



ICAO

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

**Seventh North American, Central American and Caribbean Working Group Meeting
NACC/WG/7**

ICAO NACC Regional Office, Mexico City, 30 August - 1 September 2022

DRAFT CONCLUSIONS/DECISIONS

CONCLUSION	
NACC/WG/07/XX	INCREASED SUPPORT FOR ATFM
What:	Expected impact:
<p>That,</p> <p>In order to ensure adequate ATFM implementation and support for harmonized regional operation, the NACC/WG</p> <p>a) Support the inclusion, in the CAR/SAM air navigation Plan, of minimum ATFM requirements in accordance with the required levels of services and the interrelation in the Regional ATM Network.</p> <p>b) Request from the NACC/DCA greater support for the implementation and operation of ATFM in the CAR Region, promoting decision-making from a regional perspective with the aim of collaborating to reduce the impact of traffic management measures taken by any State/Territory or ANSP.</p>	<p><input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
Why:	
To allow harmonized ATFM operation in the CAR Region	
When: By NACC/DCA/11	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	NACC/DCA

DECISION		APPROVAL OF THE ATFM TASK FORCE REVISED WORK PROGRAMME	
NACC/WG/07/XX			
What:		Expected impact:	
<p>That,</p> <p>In the interest to keep the tasks and activities of the ATFM working group updated and harmonized with the reality of the current operational context. The NACC/WG:</p> <p>a) Approved the revised Work Programme of the ATFM task force as presented in the appendix to Working Paper NACC/WG/7 — WP/07</p>		<p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>	
Why:			
To renew efforts to support ATFM in the NAM/CAR Regions			
When:	NACC/WG/7	Status:	<input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input checked="" type="checkbox"/> Completed
Who:	<input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	NACC/WG	

CONCLUSION		HIGH-LEVEL SUPPORT FOR CAR REGION SEARCH AND RESCUE ACTIVITIES	
NACC/WG/07/XX			
What:		Expected impact:	
<p>That,</p> <p>Taking into consideration the importance of the adequate provision of SAR services for the maintenance of a safe and sustainable air navigation system. The NACC/WG:</p> <p>a) Request the General Directors of Civil Aviation to maintain their attention to the signing and updating of the SAR agreements necessary for the proper coordination of these services.</p> <p>b) Request that the States and Territories of the CAR Region provide the necessary resources for the operation of search and rescue services, as well as adequate staffing and training of the necessary personnel for SAR services.</p>		<p><input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>	
Why:			
To ensure adequate provision of SAR Services in the CAR Region			
When:	NACC/DCA/11	Status:	<input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who:	<input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:		

DECISION NACC/WG/07/XX		CENTRAL AMERICAN EXPERIENCE FOR CONTINGENCY PLANNING AND RESPONSE	
What: That, Taking into consideration the experience for contingency and emergency planning of Central American States. The NACC/WG		Expected impact: <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
a) Request CAR Region States and Territories to keep the contingency plans updated for the execution of the most efficient response to emergency and contingency situations in the region; and b) Promote actions for the establishment of operational agreements between dependencies and adjacent FIRs that contain the operating procedures in accordance with the CNS/ATM capabilities that must be implemented as a response to emergencies, in order to guarantee the continuity of air traffic services.			
Why: To enhance the effectiveness of the response to emergencies and contingency situations			
When: NACC/WG/08		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:			

DECISION		ACTIONS FOR THE IMPLEMENTATION OF THE CAR/SAM ANP	
NACC/WG/07/XX		VOLUME III /REPLACEMENT OF THE RPBANIP	
What:		Expected impact:	
<p>Que,</p> <p>That, to evaluate the actions required by the different NACC/WG Task Forces to meet the requirements of the CAR/SAM ANP Volume III</p> <p>a) Establish an Ad-hoc group, composed of the Rapporteurs of each NACC/WG task force, with the objective of evaluating the activities required for the implementation of the requirements of Volume III of the CAR/SAM ANP, identifying existing gaps and determining the level of support required by different States to promote the transition to a performance-based environment for air navigation services.</p> <p>b) The Ad-hoc group will be led by the ASBU Task Force Rapporteur and include support from the Secretariat for AIM, MET and AGA.</p>		<p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>	
Why:			
To promote the transition to a performance-based environment for ANS			
When:	By NACC/WG/08	Status:	<input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who:	<input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	Ad-hoc Group	

DECISION	
NACC/WG/07/XX	AD HOC WORKING GROUP FOR AIRPORT EFFICIENCY
<p>What:</p> <p>That,</p> <p>An Ad hoc Group be created by 31 October 2022, to develop guidelines to assist States for improving Airport Efficiency. The group will consist of Core Task Force members as well as relevant SMEs brought in as required.</p> <p>a) The group will select an airport from within the region to do an in-depth efficiency analysis. All aspects of airport efficiency will be considered.</p> <p>b) Upon completion of this in-depth review, a template will be created and distributed to the Region.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>To ensure that benefits derived from upper/lower airspace optimizations are not restricted by airport inefficiencies</p>	
<p>When: February 2023</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	<p>AO/TF Core Team, relevant SMEs as required</p>

DECISION NACC/WG/07/XX		AD HOC WG TO CATEGORIZE TERMINAL AIRSPACE PROCEDURES AND LIST CRITERIA/BENEFITS OF EACH	
What: That, An Ad hoc Group be created by 31 October 2022 to categorize Terminal Airspace procedures and list criteria/benefits of each. The group will consist of Core Task Force members as well as relevant SMEs brought in as required. a) The group will compile a list of different Terminal Airspace procedures used globally to develop a resource guide for the region. It will consist of criteria that must be considered for each procedure and highlight possible benefits. b) The resource guide will be distributed to all States/Organizations.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: To ensure that benefits derived from upper/lower airspace optimizations are not restricted by airport inefficiencies			
When: February 2023		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:		AOTF Core Team, relevant SMEs as required	

DECISION	
NACC/WG/07/XX	AO/TF POINTS OF CONTACT (POCs)
What: That, States/Organizations inform the ICAO Secretariat and AO/TF Rapporteur their Points of Contact (POCs) by 30 September 2022. ICAO ATM/RO Ernie Snyder: e.snyder@icao.int AOTF Rapporteur Riaaz Mohammed: rmohammed@caa.gov.tt	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical
Why: To ensure that the relevant State/Organizational representatives are in communication with the AOTF in order to participate in and receive information on TF initiatives.	
When: 30 September 2022	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

DECISION	
NACC/WG/07/XX	DEVELOP CAR AIRSPACE OPTIMIZATION CONCEPT DOCUMENT
What: That, An Airspace Optimization Concept Document for the CAR Region be developed and distributed by February 2023. a) The draft concept document to be completed and distributed to all TF POCs by 30 December 2022. b) All POCs to review and provide comments/recommendations by 31 January 2023. c) The final document to be presented at the AOTF meeting to be held in February 2023.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: To provide a regional plan for the optimization of the Caribbean Airspace which ensures the continued high levels of safety along with improved economic and environmental efficiencies	
When: February 2023	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	AOTF

DECISION	
NACC/WG/7/XX	SMS/AERONAUTICAL STUDIES/RISK ASSESSMENTS AGA AD HOC GROUP
What: Create an Adhoc group under AGA to discuss and develop material and guidance in sub-areas “SMS/Aeronautical Studies/Risk Assessments”- volunteers are required and led by ICAO NACC;	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: Considering the implementation difficulties in some AGA sub-areas and PQs in ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) by CAR Region.	
When: Immediate and report progress by NACC/WG/8	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	<i>Responsible: ICAO Secretariat</i>

Draft CONCLUSION	
NACC/WG/7/XX	AGA CONTACT INFORMATION
What: States and Territories send the complete contact information (name, position, E-mail, telephone) of the State/Territory AGA focal points to the ICAO NACC Regional Office (NACC-AGA@icao.int).	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: To collect the information for the form about: <ol style="list-style-type: none"> Amendment 15 to Annex 14, Volume I, for the Airport Operators / CAA timely response; Criteria defined by States and Territories for the airports to implement A-CDM and Other AGA implementation matters. 	
When: 30 September 2022	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	<i>Responsible: ICAO Secretariat</i>

DECISION NACC/WG/07/XX		GUIDANCE FOR STATES ON PARAMETERS FOR MONITORING THE PERFORMANCE OF ADS-B SYSTEMS	
What: That, In order to facilitate to properly evaluate the performance of Automatic Dependent Surveillance – Broadcast (ADS-B OUT) and perform statistical analyzes of the ADS-B information received by a surveillance data monitoring system (Appendix X) be adopted as regional guide the document for the evaluation of ADS-B data, with the objective that the States have a guide that allows them to evaluate the performance of ADS-B stations and make decisions based on the data obtained.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: It is important to identify the general parameters to evaluate the performance of the Automatic Dependent Surveillance System – Broadcast (ADS-B OUT) and perform statistical analyzes of the ADS-B information provided by aircraft using a performance monitoring system.			
When: Immediately		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:			

DECISION NACC/WG/07/XX		CYBERSECURITY POLICY TEMPLATE FOR AIR TRAFFIC MANAGEMENT	
What: That, Air navigation services have come to depend on digital systems and cybernetic technologies that benefit the operation and efficiency of operations but that open the doors to cyber-threats and cyber-attacks, for which it is necessary for States to take the corresponding measures to strengthen their sources of protection. In this sense, the document "Cybersecurity Policy Template for Air Traffic Management" is adopted as a regional guide for the evaluation of cybersecurity aspects of air navigation services based on pillar 4 of "cybersecurity policies". " of the ICAO strategy.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: Because aviation must immediately incorporate activities that support decision-making in terms of cybersecurity.			
When: Immediately		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:			

DECISION	
NACC/WG/07/XX	AERONAUTICAL FREQUENCIES MANAGEMENT TASK FORCE
<p>What:</p> <p>That,</p> <p>The radio spectrum is a limited natural resource on which the aeronautical sector depends directly to provide air traffic control services. In this sense, the need to have a Task Force under the leadership of the NACC/WG is identified;</p> <p>a) that the group be responsible for the management, analysis of the ITU agenda for WRCs, analysis of the impact of assigning frequencies to an area other than aeronautics, and providing recommendations at the regional level to ensure that the necessary frequencies for aeronautical use are protected and available for aviation needs;</p> <p>b) request Haiti and Mexico to have Messrs. Emmanuel Jacques and Daniel Castañeda, to lead the Group as Rapporteur and co-Rapporteur, respectively.</p> <p>c) that the NAM/CAR States assign suitable personnel to join the group to support the tasks of responsibility of the same.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>It is important to have the right personnel in terms of knowledge and experience for the Group to lead the regional analyzes and recommendations for frequency management and help States with their recommendations on the protection of frequencies for aeronautical services.</p>	
<p>When: 30 September 2022</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>NACC/WG</p>

CONCLUSION/DECISION		APPROVAL OF THE MET PROGRAMME AND THE NACC/WG MET TASK FORCE (MET/TF)	
NACC/WG/07/XX			
<p>What:</p> <p>That, in accordance with the “Conclusion NACC/DCA/10/10 participation of the States in the implementation of air navigation matters” in order to promote MET implementation initiatives in the NAM/CAR Regions and streamline the MET assistance mechanism at the regional level:</p> <p>a)) the MET Task Group is established as part of the NACC/WG structure, to support MET implementation in the regions and lead MET assistance activities to support the compliance with the NACCWG terms of reference and work program</p> <p>b) the MET program, included as Appendix xx to this report, is approved, as an initial guidance for the planning of the regional MET implementation in accordance with the requirements of ICAO Annex 3</p> <p>c) the ICAO NACC Regional Office is required to take the necessary steps to ensure the proper establishment of the NACC/WG MET Task Force and convene its first virtual meeting no later than December 2022.</p>		<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Operational/Technical</p>	
<p>Why:</p> <p>Conclusion NACC/DCA/10/10 tasked the NACC/WG to ensure the coordination of ANS actions to achieve more efficiency when implementing the safety targets and support on National Air Navigation Plan development</p>			
When: 15 December 2022		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:		NACC/WG – ICAO NACC RO	