surveillance systems in Antigua and Barbuda, providing guidance and sharing good practices; and</p> <p>d) engage particularly those with English proficiency, as subject matter experts in implementation support projects in the Eastern Caribbean.</p>				<p>implementation continues to impose a significant burden on some States. b) Despite planned or ongoing assistance projects, the Eastern Caribbean support programme still requires additional ICAO NACC backing. NACC's goal to enhance support for the Eastern Caribbean ANS and aerodrome operations needs further planning. c) ICAO NACC has yet to respond to Antigua and Barbuda's request for assistance with their transition to a comprehensive ATS surveillance environment. d) Collaboration with technical subject matter experts from English speaking States needs to be</p>

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								enhanced. It's recommended to create a pool of subject matter experts for each technical domain.
11	DECISION NACC/WG/10/11	UPDATING AND SUPPORTING AUTOMATION EFFORTS IN HAITI AND ANTIGUA	That, In recognition of automation initiatives in Antigua and Barbuda and Haiti, with an emphasis on technical upgrades, regional integration and facilitation by ICAO:	a) Haiti and Antigua and Barbuda provide their detailed updates to the AMCB/TF and AIM/TF b) the NACC/WG explore regional collaboration through CIIFRA and Task Forces; and c) the Secretariat continue facilitating coordination and technical dialogue.	Antigua and Barbuda, and Haiti	AUGUST 30, 2026	Eddian Mendez Supported by: Maidy Plana, and Josue Gonzalez	ATM1: Preliminary discussions have taken place with the Haiti DG about the progress of ANS upgrades. However, ongoing security concerns and political instability are obstacles to providing direct support. ATM2: Automation initiatives in Haiti and Antigua and Barbuda are being monitored through the AMCB/TF, with coordination among relevant Task Forces and regional partners to support harmonized technical dialogue and regional integration.

NO	DECISION/ CONCLUSION	NAME	DESCRIPTION	ACTIVITIES	RESPONSIBLE	DEADLINE	ICAO LEADER	OBSERVATIONS
12	DECISION NACC/WG/10/12	CONSOLIDATION OF THE TML CHAIN AND REGIONAL COORDINATION ON SPACE OPERATIONS	That States/ANSPs expand their participation in the CADENA Traffic Management Log (TML) trials and integrate lessons learned into AMCB/TF work, while aligning regional collaboration on space operations with CIIFRA initiatives.		AMCB/TF	AUGUST 30, 2026	Josue Gonzalez	ATM2: The AMCB/TF continues to promote participation in the CADENA Traffic Management Log (TML) trials, integrating lessons learned through dedicated ad hoc sub-groups and advancing coordination on space operations in alignment with CIIFRA initiatives.
13	DECISION NACC/WG/10/13	REGIONAL MECHANISM FOR MEASURING THE LEVEL OF IMPLEMENTATION OF ASBU	That for the development of a regional mechanism that establishes the way in which the level of implementation of the elements of the ASBU will be measured, which is realistic, measuring the level of implementation of the elements, which have been identified as priorities to be put into operation, according to the needs and priorities of the Region:	a) the NACC/WG, Chairperson and Secretariat continue defining regional needs and priorities, identify the ASBU elements needed to be implemented. b) the NACC/WG Task Forces that are enablers identify the necessary actions to support the implementation to support the regional planning process; and c) Based on the information collected, the ASBU/TF shall	NACC/WG	AUGUST 2026	Mayda Ávila	In process. ASBU TF is working in the proposal.

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				jointly develop the mechanism within the NACC/WG to establish the regional measurement mechanism for the level of regional implementation of ASBU elements, including identifying the KPIs that will need to be established to measure these implementations.				
14	CONCLUSION NACC/WG/10/14	SUPPORT TO ENHANCE THE ICAO CONTINGENCY PLANNING AND SUPPORT STRATEGY	That to improve the resilience of the CAR Region's air navigation systems and promote a better response to situations that may limit the provision of services:	a) the Secretariat – develop awareness-raising and training activities on the importance of contingency planning, considering focusing on the threat of hurricanes and extreme weather events – the Secretariat implement procedures for the review and analysis of ANS contingencies, and the update of CAR Region contingencies point of contact – the Secretariat update the CAR Region ATM Contingency Plan and	NACC/WG TFS	AUGUST 30, 2026	Eddian Mendez Supported by all ICAO NACC Officers.	- ICAO NACC created guidance to strengthen ANS resiliency, with pending actions focused on hurricane preparedness. The Secretariat lacks procedures for multidisciplinary review of contingencies, and collaboration among NACC/WG task forces on contingency planning remains limited. The CAR Region's contingency point of contact still

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				implementation of communication plan to disseminate its content promoting regional support and, b) the States/CAR Region Area Control Centres (ACCs) collaboration with the FAA’s ATC facilities to update existing letters of agreement and operational contingency plans, as needed, to improve and better harmonize regional contingency plans.				needs updating. b) The NACC Regional Office has yet to develop and implement initiatives promoting collaboration between FAA ATS facilities and those of neighbouring States. - Once harmonization with Headquarters is complete, it will be essential to develop a comprehensive approach for updating the CAR Region ATM Contingency Plan. This process may begin with a request from COCESNA to assist in harmonizing the Central American contingency plan.
15	CONCLUSION NACC/WG/10/15	EMERGING ISSUES RELATED TO AIRCRAFT IN DISTRESS	That, to improve regional response to aircraft in distress and address the threat of potential illegal flights to civilian operations in the CAR Region,	a) ICAO organize civil-military coordination activities, particularly aimed at promoting initiatives to counter the impact of	States and ICAO NACC	AUGUST 30, 2026	Josue Gonzalez	ATM2: ICAO NACC continues to support regional coordination on aircraft in distress through the ATM–

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				unauthorized or illegal flights; and b) NACC States/Territories promote the implementation of the GADSS and request air traffic control centres and rescue coordination centres in the CAR Region to update their data in the LADR.				SAR interface, promoting awareness of GADSS and the timely update of LADR information as part of broader resilience and contingency planning efforts.
16	DECISION NACC/WG/10/16	UPDATE OF FPL ELIGIBILITY INFORMATION IN THE NAM/CAR REGION	That the AIM/TF conduct a survey of the ANSPs of the NAM/CAR Regions to update the information on compliance with the FPL format and processing requirements, delivering the result of this information to the NACC/WG.		AIM/TF	30 MARCH 2026	Maidy Plana	The survey has been sent to Member States, ANSPs and airlines. In line with the extensions requested by all Regional Offices and the headquarters, the deadline has been extended to 30 May 2026
17	CONCLUSION NACC/WG/10/17	ADS-C/CPDLC IMPLEMENTATION IN THE CAR OCEANIC REGION	That, recognizing the regional benefit of strengthening communications and surveillance in Mexico's South Pacific Oceanic airspace, specifically to the Mazatlan Oceanic FIR, through the implementation of ADS-C and CPDLC technologies,	Curaçao Mexico, Trinidad and Tobago, COCESNA,) in coordination with the Secretariat, develop a proposal for a regional project to submit to the MCAAP, integrating all	Curaçao, Mexico, Trinidad and Tobago, United States, COCESNA and ICAO NACC	28 February 2026	Mayda Ávila	A MCAAP proposal was approved in the last PEC Meeting. Workshop is the first step. MA/JG

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			aligned with ICAO's GANP COMS-B0/1 and COMS-B1 module	interested States and Organizations to: i. support Mexico in the process of implementing the ADS-C/CPDLC in the South Pacific of Mexico's oceanic FIR ii. coordinate joint technical and operational support to ensure efficient and harmonized implementation iii. integrate the design of a regulatory framework for optimal routes and benefits to operators with ADSC/ CPDLC for better equipped aircraft, ensuring the standardization of regulation iv. submit for approval a regional project that ensures financing and institutional support from the participating States and the MCAAP. v. analyse the capacity to capture meteorological data				

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				using ADS-C and secondary Mode-S radar; and b) Mexico carries out a classification of its airspace in its oceanic airspace.				
18	DECISION NACC/WG/10/18	UPDATE OF THE NACC REGIONAL DASHBOARD		a) examine the status of the update of the information reported in the NACC Dashboard; and b) update States' Points of Contact (PoCs); and c) critically analyse whether the current indicators are sufficient and relevant and propose new ones if considered relevant	NACC/WG Members	AUGUST 30, 2026	Maidy Plana Supported by all ICAO NACC Officers	In progress
19	CONCLUSION NACC/WG/10/19	STRENGTHENING THE MECHANISMS SUPPORTING THE NACC/WG	That, for the strengthening and alignment of coordination mechanisms (TFs, dashboards, templates, MCAAP, iPacks) that enable NACC/WG deliverables:	a) States reaffirm their commitment to participate in and respond to ICAO/NACC/WG tools and processes b) the ICAO NACC Regional Office strengthen alignment with GREPECAS priorities	NACC/WG Members	AUGUST 30, 2026	All ICAO NACC Officers	Need to discuss

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				c) the rapporteurs of the TFs provide semi-annual updates to ensure transparency and progress; and d) States make active use of support mechanisms (iPacks, MCAAP, regional projects).				
20	DECISION NACC/WG/10/20	UPDATE OF THE ToRs, WORK PROGRAMME, AND PLANS AND OTHER INFORMATION OF THE NACC/WG	The Task Forces should update their ToRs and, accordingly, update the information relating to the NACC/WG (visionary plans and programs, as well as its website).		NACC/WG Members	AUGUST 30, 2026	Mayda Ávila	Complete
21	CONCLUSION NACC/WG/10/21	SUPPORT FOR THE COORDINATION OF SPACE OPERATIONS	That, with the aim of developing a set of contingency procedures/terminologies that provide clear guidance to both air navigation service providers and aircraft operators during space operations, the AMCB/TF establish an Ad hoc Group for the development of standardized procedures for use during space operations, which will coordinate with the South American		AMCB/TF	AUGUST 30, 2026	Josue Gonzalez	ATM2: The AMCB/TF is establishing an ad hoc group on space operations to develop harmonized procedures and terminology, ensuring coordinated contingency responses and alignment with CIIFRA and SAM regional initiatives.

NO	DECISION/ CONCLUSION	NAME	DESCRIPTION	ACTIVITIES	RESPONSIBLE	DEADLINE	ICAO LEADER	OBSERVATIONS
			Implementation Group the harmonization of these procedures.					
22	CONCLUSION NACC/WG/10/22	SUPPORT TO THE ACTIVITIES OF THE NACC/WG BY THE DIRECTORS OF CIVIL AVIATION.	That the Directors General and Air Navigation of the NAM/CAR States actively support the activities of the NACC/WG Task Forces by providing financial and human resources, ensuring support for the effective development of the regional work plan. This support will strengthen the implementation of key projects in the areas of operational safety, capacity, efficiency, and sustainability, generating a positive impact on the optimization of airspace, interoperability, and resilience in the Region.	a) The Directors General of the civil aviation authorities (CAAs) of the NACC Region assign technical and specialized personnel to the various Task Forces, ensuring the continuity and quality of the work. b) The NACC/WG ensure that its priorities and regional initiatives are adequately presented during NACC/DCA meetings. c) the NACC/DCA Secretariat include in the agenda of its meeting the necessary space for air navigation issues and NACC/WG progress to be discussed broadly and strategically, promoting timely and well-informed decisions.	STATES ICAO/NACC NACC/WG Chairman	NACC/DCA/14	Mayda Ávila Supported by all ICAO NACC Officers	To discuss in the Rapporteur meeting

APPENDIX B

TERMS OF REFERENCE FOR THE NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN WORKING GROUP (NACC/WG).

The NACC/WG is the regional implementation mechanism of the North American, Central American, and Caribbean NAM/CAR regions, which integrates all the Task Forces (TF) in the different air navigation areas and aerodromes. This Group is the mechanism through which the regions NAM/CAR report on their level of implementation.

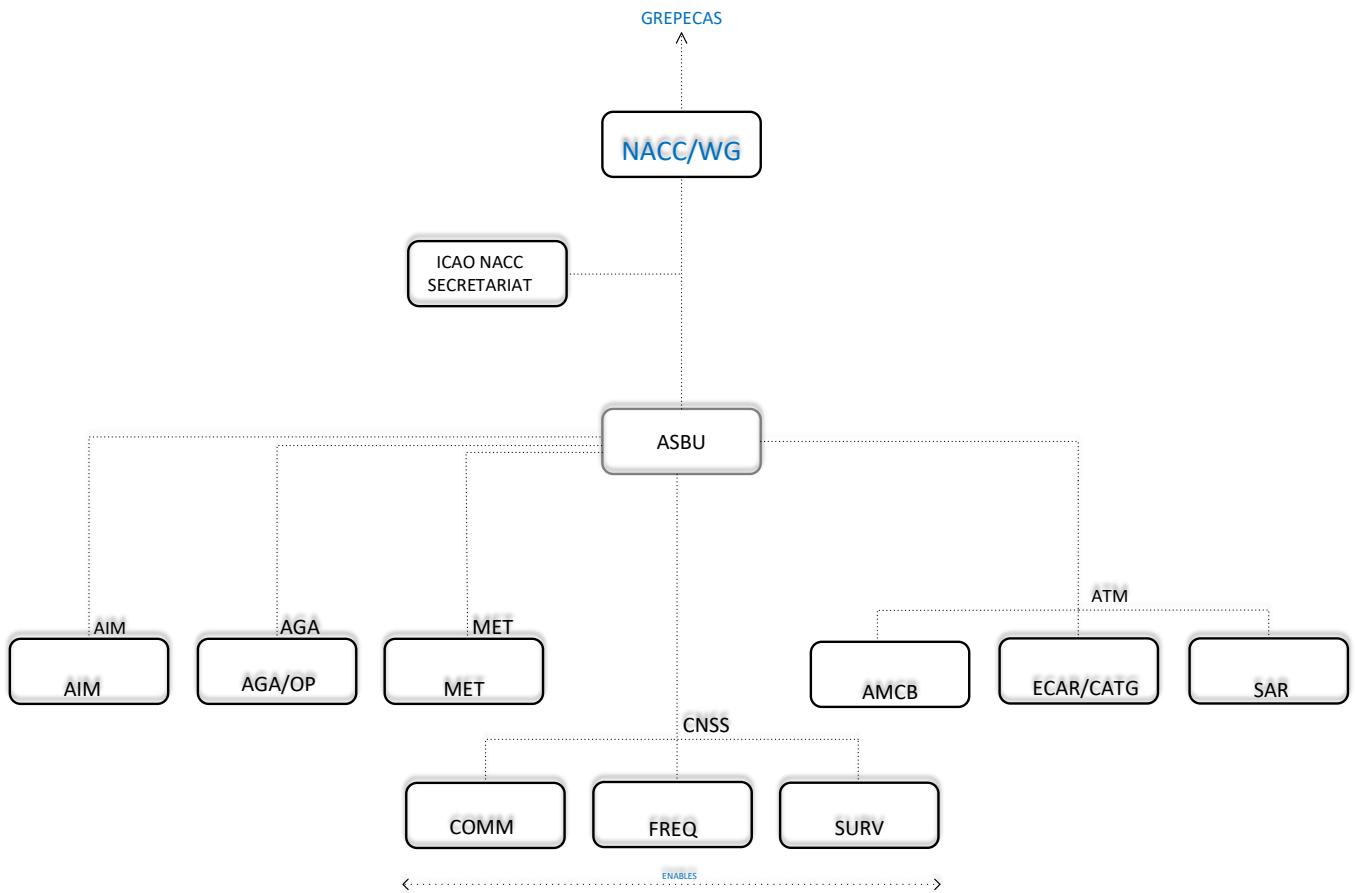
All Task Forces have a direct and cross-cutting relationship with one another, and the NACC/WG Programme summarizes their activities and common work among them. While Task Forces report directly to the NACC/WG, each Task Force retains technical responsibility and operational autonomy within its own approved Terms of Reference. The NACC/WG exercises strategic coordination, integration and endorsement functions, ensuring alignment with the CAR/SAM Planning and Implementation Regional Group (GREPECAS) and the Global Air Navigation Plan (GANP).

The NACC/WG, as the regional implementation arm in Air Navigation and Aerodromes, reports directly to the Regional Planning and Execution Group (PIRG) of the CAR and SAM regions, and GREPECAS. Therefore, the NACC/WG is assigned to coordinate the activities that facilitate and monitor the implementation across all three volumes of the CAR/SAM Regional Air Navigation Plan (CAR/SAM RANP). Additionally, the group is responsible for following on and supporting compliance with GREPECAS Projects and Conclusions through its corresponding task forces.

THE NACC/WG IS COMPOSED OF THE FOLLOWING TASK FORCES:

1. **ASBU: Aviation System Block Upgrade**
Aviation System Block Upgrade Task Force (NACC/WG/ASBU/TF)
Have a direct relationship with all Task Forces
2. **AIM: Aeronautical Information Management**
Aeronautical Information Task Force (NACC/WG/AIM/TF).
3. **AGA: Aerodrome and Ground Aids**
Aerodrome Task Force (NACC/WG/AGA/OP/TF)
4. **ATM: Air Traffic Management**
Airspace Management and Capacity Balancing Task Force (NACC/WG/AMCB/ TF)
Management of the Eastern Caribbean Civil Aviation Technical Group (ECAR/CATG)
Search and Rescue Task Force (NACC/WG/SAR/TF)
5. **CNSS: Communications, Navigation and Surveillance, Frequency Spectrum and Automatization**
Communications Task Force (NACC/WG/COMM/TF)
Surveillance Task Force (NACC/WG/SURV/TF)
Aeronautical Frequency Management Task Force (NACC/WG/FREQ/TF)
6. **MET: Aeronautical Meteorology**
Aeronautical Meteorology Task Force (NACC/WG/MET/TF)

STRUCTURE OF THE NACC/WG



INTER-TASK FORCE INTERACTION MODEL

The NACC/WG structure represents an interaction-based framework; reporting lines remain formally defined, the operational reality of regional implementation that requires strong horizontal coordination among all Task Forces.

The graphical model reflects that Task Forces interact to achieve the objectives agreed by the NACC/WG, highlighting coordination mechanisms, shared deliverables, and cross-cutting initiatives. This interaction-based approach reinforces integration across ATM, CNS, AIM, AGA and MET domains coordinating through the NACC/WG to meet GREPECAS requirements and in alignment with the GANP as the ICAO's highest air navigation strategic document.

OPERATIONAL NEEDS AS DRIVERS OF IMPLEMENTATION

The NACC/WG reaffirms that operational needs shall drive technology implementation requirements, and not the inverse. All Task Forces shall ensure that proposed technological initiatives are aligned with validated operational requirements.

In this regard, each Task Force shall maintain structured coordination with ATM and Aerodrome Operations (AOP) stakeholders to ensure continuous operational input. Likewise, ATM/AOP mechanisms shall facilitate the systematic capture of industry needs, ensuring that planning and implementation decisions are operationally justified and performance based.

All implementation initiatives shall be supported by measurable performance indicators aligned with regional Key Performance Indicators (KPIs) and the GANP, enabling objective monitoring of implementation progress, identification of gaps, and consolidated reporting to GREPECAS.

Inter-Task Force coordination shall be structured through formally agreed mechanisms within the NACC/WG Work Programme to avoid duplication of efforts and ensure clarity of deliverables. Cross-cutting initiatives shall be coordinated through the NACC/WG Chair and Secretariat.

NACC/WG LEADERSHIP AND COORDINATION

All States and Territories of the North American (NAM) Central America and the Caribbean (CAR) regions accredited to the ICAO NACC Regional Office and the international organizations that represent them are members of the NACC/WG. International Organizations accredited to ICAO are invited to participate in the execution of the work program, as well as the aviation industry.

The following are the leadership of the NACC/WG and its Task Forces:

NACC/WG Head Members					
NACC/WG Chairman	Julio Mejia	Dominican Republic	NACC/WG Vice-Chairman	Rohan Garib	Trinidad and Tobago
NACC/WG/AIM/TF	Natasha Belefanti	Curaçao	NACC/WG/ASBU/TF	Carlos Bolaños	Costa Rica
NACC/WG/AGA/OP/TF	Alberto Rodriguez	United States	NACC/WG/MET/TF	Juan Carlos Ramos	Mexico
NACC/WG/AMCB/TF	Riaaz Mohammed	Trinidad and Tobago	NACC/WG/COMM/TF	Layla Rodriguez	Cuba
	Vern Payne	United States	NACC/WG/SURV/TF	Cesar Nuñez	COCESNA
NACC/WG/SAR/TF	Calvin Zúniga	COCESNA	NACC/WG/FREQ/TF	Emmanuel Jaques	Haiti
NACC/WG/ECAR/CATG	Shenneth Phillips	Antigua and Barbuda			

The NACC/WG Chair is responsible for leading the Group, coordinating the formulation, execution and following up on the development of the Work Program.

The Vice-Chair is responsible for following up on the integration of the work programs of the different Task Forces and fulfilling the role of Chair in case of absence.

The Rapporteur of the different Task Forces has the responsibility to lead the development and implementation of the work program of their respective TF, maintain adequate coordination with other TFs and the NACC/WG to optimize the work, report to the NACC/WG and participate in the tasks of analysis, decision making and definition of the annual Work Program of the NACC/WG.

ICAO SECRETARIAT – TF COORDINATORS

AIM	Maidy Plana	ATM	Josue González
AGA	Fabio Salvatierra	ASBU/CNSS	Mayda Ávila
ECAR/CATG, SAR	Eddian Méndez	MET	Luis Sanchez

ICAO acts as the Secretariat and, in its capacity as coordinator of the various task forces, supports the development and implementation of their programmes, proposes measures to harmonise their work with that of GREPECAS, promotes regional coordination mechanisms, and assists the Chair of the NACC/WG in managing the Group's meetings.

NACC/WG is responsible for bringing together the aeronautical community of the NAM and CAR regions to define a common strategy for the evolution of the regional air navigation system at the global strategic technical levels of the National Air Navigation Plan (NANP). It also promotes close coordination between GREPECAS and the Regional Aviation Safety Group (RASG-PA). To verify effectiveness and monitor the pace of implementation of operational improvements, ICAO provides data and support tools and facilitates the exchange of relevant information, including best practices, among NACC/WG members.

SELECTION AND TENURE OF THE CHAIR AND VICE-CHAIR OF THE NACC/WG

The Chair and Vice-Chair of the NACC/WG shall be selected from among the representatives of the NAM and CAR States and Territories accredited to the ICAO NACC Regional Office. The selection shall be based on demonstrated technical expertise, leadership capacity, active participation in NACC/WG activities, and commitment to advancing regional air navigation implementation objectives aligned with ICAO provisions and the Global Air Navigation Plan (GANP).

The positions of Chair and Vice-Chair are considered honorary functions performed in service of the NAM/CAR aviation community. These roles are supported by the respective States of the elected officials and are exercised in close coordination with the ICAO NACC Regional Office and the NACC/WG Task Force Rapporteurs.

Continuation in these positions shall depend on the sustained support of the NACC/WG members and rapporteurs, taking into consideration the leadership provided, effectiveness in coordinating the Work Programme, tangible results achieved, and overall contribution to regional implementation progress.

The performance of the Chair and Vice Chair shall be subject to a formal evaluation every five (5) years. Based on this evaluation and the consensus of the NACC/WG Members, the mandate may be renewed, or a new selection process may be initiated to ensure transparency, continuity, and effective governance.

The Chair or Vice Chair may voluntarily resign their position at any time, in accordance with their personal, professional or national circumstances. In such cases, or in the event of a vacancy, a new selection process shall be initiated by the ICAO NACC Regional Office in coordination with the NACC/WG Members to designate the individual who will assume and continue the leadership of the Group, ensuring stability and uninterrupted progress of the NACC/WG work programme.

ROLES AND RESPONSIBILITIES OF NACC/WG MEMBERS

States and Territories of the NAM and CAR regions accredited to the ICAO NACC Regional Office and the Organizations representing them are responsible to:

- Contribute to the implementation of the four levels of the NACC by providing their expertise in local and regional matters and their knowledge of the operational considerations necessary to comply with ICAO provisions.
- Contribute to the implementation of the NAM/CAR/SAM regional air navigation plans through the development and execution of national air navigation plans, to ensure the provision of essential air navigation services for international civil aviation and to support the performance-based evolution of their air navigation systems in accordance with local operational needs and regional requirements. In addition, States contribute to the implementation of the regional air navigation plans by sharing best practices and lessons learned from implementation issues, conducting cost-benefit analyses, and assessing environmental impact, human performance, and safety.

- Provide a clear and stable regulatory framework that complies with ICAO provisions to ensure that the aviation community operates safely and efficiently; At the same time, this regulatory framework will be flexible, agile and scalable enough to allow for the necessary innovation to meet the needs and responsibilities of aviation.

ROLES AND RESPONSIBILITIES OF INTERNATIONAL ORGANIZATIONS AND INDUSTRY

International bodies, including airspace users and airport bodies are expected to:

- Support the NACC/WG in the development and implementation of SARPs, sharing information with the organizations' members and raising awareness of compliance requirements by conducting training activities.
- The international organizations also convey operational requirements to their members and assist them in planning effective solutions, which in turn are considered when developing operational improvements within the ICAO Standards and Recommended Practices (SARPs) and NACC/WG technical frameworks.
- The primary role of aeronautical personnel, such as flight crews, cabin crews, air traffic controllers, and Aeronautical Meteorological Personnel, is to adhere to standard operating procedures to ensure the highest level of safety and further implementation of SARPs and GANP.
- At the same time, professional staff organizations contribute to the development of GANP by sharing their operational expertise. This collaboration ensures that the technology, equipment, and procedures proposed inclusion considering human factors and the role of humans in the system, and that the proposed developments therefore produce the expected results in terms of safety and effectiveness.
- Professional organizations also make use of all channels, including the reporting mechanisms of safety management systems, to report deficiencies and contribute to the continuous improvement of the overall system.
- Training centres, including ICAO-recognized and regional aviation training organizations, support the implementation of SARPs, the GANP and NACC/WG objectives by delivering competency-based training aligned with regional and global requirements.

NACC/WG FUNCTIONS

- Serve as a forum for discussion of air navigation and aerodrome matters of the NAM/CAR regions and their integration with other regions.
- Act as the regional implementation coordination mechanism for Air Navigation and Aerodromes.
- Monitor and validate progress on implementation in coordination with the respective Task Forces and consolidate reporting to GREPECAS through the NACC/ICAO Regional Office.
- Facilitate and support the implementation of the Air Navigation Systems and Services (ATM/SAR, AIM, AGA, MET and CNS) identified in the three volumes of the CAR/SAM and NAM Air Navigation Plans.
- Address emerging aviation issues related to the ASBU and Basic Building Blocks (BBB) elements, focusing on continuous improvements to safety and operational efficiency through broad harmonized procedures among States, Territories and International Organizations, interoperability of networks and implementation of new technologies.
- Promote initiatives aimed at harmonized Air Navigation in the region, through proper risk analysis, to enhance safety, environmental efficiency and Air Navigation Services capacity.
- Promote the development of the Regional Air Navigation Plans of the NAM and CAR/SAM Regions, as well as the Global Air Navigation Plan (GANP - Doc. 9750), in support of implementation initiatives to ICAO strategic objectives.
- Support the development and updating of the Electronic Air Navigation Plans (e-ANP) in Volumes I, II and III.
- Establish and monitor a Regional Performance Framework through harmonized KPIs aligned with GANP and GREPECAS Conclusions, with annual consolidated performance reporting.
- Share information on implementation initiatives among States, Territories and their representative organizations to improve compatibility with air traffic management operations.
- Recommend to the Directors General of Civil Aviation of the States initiatives to improve the SLAs, safety; and,
- Coordinate the common tasks of the NACC/WG Task Groups, as well as coordinate regional information in support of the Group's activities.

STRATEGIC PLANNING INTEGRATION AND ASBU EVOLUTION

The NACC/WG needs to strengthen the regional air navigation planning process. Enhanced integration mechanisms provide a coherent synthesis of existing planning initiatives and facilitate alignment of regional efforts, including the implementation of Volume III of the CAR/SAM Regional Air Navigation Plan (RANP).

The ASBU Task Force promotes the ASBU block-based methodology, performance-based planning principles, and the six-step implementation approach as the foundation for National Air Navigation Plans (NANPs) and their alignment with the Global Air Navigation Plan (GANP), serving as a strategic regional coordination and air navigation system alignment forum, fostering integrated planning across ATM, CNS, AIM and MET domains, avoiding silo-based approaches and promoting a system-wide perspective beyond the implementation of individual systems.

The ASBU Task Force provides strategic alignment guidance for block-based planning; however, implementation of operational and technical initiatives remains under the responsibility of the respective domain-specific Task Forces in accordance with their mandates.

NACC/WG WORK PROGRAMME

The work program is based on the activities/tasks of the planned Regional Objectives and integrates the plans of the different NACC/WG Task Groups, the GREPECAS projects, and the regional objectives raised through the annual NACC/WG Action Plan.

The NACC/WG Work Programme shall be developed collaboratively with all Task Forces, reviewed during the Rapporteurs' Meeting, and endorsed during the Plenary Meeting to ensure transparency and collective ownership.

The Group also addresses air navigation implementation issues through the Global Air Navigation Plan (GANP) led by each Task Group according to its area of responsibility.

ACTIVITIES TO BE LED BY THE GROUP

- Review and recommend, as appropriate, deadlines for the implementation of air navigation facilities, services and procedures in the CAR and NAM Regions.
- Develop guidelines and make recommendations for States/Territories/International Organizations to implement their national plans.
- Make recommendations to develop proposed amendments to the Regional Air Navigation Plans of CAR/SAM Regions, as well as to the Regional Supplementary Procedures ICAO Doc. 7030 that meet the ANS requirements.
- Monitor the implementation of air navigation facilities and services to ensure inter-regional harmonization, considering ATM community requirements, performance improvements, and safety arises.

- Provide recommendations for improvement actions in human resource planning and development, as well as minimize the impact of Human Factors on safety.
- Promote close cooperation between States, Territories and their representative Organizations, International Organizations, and industry, to optimize the use of available expertise and avoid duplication of work.
- Lead activities efficiently with a minimum of formality and documentation using electronic tools (Conf, e-mail, etc.) and conference calls to ensure an exchange of information, when required.
- Coordinate performance indicators and targets, deadlines, responsible for execution and results, as well as human resources performance to the ICAO NACC Regional Office.
- The Group is responsible for reporting to GREPECAS on the progress of regional air navigation implementation.

MEETING WORK PROGRAM

- NACC/WG will have two important mandatory meetings every year: Rapporteur meeting in the middle of the previous NACC/WG meeting and the future NACC/WG meeting. Rapporteur meeting will follow up on the status of the NACC/WG Work Programme will follow up.
- The second meeting is the plenary of the NACC/WG, with all members of the NAM/CAR regions, Organizations and Industry
- The NACC/WG shall be convened by the ICAO NACC Regional Office at least three months prior to the Meeting.
- The meeting will be conducted in Spanish and English with simultaneous interpretation.
- The meetings may be face-to-face or virtual modality.
- If the meeting is face-to-face the NACC/WG shall meet in accordance with the following established rotation: Central America (CA), North America (NAM), Eastern Caribbean (E/CAR) and Central Caribbean (C/CAR).
- Any Member State/Territory/International Member Organization may volunteer if the meeting is faced, at any time, to host a NACC/WG Meeting.
- The task forces shall convene the face-to-face and virtual working meetings, as well as the coordination and assistance activities that they deem necessary to develop their work programs.