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Agenda Item 3: Status of Aviation Recovery and 2022 and new 2023-2025 Triennium Priorities for the NAM/CAR Regions

**CHALLENGES AND PRIORITIES FOR THE NAM/CAR REGIONS
2022 AND NEW 2023-2025 TRIENNIUM PRIORITIES**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents a panorama of the main challenges and priorities for the NAM/CAR Regions for 2022 and **new 2023-2025 Triennium Priorities** for the CAR and NAM Regions.	
Action:	Refer to Section 4.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Security & Facilitation • Economic Development of Air Transport • Environmental Protection
References:	• ICAO Global Aviation Safety Plan (GASP) • Global Aviation Security Plan (GASeP) • North America Central America and Caribbean Regional Aviation Safety Plan (NACC-RASP)

1.   Introduction

1.1   The regions of North America, Central America and the Caribbean have unique characteristics and enormous economic, geographic, linguistic and cultural diversity, which presents a huge challenge for the activities of the ICAO NACC Regional Office.

1.2   The NAM/CAR Regions cover a total of 22 States and 19 Territories, with 27 Civil Aviation Authorities (CAA), and have a total of 44 Flight Information Regions (FIR), 29 of which are in the North American Region (NAM) and 15 in Central America and the Caribbean (CAR).

1.3　　　　　Evidently, the effects of the pandemic were felt in different ways throughout the different regions, representing an additional effort on the part of the ICAO to promote and support the re-establishment of aviation activities.

2.　　　　Challenges

2.1　　　　　We can begin to describe the enormous challenges presented to the resumption and development of aviation in the regions based on the great political diversity. In the NAM/CAR Regions, we have States with different political and legal systems, in addition to several Territories with different levels of autonomy.

2.2　　　　　In addition, the geographic and economic diversities present in the NAM/CAR Regions are unique, with countries of different sizes, ranging from small developing islands to the most advanced and developed States in the world.

2.3　　　　　Most of the States and Territories of the CAR region have tourism as their main source of income, particularly fuelled by the States of the NAM region, with the import/export of cargo as another important source of revenue. On the other hand, the scarcity of human and budgetary resources often hinders the development of these activities.

2.4　　　　　Cultural diversity also has a strong presence in the NAM/CAR Regions, with different origins, several local languages and four main languages. In this sense, language issues many times represent an obstacle to regional initiatives, demanding additional resources for implementation.

2.5　　　　　Another characteristic element of the NAM/CA Regions is the complexity in the management of airspace, with different air navigation services providers for the same geographic area.

2.6　　　　　Finally, NAM/CAR Regions are constantly under threat from natural phenomena such as hurricanes, volcanic ash, earthquakes, etc.

3.　　　　Priorities

3.1　　　　　The NACC Systemic Assistance Programme (SAP) has proved to be an efficient tool to support implementation, having been responsible for ensuring tailored and comprehensive assistance to States. With the support of the SAP Programme to face the enormous challenges presented, the Secretariat has established a series of priorities, which were previously informed in the North American, Central American and Caribbean (NACC) States Civil Aviation Authorities Directors General Virtual Meeting on COVID-19 Aviation Recovery and Restart held on 14 April 2021, and which will be described below to include the new triennium:

a)   Post-COVID-19 Aviation recovery Activities
b)   OECS, Barbados and Bahamas- Priority States for USOAP/USAP Enhancement
c)   Haiti – Priority State for USOAP System development
d)   Safety Indicators and enhancement (operational Safety)
e)   NACC SAP effectiveness- State CAA Strength and Efficient SARP compliance
f)   USAP Target States for enhancement of their compliance
g)   Active Secretariat lead of GREPECAS
h)   PBN and ATFM leadership role
i)   Contingency leading role – Command Centre implementation
j)   AIG Strategy: Building national capacity and Regional Cooperation (GRIAA and CASSOS)
k)   Regional initiatives/NACC Assistance Projects like SOS and Harmonization of Regulatory Framework Projects
l)   Support to CARICOM/CASSOS

3.2   A review of the processes related to SAP is under way, with a view to further improving its effectiveness and, consequently, accelerating the strengthening of the civil aviation authorities (CAA) and the level of compliance with the ICAO Standards and Recommended Practices (SARPs).

3.3   Initially, ICAO recognizes the need to continue to promote the recovery of aviation after COVID-19, having established several initiatives of global reach and, particularly with respect to the NAM/CAR regions, the NACC Regional Office has been working closely with all States and Territories in support to the resumption of activity.

3.4   Next, Bahamas, Barbados and the States that make up the Organization of Eastern Caribbean States (OECS), namely, Antigua and Barbuda, Dominica, Grenada, Saint Kitts and Nevis, Saint Lucia and Saint Vincent and the Grenadines, have been prioritized in terms of efforts to increase the Effective Implementation (EI) of the requirements established by the Universal Safety Oversight Audit Programme (USOAP) and Universal Security Audit Programme (USAP) of ICAO.

3.5   Haiti, in turn, is a priority State in terms of the effective implementation of the requirements established by the USOAP.

3.6   Priority is also given to the development, improvement and implementation of safety indicators to guide and support ICAO-led assistance activities, which includes the Safety High Risk areas through the implementation of Runway Safety Teams, Safety Data exchange mechanism, etc.

3.7   Cybersecurity, Unmanned aircraft system(s)/Remote piloted aircraft system (UAS/RPAS) implementation and other recent requirements will be part of the priorities as well.

3.8   In the area of Aviation Security (AVSEC), assistance efforts to increase the level of compliance with the USAP programme have as priorities: Cuba, Belize, and Mexico (in addition to Haiti and the OECS, already mentioned above).

3.9   Active leadership in the role of Secretariat of the CAR/SAM Regional Planning and Implementation Group (GREPECAS), as well as in the activities related to Air space optimization/Performance-Based Navigation (PBN) and Air Traffic Flow Management (ATFM) are also among the priorities of this Regional Office. The enhanced GANP compliance: GREPECAS workprogramme and CAR/SAM ANP update, will be part of this role

3.10   With regard to the area of aviation accident and incident investigation (AIG), the NACC Regional Office continues to prioritize efforts to establish the national capacity of States and to seek to establish regional cooperation with a view to a future adoption of the regional investigation organization (RAIO) approach. In this regard, the NACC AIG Turnkey Project is being carried out, in support to all the States of Central America and the Caribbean.

3.11   Other priorities established at the regional level are materialized through the Safety Oversight System (SOS) and Regulatory Comparison Framework projects.

3.12   Finally, support for the strengthening of CARICOM/CASSOS remains a priority.

4.   Action Required

4.1   The NACC/DCA/10 Meeting is invited to:

   a)   take note of the content of this working paper;

   b)   review and discuss the priorities in light of the State/region needs;

   c)   support the initiatives of the NACC Regional Office to foster the recovery and development of aviation in the NAM/CAR Regions; and

   d)   suggest any action as deemed necessary.

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