ICAO
SAFE SKIES.
SUSTAINABLE FUTURE.

ICAO NACC
2024-2025 Priorities and Projects

Presented by Secretariat

ICAO

01 ICAO Business Plan for 2023-2025

02 NAM/CAR Regions – Characteristics & Challenges

03 NACC Accomplishments and Initiatives

04 Regional collaboration

Conclusion

ICAO Business Plan for 2023-2025

ICAO Business Plan for 2023-2025

NACC ICAO

To best support its Member States to recover from this unprecedented crisis, **ICAO's Business Plan 2023-2025**, revolves around transformation, innovation, efficiency and effectiveness in delivery and reporting on ambitious results.

In this context, the ICAO's Business Plan 2023-2025 sets **targets for the NAM/CAR Region for each ICAO strategic objectives through regional indicators**.

ICAO

Regional Target 2023-2025:

ICAO Strategic Objectives	INDICATOR	DESCRIPTION OF INDICATOR	2023	2024	TARGET END 2025
Safety	i) Effective implementation of the Universal Safety Oversight Audit Programme in all technical areas {average State Safety Programme (SSP) foundation}	This indicator measures effective implementation of the Universal Safety Oversight Audit Programme	75.32%	78.32%	80%
	ii) Level of implementation of SSP	This indicator measures the level of implementation of SSP	75%	80%	92.61%
	iii) % of Aerodrome Certification	This indicator measures the percentage of international aerodrome certification listed in the Regional Air Navigation Plan	67%	75%	85%
Air Navigation Capacity and Efficiency	i) Average Regional percentage of Global Air Navigation Plan (GANP) ASBU modules/elements implemented by States according to the Regional Air Navigation Plan (ANP).	This indicator measures the maturity of ASBU implementation in the regions. This indicator measures the average GANP ASBU applicable implementation. Participants refers to States.	45%	60%	70%
	ii) Number of Air Navigation Deficiencies	This indicator measures the number of air navigation deficiencies	80	60	45
Economic Development of Air Transport	Level of coverage of reporting of official aviation statistics by Member States to ICAO at a regional level	This indicator measures the percentage of States providing required air transport data by ICAO statistical region	> 95%	> 95%	> 95%
Environmental Protection	i) Number of States that have developed SAP	This indicator measures the number of States that have developed SAP	16	18	20
	ii) Increase in the number of States that have volunteered to participate in the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)	This indicator measures the level of State's engagement in CORSIA, and the CO_2 emissions reduction and environmental integrity of CORSIA	17	18	19

ICAO NACC Regional Office Technical Programme Workflow By Strategic Objective

A: SAF — Safety
B: CAP — Capacity & Efficiency
C: SECF — Security & Facilitation
D: DEV — Economic Sustainability
E: ENV — Environment

GREPECAS — CAR/SAM Regional Planning and Implementation Group
RASG-PA — Regional Aviation Safety Group- Pan America
AVSEC/FAL/RG — Aviation Security and Facilitation Regional Group
NACC/DCA — North American, Central American and Caribbean Directors of Civil Aviation
NACC/WG — North American, Central American and Caribbean Working Group Meeting
Project RLA09801 — Multi-Regional Civil Aviation Assistance Programme (MCAAP)

E/CAR/CATG — Eastern Caribbean Civil Aviation Technical Group
E/CAR/NTG — Eastern Caribbean Network Technical Group
MEVA III — Improvements to the ATS Voice Link
NAM/CAR/CATC/WG — NAM/CAR Civil Aviation Training Centres Working Group

02

NAM/CAR Regions – Characteristics & Challenges

NAM/CAR Regions – Characteristics & Challenges

Political and economical diversity: different States - autonomous Territories

Different size of Countries: from small developing islands to world's most advanced and developed States

4 main languages, several local languages and cultural origins

Important air navigation arrangements: terminal areas (TMAs), area control centres (ACCs) and air navigation services (ANSs)

NAM/CAR Regions – Characteristics & Challenges

Tourism – main source of income
Cargo Import/Export – second source of income

Limited resources – reduced number of staff, budgetary constraints

The Caribbean has a main interaction with North America, South America and Europe for air travelling

Natural phenomena- frequent threat:

hurricanes, volcanic ash, earthquakes, etc.

NACC Challenges for State assistance – 2023- 2025

NACC General:

Limited CAA's resources/funds

Limited level of regional harmonization (regulations, guidance material, etc.)

NACC SAF:

Lack of States' priority to comply with safety oversight and SSP, as well as AIG implementation

NACC CAP and SEC:

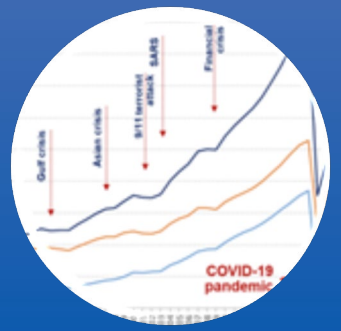
Lack of States' qualified personnel to perform sustainable implementation and decision-making improvements

NACC ENV:

States to prioritize compliance with ICAO Assembly resolutions,

States experts' involvement in ICAO assistance programs,

Continuous training to qualify personnel on ICAO ENV initiatives.



NACC DEV:

Lack of States' commitment on agreements (air connectivity, PHCs)

ICAO NACC Regional Office
Programmes and Technical Mechanisms

03

NACC Accomplishments and Initiatives

SAFETY Initiatives

✓ Special Projects:

State Safety Programme (SSP) implementation project, including SSP Points of Contact (PoCs) Working Groups (WP) and National Aviation Safety Plan (NASP) implementation project:

- SSP: more than 10 teleconferences and two meetings have been held. The Fourth SSP meeting is scheduled for the third quarter of 2023.
- NASP: NASP Virtual training for 22 participants from 12 states of the CAR region, deployment of the NASP workshop held in the NACC RO in the last quarter of 2022, and four onsite support missions are scheduled for the last quarter of 2023.

National Continuous Monitoring Coordinators (NCMC) Working Groups:

- since 2019, two virtual meetings in 2020 and 2021, and one held in the NACC RO in 2022. Next NCMCs meeting is scheduled for the third quarter of 2023

Regulatory framework comparison project:

- Fifteen virtual working sessions with the airworthiness PoCs and ten virtual meeting with the SMEs -> Development of the comparison document of the Approved Maintenance Organizations.
- Next: Development of Foreign Operators Comparison Document.

The Safety Oversight System (SOS) Improvement Project:

- Virtual and onsite training for CAR region inspectors and the group of experts.
- Two task force meetings held in the NACC RO (one week each) for the development of the **Cross Reference Documents Evaluation Tool (CRDET).**
- Five task force virtual working sessions for the continuation of the development of the CRDET.

SAFETY Initiatives

✓ Special Projects (cont.):

Simulator Training Initiative - Guidance and Lessons Learned:

- Joint Team ICAO, EASA, ALTA and COCESNA: initial draft of Guidance document to be completed by July 2023.
- Recollection of best practices and Lessons Learned- ongoing.

NACC ACCIDENT AND INCIDENT INVESTIGATION (AIG) TURNKEY PROJECT

- Phase 1: Five theoretical training sessions carried out along 2022, addressing all the requirements reflected in the protocol questions (PQ) of the USOAP
- Phase 2: A series of three on-site assistance missions to support implementation, mainly addressing the development and implementation of procedures, the revision of legislation and the assessment of AIG related infrastructure

SAFETY Initiatives (cont.)

✓ Training (continued):

SOS

From the candidates submitted by the CAR States that are part of the above-mentioned Group of Experts, 27 inspectors (AIR, OPS, and PEL) have received:

- The online IASA audit methodology training with the in-kind support of the FAA,
- EASA/SAFA training, held in ASCA (Dominican Republic) with the support of AIRBUS
- The IATA international auditor familiarization was held in the facilities of IATA in Miami Florida.

In addition, as part of this project, 42 inspectors from the region's authorities have been granted the following online GSI courses:

- ICAO Endorsed Government Safety Inspector -Personnel Licensing (GSI PEL)
- ICAO Government Safety Inspector Operations - Air Cargo Certification Course (GSI-AC)
- ICAO Government Safety Inspector Operations - Air Operator Certification Course (GSI OPS)

NASP

- the provision of "the ICAO National Aviation Safety Plan" (which is a self-paced virtual training course developed by the ICAO Global Aviation Training (GAT) to at least 24 participants from 12 states of the CAR region.
- deployment of the two-day workshop to assist the States with a technical review of the NASP preparation guide and the necessary methodologies for its development. The workshop had the participation of twelve states and was held at ICAO NACC RO in Mexico City, in December 2022.
- SSP/NASP workshop imparted in the DGAC of Guatemala in February 2023, with the participation of more than 50 inspectors of all areas and legal personnel.

AGA - RST

- RST Workshop in ICAO NACC, Mexico, with 64 participants from 23 States/Territories from America.

SAFETY Initiatives (cont.)

✓ Training:

AIG

- Through the AIG Turnkey Project, States in the region have been receiving training to support the establishment of the necessary national capacity in accident investigation
- A future project aimed at the development of training programmes and plans is under study by the Regional Office

ANS Initiatives

✓ Training:

1. Enhanced SAR Training and Exercises.
2. ATS Airspace Concept Workshop for ECCAA Member States.

✓ Special Projects:

1. Support development of the National Air Navigation Plan(NANP) for CAR States.
2. Support in the implementation of AIDC and NAM/ICD protocols between ATC Control Centres.
3. Support the evaluation of the Air Navigation implementation Status.
4. Project to develop guidance to support Air Navigation Services (ANS) Safety Oversight
5. Support development of the CAR AIM Collaborative Plan.

✓ Other initiatives:

1. Regional Frequency Management.
2. Implementation of mitigation measure due the 5G technology operation.
3. Implementation of Surveillance monitoring data to support data quality.
4. Development of the CANSNET project, “Caribbean Telecommunication Network”.

ICAO

ANS Initiatives (cont.)

✓ Important Activities:

1. Support CAR States development the ADS-B regulation.
2. Cybersecurity for Air Navigation Services.
3. Improve RPAS/UAS operation in CAR region.
4. NACC/WG - MET/TF work programme under a two-tier approach including MET Service providers
5. Update the CAR/SAM Air Navigation Plan to include detailed coordinates for FIRs and SRRs.
6. Update the CAR/SAM Guidance material for ATS Quality Management.
7. Enhanced assistance for SAR implementation.
8. Harmonization of ATS contingency plans for upper and lower airspace ATS providers
9. ICAO Data Catalogue
10. Data Quality Requirements(DQR)
11. Annexes: 4, 11, 14, 15, PANS-AIM and PANS-OPS Updates
12. Aerodrome database - AMDB
13. Airspace data
14. ATS & other routes data
15. Instrument Flight Procedure data
16. Radio Navigation aids/systems data
17. Obstacle data
18. Geographic data
19. Terrain data
20. Data types
21. Information about national and local regulation, services and procedures
22. Improve Data for RPAS/UAS operation in CAR region.

ENV Initiatives

✓ Special Projects:

- ACT – CORSIA

  capacity-building and training

  CORSIA Buddy Partnerships between States,

  examples of good practices for CORSIA implementation,

  frequently asked questions website, Publications, videos and additional guidance material

- ACT – SAF

  capacity-building and training

  SAF Tracking tools website

  ACT SAF series

  Guidance on potential policies and approaches for SAF deployment

- Assistance for the development of the State Action Plan on CO2 Emission reduction activities

  Online Training course

  ICAO Technical Officers available to support and assist States work

  Publications, videos and additional guidance material

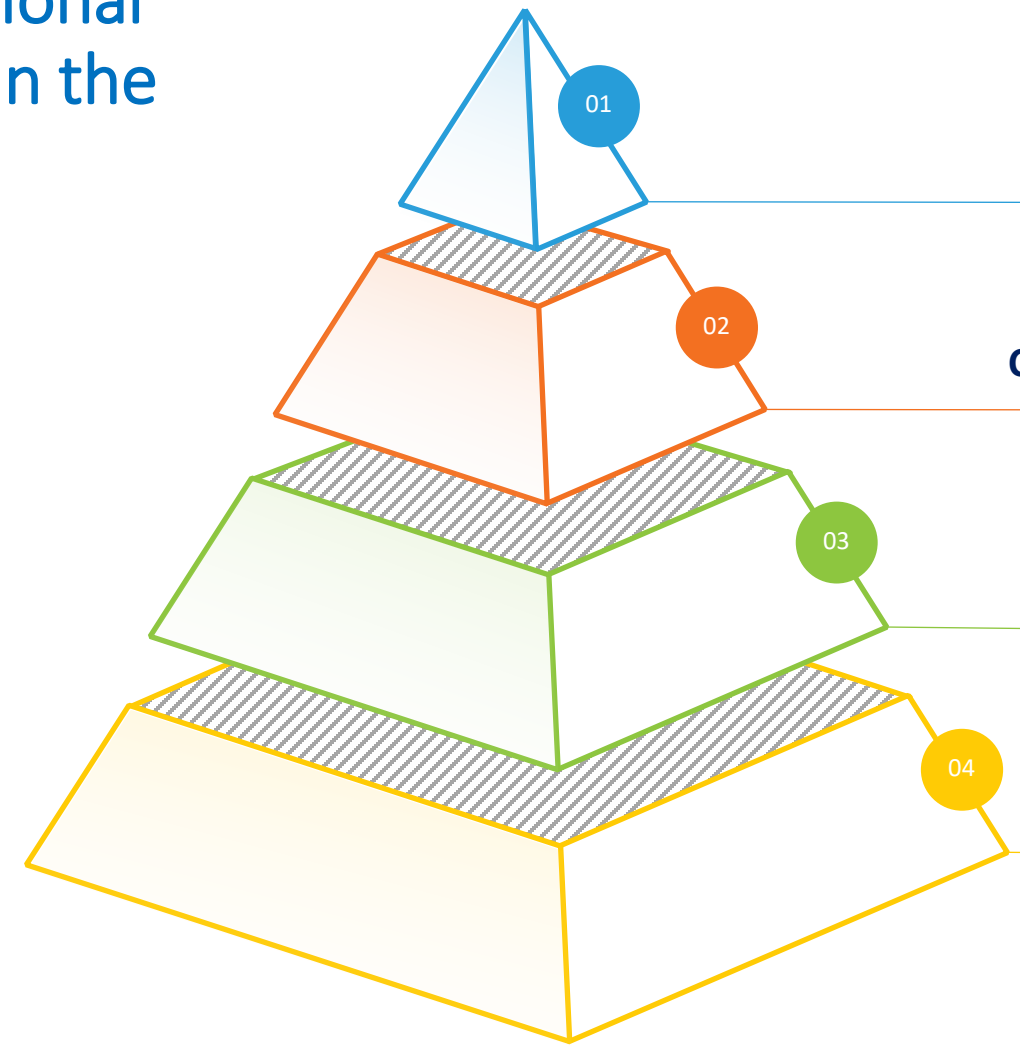
✓ Activities:

- Regional Seminar on ENV
- ICAO Stocktaking
- CAAF/3 and preparatory meetings

04

Regional collaboration

Enhancing Regional Organizations in the CAR Region



States Compliance and Implementation

COCESNA/ACSA, COCESNA/GRIAA, CASSOS

RSOOs and RAIOs Support

Part of Sustainable Solution for the CAR Region

ICAO Outreach to NGOs/Government Funding Entities/Industry

- ✓ **Funding of studies** for equipment/infrastructure needs
- ✓ RAIO implementation and State Assistance (**SAFE Fund**)
- ✓ **Potential projects** to improve infrastructure and development of regional initiatives with different international organizations and industry stakeholders

05

Conclusion

The Meeting is invited to:

- support the ICAO NACC initiatives

- propose additional activities to support implementation

ICAO | OACI

International Civil Aviation Organization (ICAO)
North American, Central American and Caribbean (NACC)
Systemic Assistance Programme (SAP)

Continuity and Commitment Statement
2023 – 2025

between the Civil Aviation Authorities of North America (NA
America and the Caribbean (CAR) and the ICAO NACC Regi

1. WHEREAS the ICAO NACC Regional Office and the NACC States established the foundation of Programme (SAP) for the NAM/CAR Regions through the signature of the DECLARATION OF INTENTI American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/06), hel May 2016;
2. WHEREAS the SAP was born from the application of the initiative "No Country Left Behind (NCLB)' States of the regions on the application of the Standards and Recommended Practices (SARPs) of IC
3. WHEREAS the ICAO NACC Regional Office and the Civil Aviation Authorities of the NAM/CAR Re purpose the orderly and safe development of aviation in their States and in the region, enhancing thei and compliance with ICAO SARPs,
4. WHEREAS regional cooperation is and has been a core element for the development of civil aviation
5. CONSIDERING that ICAO's strategic objectives are linked to 13 of the 17 United Nations Sustair (SDGs);
6. CONSIDERING the successful results and outcomes of the NACC SAP since its start in May 2016 and u the optimizations conducted by the ICAO NACC Regional Office to the Programme since February 2
7. CONSIDERING that, in accordance with Article 37 of the International Civil Aviation Convention undertakes to collaborate in securing the highest practicable degree of uniformity in regulations, st organization in relation to aircraft, personnel, airways and auxiliary services in all matters in that suc and improve air navigation; and
8. CONSIDERING that the ICAO Business Plan for 2023-2025, approved in the 41th session of the ICAO A 2022, revolves around transformation, innovation, efficiency and effectiveness in delivery and repor to best support its Member States to recover from this unprecedented crisis from the COVID-19 par
9. The Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting (N ITS commitment and desire for continuity of the ICAO Systemic Assistance Programme achieving the f

1 ICAO NAC

ICAO | OACI

ICAO Strategic Objectives	Indicator	Description of Indicator	2023	2024	Target End
SAFETY	i) Effective implementation of the Universal Safety Oversight Audit Programme in all technical areas (average State Safety Programme (SSP) foundation)	This indicator measures effective implementation of the Universal Safety Oversight Audit Programme	75.32%	78.32%	80%
	ii) Level of implementation of SSP	This indicator measures the level of implementation of SSP	75%	80%	92.61%
	iii) % of Aerodrome Certification	This indicator measures the percentage of international aerodrome certification listed in the Regional Air Navigation Plan	67%	75%	85%
	iv) Level of implementation in AIG	This indicator measures the level of implementation in AIG	69%	73%	78%
CAPACITY AND EFFICIENCY	i) Average Regional percentage of Global Air Navigation Plan (GANP) ASBU modules/elements implemented by States according to the Regional Air Navigation Plan (ANP).	This indicator measures the maturity of ASBU implementation in the regions. This indicator measures the average GANP ASBU applicable implementation. Participants refer to States.	45%	60%	70%
	ii) Number of Air Navigation Deficiencies	This indicator measures the number of air navigation deficiencies	80%	60%	45%
	iii) Development/Update of the National Air Navigation Plan (NANP)	This indicator measures the number of NANP developments or update according in the GANP of 7th version	40%	55%	60%
SECURITY AND FACILITATION	i) Effective Implementation (EI) Universal Security Oversight Programme (USAP)	This indicator measures results of the effective implementation under the Universal Security Oversight Programme	72%	78%	80%
	ii) Percentage of States with National Air Transport Facilitation Committees (NATFC) established	This indicator measures the percentage of States that have established national air transport facilitation committees	80%	90%	100%
ECONOMIC DEVELOPMENT	Level of coverage of reporting of official aviation statistics by Member States to ICAO at a regional level	This indicator measures the percentage of States providing required air transport data by ICAO statistical region	> 95%	> 95%	> 95%
ENVIRONMENTAL PROTECTION	i) Number of States that have developed SAP	This indicator measures the number of States that have developed SAP	16%	18%	20%
	ii) Increase in the number of States that have volunteered to participate in the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)	This indicator measures the level of State's engagement in CORSIA, and the CO2 emissions reduction and environmental integrity of CORSIA	17%	18%	19%

10. This Statement takes effect by the NACC/DCA/11 Meeting held in Varadero, Cuba, 29 June 2023.

— END —

ICAO NACC Regional Office 2

Thank You!

ICAO