



ICAO

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

Twelfth North American, Central American and Caribbean Directors of Civil Aviation Meeting

(NACC/DCA/12)

Final Report

Placencia, Belize, 9-11 July 2024

Prepared by the Secretariat

August 2024

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HISTORICAL

ii.1 Place and Date of the Meeting

ii.1 The Twelfth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/12) was held at the Umaya Resort in Placencia, Belize, from 9 to 11 July 2024.

ii.2 Opening Ceremony

ii.2.1 Mr. Juan Carlos Salazar, Secretary General of the International Civil Aviation Organization (ICAO) provided opening remarks, highlighting the future work to be addressed by aviation driven for more sustainability and resilience, inclusion of diverse talent, innovation, digitalization and automation, and integrating new entrants into the aviation system. He celebrated the new meeting dynamic of the NACC/DCA meeting and called for States to join this year for the 75th anniversary of Annex 9 - the Year of Facilitation and to celebrate ICAO's 80th anniversary. He emphasized that collaboration among States, with ICAO and other international civil aviation entities, was key to advance the implementation of ICAO Standards and Recommended Practices (SARPs) and the importance of the dialogues among the CAA Director General toward facing common challenges in the different areas of aviation – environmental protection, air transport development, gender equality, and others. Finally, he mentioned ICAO's gratitude and appreciation to the government of Belize for hosting the meeting. Hon. Johnny Briceño, Prime Minister of Belize, welcomed the participants to Placencia, expressing Belize's highest recognition of aviation as a critical enabler of its socio-economic development and future growth, and officially opened the meeting.

ii.3 Officers of the Meeting

ii.3.1 The Meeting elected Mr. Nigel Carter, Director of Civil Aviation of the Department of Civil Aviation, Belize, to chair the meeting plenary. Mr. Christopher Barks, Regional Director of the ICAO NACC Regional Office served as Secretary of the meeting, assisted by Messrs. Julio Siu, Deputy Regional Director, Fernando Camargo, Regional Officer, Technical Assistance, and Marcelo Orellana, Regional Officer, Safety Implementation, all from the ICAO NACC Regional Office.

ii.3.2 The following personnel from ICAO also participated in the meeting:

- Mr. Jorge Vargas, Director, Capacity Development and Implementation (CDI) Bureau
- Ms. Thilly De Bodt, Senior Advisor, Partnerships, SDGs, Gender Equality (CDI)
- Mr. Pedro Avella, Associate Programme Officer

ii.4 Working Languages

ii.4.1 The working languages of the Meeting were English and Spanish. The working papers, information papers and report of the meeting were available to participants in both languages. Presentations were available on the language provided to the meeting.

ii.5 Schedule and Working Arrangements

ii.5.1 It was agreed that the working hours for the sessions of the meeting would be from 09:00 to 16:30 hours daily with adequate breaks.

ii.6 Agenda

Agenda Item 1: Adoption of the Provisional Agenda and Schedule

Agenda Item 2: Addressing Today’s Challenges and Planning for the Future

Agenda Item 3: Aviation Security (AVSEC) and Facilitation (FAL)

Agenda Item 4 Working session: Challenges of, and Solutions to, the Effective Implementation of ICAO Standards and Recommended Practices (SARPs)

Agenda Item 5 Toward More Effective Implementation Support

Agenda Item 6 Gender Equality in Aviation Panel

Agenda Item 7 Pathway to Sustainable Aviation

Agenda Item 8 Challenges to Air Connectivity in the Americas Panel

Agenda Item 9 ICAO 80th Anniversary Activities

Agenda Item 10: Ratification of International Air Law Instruments

Agenda Item 11: NACC/DCA Meeting Valid and Draft Conclusions and Decisions

Agenda Item 12: Other Business

ii.7 Attendance

The Meeting was attended by 19 States/Territories from the NAM/CAR Regions, 1 from the Middle East (MID) Region, and 18 International Organizations/the industry, totalling 94 delegates as indicated in the list of participants.

ii.8 Conclusions and Decisions

The Directors of Civil Aviation of the North America, Central America and Caribbean Meetings record agreements as conclusions and decisions as follows:

CONCLUSIONS: Activities requiring action/communication by States/Territories/International Organizations/ICAO.

DECISIONS: Internal activities of the Meetings of Directors of Civil Aviation of the North America, Central America and Caribbean.

ii.8.1 List of Conclusions

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2	ONE STOP SECURITY ARRANGEMENTS – THIRD-PARTY IMPLICATIONS AND THE CRITICALITY OF INFORMATION SHARING	3-2
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ii.9 List of Working and Information Papers and Presentations

*Refer to the Meeting web page:
[NACC/DCA/12 \(icao.int\)](http://NACC/DCA/12(icao.int))*

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01 Rev	1	Revised Agenda and Schedule	04/07/24	Secretariat
WP/02	11	Follow-Up on Valid Conclusions and Decisions of NACC/DCA Meetings	13/05/24	Secretariat
WP/03	3	AVSEC/FAL Developments, Implementation and Compliance	20/06/24	Secretariat
WP/04	5	NACC Systemic Assistance Programme (SAP) Updates	27/06/24	Secretariat
WP/05	5	Safety Implementation Updates (RASG-PA, Working Groups, Projects and Initiatives)	26/06/24	Secretariat
WP/06	5	Increasing Efficiencies in the Safe Integration of Commercial Space Transportation Activities into the Airspace System	17/06/24	United States
WP/07	7	ICAO and Climate Change	20/06/24	Secretariat
WP/08	8	Air Transport Situation in the NAM/CAR Regions	24/06/24	Secretariat
WP/09	12	Next NACC/DCA Meeting	15/05/24	Secretariat
WP/10	12	States Outstanding Contributions to ICAO	03/07/24	Secretariat
WP/11	6	Gender Equality In Aviation	03/06/24	Secretariat
WP/12	3	Recognition of the Tenth Anniversary of United Nations Security Council Resolution 2178 and the Importance of Continued Progression in Passenger Name Record Implementation to Counter Terrorist Travel	03/06/24	United States

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/13	3	One Stop Security Arrangements – Third-Party Implications and the Criticality of Information Sharing	03/06/24	United States
WP/14	5	Search and Rescue Exercise (SAREX)	19/06/24	France
WP/15	10	Ratification Of International Air Law Treaties	25/06/24	Secretariat
WP/16	3	Initiatives Of Cybersecurity	03/07/24	Central America
WP/17	3	Initiative for the Protection of Critical Information, Communications Technology Systems and Related Critical Data Used to Protect Civil Aviation from Illegal Aeronautical Interference in COCESNA Member States	21/06/24	Central America
WP/18	5	Harmonization of Regulations by the States	21/06/24	Central America
WP/19	5	Management of the Regional Safety Oversight Organization (RSOO) for COCESNA Member States	21/06/24	COCESNA
WP/20	5	Progress Implementation of RNP-AR Procedures Developed by COCESNA for MHLM and MHPR Airports	21/06/24	Central America
WP/21	5	Fans 1/A: Implementation and Regulation in Central America's Pacific Ocean Airspace	21/06/24	Central America
WP/22	5	Implementation of Multinational Operational Agreements to Provide Search and Rescue Services in the High Seas Space	21/06/24	Central America
WP/23	5	Alternatives in Establishing a Regional Accident Investigation Organization	21/06/24	Central America
WP/24 Rev	7	ACT-SAF in Line with Challenges/Contribution of Collaboration Between ICAO and Central America	04/07/24	Central America
WP/25	5	Proposal for a Strategic Cooperation Between the Civil Aviation Authority of the State of Qatar and the Member States of the ICAO NACC Region	25/06/24	Qatar

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01 Rev. 2	---	List of Working, Information Papers and Presentations	10/07/24	Secretariat
IP/02	4	Working Session Conformation and Methodology	24/06/24	Secretariat
IP/03	5	2024 ICAO Global Implementation Support Symposium (GISS)	28/06/24	Secretariat
IP/04	5	The Fourteenth Air Navigation Conference (AN-CONF/14)	19/06/24	Secretariat

INFORMATION PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
IP/05	6	Panel Conformation and Methodology	02/07/24	Secretariat
IP/06	5	EASA's Incident and Accident Investigation role as RSOO	18/06/24	EASA
IP/07	8	Panel Conformation and Methodology	23/06/24	Secretariat
IP/08	5	Air Navigation Application Updates (GREPECAS, NACC/WG, Projects and Initiatives)	25/06/24	Secretariat
NI/09	3	Modelo esquemático de un reglamento de permisos para personas y vehículos ingresar a la zona de seguridad restringida en un aeropuerto (<i>available in Spanish only</i>)	27/05/24	Dominican Republic
NI/10	3	Avances de la ciberseguridad en la República Dominicana 2023 (<i>available in Spanish only</i>)	27/05/24	Dominican Republic
IP/11	8	Air Transport Updates	13/06/24	Secretariat
IP/12	6	Diversity, Equity and Inclusion	21/06/24	EASA
IP/13	3	EASA's Cybersecurity Initiatives in Aviation	18/06/24	EASA

PRESENTATIONS				
Number	Agenda Item	Title	Presented by	
1	2	Safe Skies, Sustainable Future: Addressing Today's Challenges and Planning for the Future	Secretariat	
2	3	Aviation Security (AVSEC) and Facilitation (FAL)	Secretariat	
3	4	Overview Status of NACC USOAP-CMA and USAP-CMA Implementation	Secretariat	
4	5	Towards Effective Implementation Support	Secretariat	
5	6	Gender Equality in Aviation	Secretariat	
6	7	Pathway to Sustainable Aviation	Secretariat	
7	8	Challenges to Air Connectivity in the Americas	Secretariat	
8	9	Safe Skies, Sustainable Future	Secretariat	

PRESENTATIONS			
Number	Agenda Item	Title	Presented by
9	3	Developments in the ICAO Facilitation Programmes	Secretariat
10	3	ONE ICAO- Aviation Security Assistance and Training updates	Secretariat
11	8	Air Transport Updates	Secretariat
12	3	Iniciativas de Ciberseguridad COCESNA (<i>available in Spanish only</i>)	Central America
13	3	Protección de Sistemas Críticos de Tecnología de la Información, Las Comunicaciones Y Los Datos Críticos Conexos Utilizados Para Proteger la Aviación Civil de Interferencias Ilícitas (<i>available in Spanish only</i>)	Central America
14	5	Armonización de Normativas por Parte de los Estados (<i>available in Spanish only</i>)	Central America
15	5	Management of the Regional Safety Oversight Organization (RSOO) for COCESNA Member States	COCESNA
16	5	Progress Implementation of RNP-AR Procedures Developed by COCESNA for MHLM and MHPR Airports	Central America
17	5	Fans 1/A: Implementation and Regulation in Central America's Pacific Ocean Airspace	Central America
18	5	Implementation of Multinational Operational Agreements to Provide Search and Rescue Services in the High Seas Space	Central America
19	5	Alternatives in Establishing a Regional Accident Investigation Organization	Central America
20 Rev.	7	COCESNA joined the Program of Assistance, Capacity Building and Training for Sustainable Aviation Fuels (ACT-SAF)	Central America
21	5	EU -Latin America and the Caribbean Aviation Partnership Project II	EASA
22	5	The Standardisation Process	EASA
23	7	ACT-SAF Project	EASA
24	5	Status of Preparation for the ICAO 14th Air Navigation Conference	United States
25	10	Ratification of International Air Law Treaties	Secretariat
26	5	Search and Rescue Exercise (SAREX)	France
27	5	Brief on the activities of the CDI	Secretariat
28	4	NAM/CAR Regional Aviation Security/Facilitation Implementation	Secretariat
29	5	Qatar's Commitment to the Member States of the ICAO NACC Region to Support the Development of Civil Aviation	Qatar
30	8	Air Connectivity in The Bahamas and the NACC Region	Bahamas

PRESENTATIONS			
Number	Agenda Item	Title	Presented by
31	7	Financing the decarbonization of the aviation sector: a focus on the ICAO Finvest Hub	Secretariat
32	4	Working session: Results from the Discussions	Secretariat

LIST OF PARTICIPANTS

ARUBA

1. Edwin F. Kelly
2. Glenn Kelly

BAHAMAS

3. Alexander Ferguson

BARBADOS

4. Tracey Forde-Bailey
5. Diane Shurland

BELIZE/BELICE

6. Nigel Carter
7. Kennedy Carrillo
8. Ellis Stanley Gideon
9. Ronise Rosel Caliz
10. Imelda Bautista-Guerra
11. Andrew Kelly

CAYMAN ISLANDS/ISLAS CAIMANES

12. Craig Smith
13. Robert Michael Harris

COSTA RICA

14. Marcos Castillo

CUBA

15. Armando Daniel López
16. Orlando Nevot

DOMINICA

17. Benoit Bardouille

DOMINICAN REPUBLIC/REPÚBLICA DOMINICANA

18. Héctor Porcella
19. Floreal Suárez

20. Julio Peña

21. Dionisio de la Rosa
22. Pedro Piña
23. Carlos Alcántara
24. Anabelle Paulino
25. Modesto Segura
26. María del Carmen Henríquez
27. Yaritza Peña

ECCAA

28. Anthony Whittier

EL SALVADOR

29. Homero Morales

FRANCE / FRANCIA

30. Yves Tatibouet
31. Patrick Pezzetta
32. Ravo Randria
33. René Precope

GUATEMALA

34. José Fernando Suriano
35. Inosente Aldecoa

HONDURAS

36. Lennin Pineda

JAMAICA

37. Rohan Campbell

MEXICO/MÉXICO

38. Miguel Vallín
39. Francisco Rubio

QATAR

- 40. Mohamed Alhajri
- 41. Essa Al Maki
- 42. Carlos Bonilla

TRINIDAD AND TOBAGO

- 43. Cary Price

UNITED KINGDOM/REINO UNIDO

- 44. Justin Rothwell
- 45. Mark Baker

UNITED STATES / ESTADOS UNIDOS

- 46. Melvin Cintron
- 47. Natasha Durkins
- 48. Anthony Butters
- 49. Andrew Karasick
- 50. Norma Campos
- 51. Giles Strickler
- 52. Olympia Lynch
- 53. Todd Andrews
- 54. Lisbeth Vigay
- 55. Akua Pipim

ACI-LAC

- 56. Rafael Echevarne
- 57. Filipe Pereira dos Reis

AIRBUS

- 58. Ruddy Quevedo

ALTA

- 59. José Ricardo Botelho
- 60. Milena Fajardo

ASPA

- 61. Anaid Ramírez

BOEING

- 62. Mike Snover
- 63. Alvimar de Lucena Costa Jr

CANSO

- 64. Javier Vanegas

CASSOS

- 65. Cleonie Williams

CARICOM

- 66. Pauline D. Yearwood

COCESNA

- 67. Juan Carlos Trabanino
- 68. Luis Ake
- 69. Ernest Arzu
- 70. Nelson Rodriguez
- 71. Silvio Núñez
- 72. Elvin Lacayo

COLLINS Aerospace

- 73. Manny Gongora

EASA

- 74. Alfonso Arroyo
- 75. José Manuel Quevedo

76. EMPIC

- 77. Jörg K. Kottenbrink
- 78. Dennis Poetz
- 79. César Jiménez

FREQUENTIS

- 80. Adriana Candez
- 81. Francisco Bedolla

GECIWEB

82. Daniel Jiménez

IATA

83. Oracio Marquez

INDRA

84. Fidel González

SEABURY

85. Emilio Roché

SITA

86. Kaio Quinan

ICAO/OACI

87. Juan Carlos Salazar

88. Jorge Vargas

89. Christopher Barks

90. Julio Siu

91. Thilly De Bodt

92. Fernando Camargo

93. Marcelo Orellana

94. Pedro Avella

CONTACT INFORMATION

Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
ARUBA		
Edwin F. Kelly Director	Department of Civil Aviation	Tel. + 1 2975232665 E-mail edwin.kelly@dca.gov.aw;
Glenn Kelly Deputy Director	Department of Civil Aviation	Tel. +1 297 523 2665 E-mail glenn.kelly@dca.gov.aw;
BAHAMAS		
Alexander Ferguson Director General	Civil Aviation Authority	Tel. + 1 242 3974700 E-mail alexander.ferguson@caabahamas.com;
BARBADOS		
Tracey Forde-Bailey Director General	Civil Aviation Authority	Tel. + 1 246 535-0001 E-mail tracey.forde-bailey@bcaa.gov.bb;
Diane Shurland Chief Executive Officer Barbados Deputy Chairman, BCAA	Barbados Aircraft and Aviation Services Company Ltd. (BAASeC)	Tel. 1 246-629-2270 E-mail dshurland@barbadosaviation.com;
BELIZE/BELICE		
Nigel Carter Director of Civil Aviation	Department of Civil Aviation	Tel. +5012252052 E-mail nigel.carter@civilaviation.gov.bz;
Kennedy Carrillo CEO	Ministry of Blue Economy and Civil Aviation Belize.	
Ellis Stanley Gideon Deputy Director	Department of Civil Aviation	Tel. +5012252014 E-mail stanley.gideon@civilaviation.gov.bz;
Ronise Rosel Caliz Chief Operations Officer	Department of Civil Aviation	Tel. +5012252014 E-mail ronise.caliz@civilavaition.gov.bz;
Imelda Bautista-Guerra SSP Coordinator/Project Manager/CORSIA Focal Point	Department of Civil Aviation	Tel. +5012252014 E-mail imelda.bautista@civilaviation.gov.bz;
Lt. Col (R) Andrew Kelly Head of the Aviation Security & Facilitation Units (BDCA)	Department of Civil Aviation	Tel. +5012252014 E-mail andrew.kelly@civilaviation.gov.bz;
CAYMAN ISLANDS/ISLAS CAIMANES		
Craig Smith Director Air Navigations Services Regulation	Civil Aviation Authority o	Tel. + 13459497811 E-mail craig.smith@caacayman.com;
Robert Michael Harris Air Navigation Services - Inspector	Civil Aviation Authority o	Tel. +1345-244-8247 E-mail robert.harris@caacayman.com;
COSTA RICA		
Marcos Castillo Director General	Dirección General de Aviación Civil (DGAC)	Tel. + 50683740606 E-mail mcastillo@dgac.go.cr;
CUBA		

NACC/DCA/12
List of Participants – Contact Information

iv – 2

Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
Armando Daniel López Presidente	Instituto de Aeronáutica Civil de Cuba (IACC)	Tel. + 537-838-1140 E-mail Presidencia@iacc.avianet.cu ;
Orlando Nevot González Director de Aeronavegación	Instituto de Aeronáutica Civil de Cuba (IACC)	Tel. + 537-838-1121 E-mail Orlando.nevot@iacc.avianet.cu ;
DOMINICA		
Benoit Bardouille Chief Executive Officer	Dominica Air and Sea Ports Authority	Tel. + 1 767-255-9100 E-mail ceo@daspa.dm ;
DOMINICAN REPUBLIC / REPÚBLICA DOMINICANA		
Héctor Porcella Director General Interino	Instituto Dominicano de Aviación Civil (IDAC)	Tel. +1 809 909-6886 E-mail hector.porcella@idac.gov.do ;
Floreal Suárez Director General	Cuerpo Especializado en Seguridad Aeroportuaria y de la Aviación Civil (CESAC)	Tel. + 1 8097962594 E-mail fsuarezmartinez03@gmail.com ;
Julio Peña Guzmán Embajador, Representante Permanente	Representación de República Dominicana ante la Sede de la OACI	Tel. +1 514 8067197 E-mail juliopena@icao-delegations.org ;
Pedro Piña Director de Normas de Vuelo	Instituto Dominicano de Aviación Civil (IDAC)	Tel. +1 8092247802 E-mail pedro.pina@idac.gov.do ;
Dionisio de la Rosa Hernández Subdirector General	CESAC	Tel. + 1 809-549-8026/829-770-7437 E-mail dirohe7@hotmail.com ;
Carlos Alcántara Coordinador Técnico de la Dirección General	IDAC	Tel. +1 809 274-4322 Ext.3226 E-mail calcantara@idac.gov.do ;
Anabelle Paulino Coordinadora del Despacho del Director General	IDAC	Tel. +1 809 274-4322 E-mail anabelle.paulino@idac.gov.do ;
Modesto Segura Coordinador Nacional de Auditorías USAP-CMA y Ayudante del Director General	CESAC	Tel. + 1 8097964385 E-mail seguravolquez@hotmail.com ;
María del Carmen Henríquez Asesora en Materia de Relaciones Publicas	CESAC	Tel. + 1 809-549-8026 E-mail mariahdesuarez@gmail.com ;
Yaritzza Peña Asistente Personal del Director General	CESAC	Tel. + 1 809-549-8026 E-mail yari2784@hotmail.com ;
ECCAA		
Anthony Whittier Director General	Eastern Caribbean Civil Aviation Authority	Tel. + 1 2684642343 E-mail contact@eccaa.aero ; awhittier@eccaa.aero ;
EL SALVADOR		
Homero Morales Director Ejecutivo	Autoridad de Aviación Civil	Tel. +503 77408906 E-mail hmorales@aac.gob.sv ;
FRANCE / FRANCIA		

NACC/DCA/12
List of Participants – Contact Information

iv – 3

Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
Yves Tatibouet Director for the West Indies and French Guyana (DSAC AG)	Direction de la sécurité de l'Aviation Civile Antilles-Guyane	Tel. +596696456479 E-mail yves.tatibouet@aviation-civile.gouv.fr;
Patrick Pezzetta Adjoint directeur	Direction de la sécurité de l'Aviation Civile Antilles-Guyane	Tel. + 596 596 30 05 11 E-mail Patrick.pezzetta@aviation-civile.gouv.fr ;
Ravo Randria Manager for international cooperation Americas & Japan	Direction Générale de l'Aviation Civile	Tel. +331 58 09 48 32 E-mail ravo.randria@aviation-civile.gouv.fr;
René Precope	Direction Générale de l'Aviation Civile	Tel. +331 58 09 48 32 E-mail rene.precope@aviation-civile.gouv.fr;
GUATEMALA		
José Fernando Suriano Viceministro de Transporte	Viceministerio de Transporte	Tel. + 502 46469933 E-mail fsuriano@pronacom.org;
Inosente Aldecoa Subdirección Técnico Operativa	Dirección General de Aeronáutica Civil	Tel. + 502 23215427 E-mail taldecoa@gmail.com;
HONDURAS		
Lennin Pineda Jefe	División de Seguridad Aeroportuaria (DSA)	Tel. + 504 9461-9999 E-mail jdsa@dnii.gob.hn;
JAMAICA		
Rohan Campbell Deputy Director General, Regulatory Affairs	División de Seguridad Aeroportuaria (DSA)	Tel. +1 876-960-3948 E-mail rohan.campbell@jcaa.gov.jm;
MEXICO / MÉXICO		
Miguel Vallín Director General	Agencia Federal de Aviación Civil (AFAC)	Tel. + 52 5538395636 E-mail miguel.vallin@afac.gob.mx;
Francisco Rubio Director de Aviación	Agencia Federal de Aviación Civil (AFAC)	Tel. + 52 5538395636 E-mail francisco.rubio@afac.gob.mx;
QATAR		
Mohamed Alhajri Acting President of Qatar Civil Aviation Authority	Civil Aviation Authority	Tel. +97444557100 E-mail president@caa.gov.qa;
Essa Al Maki Representative of Qatar in the ICAO Council	Civil Aviation Authority	Tel. +97444557333 E-mail Essa.Abdulla@caa.gov.qa;
Carlos Bonilla Consultant Agreements and International Relations	Civil Aviation Authority	Tel. +97444551430 E-mail Carlos.Bonilla@caa.gov.qa;
TRINIDAD AND TOBAGO / TRINIDAD Y TABAGO		
Cary Price Director-General	Civil Aviation Authority	Tel. + +1 868-792-5604 E-mail cprice@caa.gov.tt;

NACC/DCA/12
List of Participants – Contact Information

iv – 4

Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
UNITED KINGDOM / REINO UNIDO		
Justin Rothwell	Air Safety Support International Limited	Tel. + E-mail justin.rothwell@airsafety.aero ;
Mark Baker Safety Development Manager	Air Safety Support International Limited	Tel. + 44 3301 38371 E-mail mark.baker@airsafety.aero ;
UNITED STATES / ESTADOS UNIDOS		
Melvin Cintron Director, Western Hemisphere, Office of International Affairs	Federal Aviation Administration (FAA)	Tel. + 507-317-5860 E-mail melvin.cintron@faa.gov ;
Natasha Durkins Vice President, Mission Support Services, Air Traffic Organization (ATO)	Federal Aviation Administration (FAA)	Tel. + 1 202-267--8261 E-mail natasha.durkins@faa.gov ;
Andrew Karasick Director, Multilateral Policy & Engagement (MPE) International Plans and Programs (IPP) Policy, Plans & Engagement (PPE) U.S. Department of Homeland Security (DHS)	Transportation Security Administration (TSA)	Tel. ++1 202-288-3905 E-mail andrew.karasick@tsa.dhs.gov ;
Anthony Butters Manager of Airport Safety Policy	Federal Aviation Administration (FAA)	Tel: +1 202 267-9616 Email: Anthony.Butters@faa.gov ;
Norma Campos Senior Representative, México Attaché, Office of International Affairs	Federal Aviation Administration (FAA)	Tel. + 1 202-856-1626 E-mail norma.v.campos@faa.gov ;
Giles Strickler Senior Representative, Central America, Colombia, Venezuela and Dominican Republic	Federal Aviation Administration (FAA)	Tel. + 507-317-5860 E-mail giles.d.strickler@faa.gov ;
Olympia Lynch TSA Representative for Central America and Dominican Republic	Transportation Security Administration (TSA)	Tel. +1-949-533-8741 E-mail olimpia.lynych@tsa.dhs.gov ;
Todd Andrews Branch Manager - International Compliance - Dallas Regional Office 2025094180	Transportation Security Administration	Tel: +1 2025094180 Email: todd.andrews@tsa.dhs.gov ;
Lisbeth Vigay Program Analyst for Central America and Dominican Republic	Transportation Security Administration	Tel: + 1 571 249 8813 Email: lisbeth.vigay2@tsa.dhs.gov ;
Akua Pipim FAA Senior Representative for the Caribbean	Federal Aviation Administration (FAA)	Tel. + 1 202 322 9265 E-mail akua.pipim@faa.gov ;

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List of Participants – Contact Information

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Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
ACI-LAC		
Rafael Echevarne Director General	Airports Council International) / Consejo Internacional de Aeropuertos	Tel. +50766430684 E-mail rechevarne@aci-lac.aero;
Filipe Pereira dos Reis Senior Advisor	Airports Council International) / Consejo Internacional de Aeropuertos	Tel. +1 7865547995 E-mail freis@aci-lac.aero;
Airbus		
Ruddy Quevedo Regional Safety Director, Americas, Safety, Security and Technical Affairs	Airbus	Tel. +1 3052677746 E-mail rodolfo.quevedo@airbus.com;
ASPA		
Anaid Ramírez Capitana adjunta a la Secretaría de Género e Igualdad Sustantiva ASPA de México	ASPA	Tel. + 52 55 2529 7915 E-mail anaid.ramirez@aspa.org.mx;
ALTA		
José Ricardo Botelho Executive Director	ALTA	Tel. 55 61993180162 E-mail jrbotelho@alta.aero;
Milena Fajardo Head of Sustainability	ALTA	Tel. 57 3017303118 E-mail mfajardo@alta.aero;
BOEING		
Mike Snover Director, Global Safety & Regulatory Affairs, Latin America & Caribbean	The Boeing Company	Tel. + 55 12 99648 7497 E-mail michael.r.snover@boeing.com;
Alvimar de Lucena Costa Junior Regulatory Affairs Specialist	The Boeing Company	Tel. + 55 12996461023 E-mail alvimar.lucena@boeing.com;
CANSO		
Javier Vanegas Regional Director, Latin America and Caribbean Affairs	CANSO	Tel. +1 7862102568 E-mail javier.vanegas@canso.org;
CASSOS		
Cleonie Williams Office Manager	CASSOS	Tel. +1 876-990-0236 E-mail officemanager@cassos.org;
CARICOM		
Pauline D. Yearwood Deputy Programme Manager, Transportation, Directorate of Economic Integration, Innovation and Development CARICOM Secretariat	CARICOM	Tel. +1 592-222-0001 – 75 ext. 2670 E-mail pauline.yearwood@caricom.org ;

NACC/DCA/12
List of Participants – Contact Information

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Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
COCESNA		
Juan Carlos Trabanino Director Ejecutivo - CEO	COCESNA	Tel. + 504 2275 7090 E-mail direccion.ejecutiva-ceo@cocesna.org ;
Luis Ake Gerente Estación Belize	COCESNA	Tel. + 504 2275 7090 ext. E-mail luis.ake@cocesna.org ;
Ernest Arzu Gestor CNS AIM	COCESNA	Tel. + 504 2275 7090 ext. E-mail ernest.arzu@cocesna.org ;
Nelson Rodriguez Gerente Estación El Salvador	COCESNA	Tel. + 504 2275 7090 ext. E-mail nelson.rodriguez@cocesna.org ;
Silvio Núñez Coordinador de Vigilancia Aeronáutica	COCESNA	Tel. + 504 2275 7090 ext. E-mail silvio.nunez@cocesna.org ;
Elvin Lacayo SSP-SMS Specialist	COCESNA	Tel. + 50578523916 E-mail elvin.lacayo@cocesna.org ;
COLLINS Aerospace		
Manny Gongora Assoc. Director, ATS Business Development, Latin America and Caribbean	COLLINS	Tel. +1 7862661703 E-mail manuel.gongora@collins.com ;
EASA		
Alfonso Arroyo Representative of EASA for Latinamerica and Caribbean	EASA	Tel. + 49 221 899905166 E-mail alfonso.arroyo@easa.europa.eu ;
José Manuel Quevedo International Cooperation Officer	EASA	Tel. +49 16093429344 E-mail jose-manuel.quevedo-moreno@easa.europa.eu ;
EMPIC		
Jörg K. Kottenbrink Chief Executive	EMPIC GmbH	Tel. + 49 9131 877 300 E-mail joerg.kottenbrink@empic.aero ;
Dennis Poetz Head Sales & Marketing	EMPIC GmbH	Tel. + 49 9131 877 300 E-mail dennis.poetz@empic.aero ;
César Jiménez Technical Support Specialist	EMPIC GmbH	Tel. + 52 3322134710 E-mail car.jida@tentia.com.mx ;
FREQUENTIS		
Adriana Candez Head of Sales	FREQUENTIS	Tel. + 1130524415 E-mail adriana.candez@frequentis.com ;
Francisco Bedolla PreSales Manager	FREQUENTIS	Tel. + 1130524415 E-mail
GECIWEB		
Daniel Jiménez CEO	GECIWEB	Tel. + 34956855957 E-mail djimenez@geciweb.com ;
IATA		

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List of Participants – Contact Information

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Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
Oracio Marquez Regional Director External Affairs & Sustainability, Latin America & Caribbean	IATA	Tel. + 1 3055876203 E-mail marquez@iata.org;
INDRA		
Fidel González ATM Director	INDRA	Tel. + 507 64002734 E-mail fgonzalez@indracompany.com;
SEABURY		
Emilio Manuel Roché VP Sales Latam	Seabury Solutions	Tel. + 5493513044449 E-mail mroche@seaburysolutions.com;
SITA		
Kaio Quinan Head of Business Development ATC in the Americas	SITA	Tel. + 17708505305 E-mail kaio.quinan@sita.aero;
ICAO / OACI		
Juan Carlos Salazar Secretary General Secretario General	ICAO Headquarters / Sede de la OACI	Tel. + 15149548219 E-mail icaohqs@icao.int;
Jorge Vargas Director, Capacity Development and Implementation (CDI) Bureau/ Director, Dirección Desarrollo e Implementación de la Capacidad (CDI)	ICAO Headquarters / Sede de la OACI	Tel. + 15149548219 E-mail officetcb@icao.int ;
Christopher Barks Regional Director Director Regional	North American, Central American and Caribbean Office / Oficina para Norteamérica, Centroamérica y Caribe (NACC)	Tel. + 52 55 5250 3211 E-mail icaonacc@icao.int
Julio Siu Deputy Regional Director Director Regional Adjunto	North American, Central American and Caribbean Office / Oficina para Norteamérica, Centroamérica y Caribe (NACC)	Tel. + 52 55 5250 3211 E-mail jsiu@icao.int
Thilly De Bodt	ICAO Headquarters / Sede de la OACI	Tel. + E-mail TDebodt@icao.int;
Fernando Camargo Regional Officer, Technical Assistance / Especialista Regional en Asistencia Técnica	North American, Central American and Caribbean Office / Oficina para Norteamérica, Centroamérica y Caribe (NACC)	Tel. + 52 55 5250 3211 E-mail fcamargo@icao.int

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List of Participants – Contact Information

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Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
Marcelo Orellana Regional Officer, Safety Implementation / Especialista Regional en Implementación de la Seguridad Operacional	North American, Central American and Caribbean Office / Oficina para Norteamérica, Centroamérica y Caribe (NACC)	Tel. + 52 55 5250 3211 E-mail morellana@icao.int
Pedro Avella Associate Programme Officer Capacity Development and Implementation Bureau Oficial de Programa Asociado Dirección Desarrollo e Implementación de la Capacidad (CDI)	ICAO Headquarters / Sede de la OACI	Tel. + 1 5143152300 E-mail pavella@icao.int;

Agenda Item 1 Adoption of the Provisional Agenda and Schedule

1.1 The Secretariat presented WP/01 Rev. inviting the Meeting to approve the provisional revised agenda and schedule. IP/01 contains the list of the meeting documentation. The Meeting approved the revised agenda and made minor adjustments to the schedule.

Agenda Item 2 Addressing Today's Challenges and Planning for the Future

2.1 Under P/01, the ICAO Secretary General provided an overview of the new ICAO long-term Strategic Plan 2026-2050, which is aligned with ICAO Global Plans, States needs and expectations, and industry direction, informed by High-Level Conferences and Assemblies, whose Outcome-focused goals will be relevant through to 2050 and beyond and will be accessible language for non-aviation stakeholders.

2.2 Under this Strategic Plan, he informed on:

- ICAO vision: A safe, secure and sustainable international civil aviation system that connects the world for the benefit of all nations and people with 3 aspirational goals
- ICAO mission: To lead international civil aviation as a key driver of social and economic development and environmental sustainability while enhancing aviation safety, security and economic development by advancing air law, developing policies, plans and standards, monitoring and auditing, and supporting States' capabilities for the benefit of all nations and people.

2.3 The six strategic goals to support ICAO vision and mission were commented:

- Every Flight is Safe and Secure
- Growth Environmentally sustainable
- Aviation Delivers Reliable, Accessible and Seamless Mobility for All
- No Country is Left Behind
- International Aviation Treaties, Laws and Regulations Address All Challenges
- Air Transport Delivers Economic Prosperity and Societal Well-Being for All

2.4 Finally, to support these goals, ICAO have identified four high-priority enablers:

- ICAO Continuous Organizational Improvement (COI)
- Innovation Strategy
- Gender Equality Programme and Attracting New Talent to Aviation
- Partnerships, Resource Mobilization and Budget Sustainability

2.5 The Meeting was very supportive and congratulated ICAO on this Plan, adopting the following decision:

DECISION	
NACC/DCA/12/1	ICAO 2026-2050 STRATEGIC PLAN
What: NACC States commend and support the proposed long-term strategic plan 2026-2050.	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: ICAO is developing the long-term 2026-2050 Strategic Plan for aviation, with a new vision and mission encompassing new innovative strategic goals and high-priority enablers.	
When: Immediately	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:	

Agenda Item 3 Aviation Security (AVSEC) and Facilitation (FAL)

ICAO NACC Regional Office Assistance

3.1 Under WP/03 and P/02, the Secretariat presented the activities conducted and assistance provided by the NACC Regional Office on aviation security and facilitation since the last NACC-DCA meeting and provided a general overview of planned activities for the rest of 2024, highlighting:

- AVSEC/FAL Training:

ASTP Courses	Workshops	Virtual class
Air Cargo and Mail Security	Security Culture	Air Cargo and Mail Security
Airport Security Supervisors	Risk Management	Airport Security Supervisors
AVSEC National Instructors	Crisis Management	AVSEC Managers
AVSEC National Inspectors	NCASP	Behaviour Detection
AVSEC Managers	NCASTP	Airport Security Programme
Basic Aviation Security	NCASQCP	Crisis Management
Behaviour Detection	Airport Security Programme	NCAQCP
	National Certification Systems	Risk Management
	Insider Risk	Security Culture

- Regional AVSEC/FAL Activities: support to specific initiatives of States and Territories, Seminars, workshops and conferences on specific subjects (e.g. cybersecurity, OSS, aviation security screening equipment, USAP-CMA Protocol Questions (PQs) interpretation), assistance with guidance material by ICAO and collaboration of civil aviation stakeholders and international organizations
- Joint Technical Assistance Missions: Assist Member States in their endeavours to implement ICAO Annex 17 (Aviation Security) and Annex 9 (Facilitation) SARPs, technical assistance missions provided: Overall Assessments/Practical assistance and cost sharing
- Support to Regional AVSEC/FAL Groups: Central American Regional AVSEC Group and the ECCAA National AVSEC Coordinators Group, developing regional guidance, joint position papers and coordination of sponsored training activities
- Cooperation with other International Organizations: OAS, PAHO, APEX, UNODC, CARICOM IMPACS, etc.
- Promote NAM/CAR and SAM ICAO/LACAC AVSEC/FAL Regional Group’s activities to improve coordination in AVSEC and FAL matters implementation between the CAR and SAM regions and to articulate cooperation mechanisms.
- Participation by States on planned AVSEC/FAL activities for the rest of 2024

3.2 Finally, the Meeting recognized the importance to support and engagement of the States in the NACC AVSEC/FAL work programme.

One Stop Security (OSS) Implementation

3.3 Under WP/13, United States emphasized that as One-Stop Security (OSS) arrangements become more prevalent, the potential for increased security vulnerabilities and consequent shifting of risk within the civil aviation ecosystem also grows. For OSS to truly enhance global and regional aviation security, States involved in such arrangements must ensure the highest levels of security are implemented and maintained over time to account for changes in threat, innovations in aviation security practices, and developments in advanced screening technologies. An essential part of achieving this objective would be the consistent sharing of relevant information with all impacted States and stakeholders. United States argued that it is imperative for States engaged in OSS arrangements to consult all States and stakeholders impacted by that OSS arrangement and to share relevant aviation security information from the outset in order to minimize the possibility of creating new vulnerabilities or other operational impacts.

3.4 The Meeting was recalled that the OSS matters are being discussed at the NAM/CAR/CAR AVSEC/FAL/RG under the OSS working group. Notwithstanding, the Meeting agreed to support this matter adopting the following conclusion:

CONCLUSION NACC/DCA/12/2		ONE STOP SECURITY ARRANGEMENTS – THIRD-PARTY IMPLICATIONS AND THE CRITICALITY OF INFORMATION SHARING	
<p>What: That when entering into OSS arrangements,</p> <p style="margin-left: 40px;">a) States ensure that relevant information is shared with States and stakeholders (e.g. airports and air carriers) impacted by the arrangement so that they can appropriately assess risks to their respective national civil aviation systems and operations and</p> <p style="margin-left: 40px;">b) the NAM/CAR/SAM AVSEC/FAL/RG propose the necessary measures on risk assessment and other operational impacts while discussing the OSS arrangements by the NACC/DCA/13 Meeting.</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: To minimize the possibility of creating new vulnerabilities or other operational impacts when implementing OSS arrangements.</p>			
<p>When: NACC/DCA/13 Meeting</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 type="checkbox"/> Other:</p>		<p>NAM/CAR/SAM AVSEC/FAL/RG</p>	

Facilitation (FAL) Assistance Activities

3.5 Under P/09, the Secretariat described the three main ICAO FAL programmes (i.e. Annex 9 Amendments, Traveller Identification Programme, Public Key Directory) and recent developments in the Year of Facilitation (2024) under the 75th Anniversary of Annex 9, highlighting:

- a) The establishment of an Advance Passenger Information (API) System and the development of a capability to collect, process, use and protect Passenger Name Record data are obligations under both UN Security Council resolutions and ICAO's Annex 9 SARPs. Currently 98 UN Member States have implemented an API system.
- b) Regarding Passenger Name Record (PNR) implementation, only 66 UN Member States have implemented a PNR capability.
- c) To provide further coordinated support to States implementing API and PNR capabilities, ICAO continues to partner with the United Nations Office of Counter Terrorism (UNOCT) Countering Terrorist Travel Programme (CT Travel Programme), alongside the United Nations Counter-Terrorism Committee Executive Directorate (CTED), the Office of Information Communication Technology (OICT), the United Nations Office on Drugs and Crime (UNODC) and the International Organization for Migration (IOM), launched in 2019.

3.6 Finally, the Meeting recognized the importance to participate and foster FAL and activities, as well as increasing State participation in the API and PNR ICAO programmes.

3.7 Under WP/12, United States recognized the progress of ICAO Member States in implementing PNR and API SARPs and drew attention to the importance of continued progress in this area for the purpose of countering terrorist travel worldwide. United States highlighted the importance of the use of PNR data as an effective tool in combatting terrorism and serious crime as the submission of API and PNR data in advance of flights enables receiving governments to pre-screen travelers against established threat criteria to evaluate their risk and act where appropriate.

3.8 Due to the above discussion, the Meeting agreed on supporting the efforts on countering terrorist travel and the UN the CT Travel Programme, adopting the following conclusion:

CONCLUSION NACC/DCA/12/3		THE IMPORTANCE OF CONTINUED PROGRESSION IN THE UN SECURITY COUNCIL RESOLUTIONS 2178 AND 2396 WITH THE PASSENGER NAME RECORD IMPLEMENTATION TO COUNTER TERRORIST TRAVEL	
What: That, to foster countering terrorist travel worldwide in accordance with ICAO SARPs and UNSCRs 2178 and 2396, NACC States and Territories work towards establishing PNR and API systems in accordance with ICAO SARPs and aforementioned UN Security Council Resolutions and avail themselves of assistance as necessary by the NACC/DCA/13 Meeting.		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: Use of PNR data is an important and effective tool in combatting terrorism and serious crime. Submission of API and PNR data in advance of flights enables receiving governments to pre-screen travellers against established threat criteria to evaluate their risk and take action where appropriate.			
When: NACC/DCA/13 Meeting		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:			

AVSEC Assistance and Capacity building Strategy

3.9 Under P/10, the Secretariat provided an overview of the AVSEC assistance and capacity building strategy, described current AVSEC training materials and listed the resources available (Aviation Security Training Centres and instructors), the strategic partnerships (e.g. universities) and the achievements (in 2023 around 600 AVSEC specialists from 93 Member States benefited).

Cybersecurity

3.101 Under WP/16 and P/12, Central American States presented the initiatives undertaken by Central American Corporation for Air Navigation Services (COCESNA) for implementing cybersecurity at the corporate level and guiding its States in the development of policies, plans, and objectives. The initiatives encompass three vectors: processes, technology, and human talent. The Meeting was invited to benefit from and share the lessons learned and the benefits obtained by Central American States with their implementations for the benefit of other States and organizations.

3.11 Under WP/17 and P/13, Central American States detailed the roadmap established by COCESNA for identifying critical information and communications and critical data systems in Central American States in accordance with ICAO SARPs on cybersecurity, a process that requires risk assessment and the establishment of minimum protection criteria. The Meeting was invited to encourage States and organizations on the development of initiatives, establishment of measures, development of plans that promote the protection of critical information technology systems, communications and related critical data used, to protect civil aviation from unlawful aeronautical interference.

3.12 Under NI/10, Dominican Republic detailed the steps taken to establish a cybersecurity management regulation and the initiatives of various public entities to develop guidelines and action plans to mitigate potential cyber threats in compliance with the directives given by ICAO in its Cybersecurity Action Plan.

3.13 Under IP/13, EASA provided an overview of its active engagement in enhancing cybersecurity within the aviation sector through rulemaking, information sharing, and competence building. EASA has supported the creation of the European Centre for Cybersecurity in Aviation (ECCSA) and established the European Strategic Coordination Platform (ESCP), in which national aviation authorities and industry are reunited.

Miscellaneous

3.14 Under NI/09, Dominican Republic provided information on the schematic model for the permit system, in particular the index of its regulation on identification and access permits in airports for people and vehicles, covering the procedures for issuance, renewal, loss, temporary permits, etc. The Meeting took note that this good practice has been considered by the NAM/CAR/SAM AVSEC/FAL/RG in its last meeting.

Agenda Item 4 Working session: Challenges of, and Solutions to, the Effective Implementation of ICAO Standards and Recommended Practices (SARPs)

4.1 This agenda item introduced the new dynamic of a working session for discussion a high-level importance topic: the Effective Implementation (EI) of ICAO Standards and Recommended Practices (SARPs) for the USOAP and USAP Audits. Under IP/02, the Secretariat explained the detailed the conformation and methodology to be used in this working session to discuss the main challenges affecting implementation, and to propose appropriate solutions to address those challenges.

4.2 P/03 offered an overview of the current USOAP-CMA and USAP-CMA audit programmes in the region:

- a) for USAP-CMA, EI results are, in average, a 10% below the global results replicating the same weak areas: Training, Technical Guidance, Certification and Approval, Quality Control, and Resolution of Security Concerns; and
- b) for USOAP CMA, the NACC EI is 0.49% below the world's average, however, those numbers are not fully updated because the final report of recently audited States are not uploaded yet. After a quick evaluation, the areas with lower EI are ANS, AIG and AGA, and regarding critical areas the lower rates are from Critical Elements (CEs) 4, 7 and 8. The possible causes of this averages are lack of an effective system for updating the legal and regulatory frameworks, of technical personnel, and of an appropriate and compliant training program, based on the previous identified issues the certification and surveillance are automatically affected.

4.3 Once the Secretariat presented the current status of EI both in USOAP and USAP, the Meeting took note and set up the ideas for the working session. Two main questions guided the discussions:

- a) What challenges do States face for complying and improving their EI of flight safety and aviation security oversight requirements?
- b) What actions or assistance would the State need from ICAO to overcome the identified challenges?

4.4 A total of eight work tables were formed and, after the discussions, each table's rapporteur provided their outcomes to the Secretariat. A rapporteur per work table was designated, in charge of submitting the work tables' results to the Secretariat.

4.5 Under P/32, the Secretariat provided the Meeting with the outcomes from the working session carried out to discuss the main challenges affecting the EI and potential solutions. As a result of the work tables discussions, the following challenges were most frequently identified:

- lack of financial resources
- lack of human resources
- lack of political will/support or political interference
- lack of autonomy/independency/empowerment
- obsolete/inappropriate primary aviation legislation
- same requirements for aviation systems with different levels of complexity
- conflicts of interests (CAA vs. governmental service providers)

4.6 In the view of the Meeting, the actions most needed from ICAO would be to:

- interact with governments to foster political will to aviation systems
- provide assistance/technical support to States with low EI
- develop tailored guidance, models, action plans, master plans to support States
- develop/implement training on USOAP/USAP principles to prepare States
- foster regional cooperation with technical/financial support from big States
- develop a funding mechanism to support small States.

4.7 The challenges and actions suggested from the working sessions were considered in the potential solutions and activities to support implementation as discussed in agenda item 5.

Agenda Item 5 Toward More Effective Implementation Support

NACC Implementation Activities

5.1 Under this agenda item, the Meeting noted the results/challenges and actions suggested of the working session conducted under Agenda Item 4., which was essential for the discussion of potential solutions and activities to support implementation.

5.2 Under P/4 the Secretariat provided an overview of all the updates conducted by the ICAO NACC Regional Office since the NACC/DCA/11 Meeting in Cuba, under the concept of EI and supported by the NACC SAP and implementation regional bodies. These updates include NACC Regional Office's activities and initiatives toward effective implementation support: NACC SAP activities, ICAO AVSEC and FAL Assistance activities, initiatives and projects, ICAO safety assistance activities, initiatives and projects, ICAO air navigation assistance activities, initiatives and projects, ICAO Global initiatives- GISS, 14th Air Navigation Conference, ICAO Capacity Development and Implementation (CDI) activities and projects, and regional implementation groups. P/04 encompassed several implementation aspects which were detailed in the respective WP/04, WP/05, IP/03 and IP/08.

5.3 Under WP/04, the Secretariat invited the meeting to review and consider the proposed continuous improvements of the NACC Systemic Assistance Programme (SAP), as well as the benefits and projected improvements of the programme in support of compliance and implementation by the States and more focused assistance to States. The NACC SAP maintains the continuity of the following:

- a) the initiative in response to the ICAO "NO COUNTRY LEFT BEHIND" Campaign;
- b) assists States in implementing ICAO SARPs, also to resolve significant concerns (SSCs and SSeCs); and
- c) cover all areas of international civil aviation (safety oversight: LEG, ORG, OPS, PEL, AIR, ANS, AGA, AIG; AVSEC and FAL SEC, FAC, aerodrome certification).

5.4 The NACC SAP improvements were:

- a) establishment of the Country Strategic Plan of Action (COSPA) to provide a more strategic perspective to the assistance, ensure the political commitment and define priority areas in a coordinated and collaborative manner with all partners;
- b) expansion of NACC SAP scope with new areas of international civil aviation like ENV and DEV;
- c) enhanced Partnership approach including communication, coordination, and collaboration to promote synergy of efforts among all partners providing support to the same State, or Territory; and
- d) shift to a strategic approach in State assistance that still incorporates a systemic evaluation of needs and feasibility.

5.5 With all these improvements the designation of SAP was proposed changed from the Systemic Assistance Programme (SAP) to Strategic Assistance Programme (SAP).

5.6 In this regard, States and partners evaluated the proposed improvements for the NACC SAP and approved the following decision:

DECISION	
NACC/DCA/12/4	SUPPORT TO NACC STRATEGIC ASSISTANCE PROGRAMME (SAP)
What: That, to strengthen implementation support, States and International Partners support the proposal in P/04 of the NACC/DCA/12 meeting for a strategic approach to the systemic implementation of ICAO SARPs.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical
Why: The NACC SAP aims to support and assist States in achieving sustainable and safe growth in international civil aviation. With this focus in mind, the NACC Regional Office continuously seeks to enhance the programme and invites the States and International Partners to participate in this meeting to discuss potential improvements	
When: Immediately	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: x <input type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	

5.7 Under WP/05, the Secretariat provided an overview of the main on-going RASG-PA and NACC Regional Office projects and initiatives to support safety implementation in the region:

- a) The Secretariat referred to paper ESC/39-IP/04, presented at the Thirty-Ninth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/39), which provided details of the assistance provided to NACC States, emphasizing the efforts made through the Safety Oversight Systems (SOS) Implementation Project, Runway Safety Team (RST) Implementation Project, and the Performance-Based Visual Navigation Procedures (PBN) Project, among others.
- b) The Secretariat highlighted some important tools developed by RASG-PA, like Annual Safety Report (available at <https://www.icao.int/RASGPA/Pages/ASR.aspx>), the RASG-PA Turbulence Toolkit (available at <https://www.icao.int/RASGPA/Pages/TurbulenceToolkit.aspx>), the Collaborative Safety Team (CST) Strategy (available at <https://www.icao.int/RASGPA/Pages/Library.aspx>) and the safety advisories (available at <https://www.icao.int/RASGPA/Pages/RASGPA-SA.aspx>).
- c) The Meeting was encouraged to support and take advantage of all those tools, as well as to participate in the activities of the Pan America — Regional Aviation Safety Team (PA-RAST), that meets four times per year to analyse safety data and develop safety recommendations.

- d) The Secretariat also updated the Meeting on efforts to support States in implementing aviation accident and incident investigation (AIG) requirements, carried out through the NACC AIG Turnkey Project, recalling that AIG is among those with the lowest level of effective implementation (EI) according to data from the ICAO's USOAP audit programme.
- e) The AIG Turnkey Project is currently in its second phase, in which an ICAO NACC team carries out 3 implementation support missions in each voluntary State, covering at a minimum the review of legislation (CE-1 and CE-2), the organizational structure, the suitability of allocated facilities and equipment, and the establishment of procedures. The Secretariat presented the status of implementation of the Project and requested States to inform of their interest in receiving the assistance missions. In addition, for those States that had already received any assistance mission, it was requested that they insert the relevant information resulting from each assistance mission in the USOAP On-line Framework (OLF) immediately after the end of the mission, to facilitate monitoring by the NACC AIG Team.
- f) WP/05 also detailed the results and work conducted by the State Safety Programme (SSP) Working Groups, National Aviation Safety Plan (NASP) Implementation Project, National Continuous Monitoring Coordinators (NCCMC) Working Groups, the virtual USOAP OLF/USOAP CMA Protocol Questions workshops, Safety Oversight System (SOS) Improvement Project, and the Flight Simulation Training Device (FSTD) Guidance Document. As a result of the discussions, the Meeting agreed on the following Conclusions:

CONCLUSION	
NACC/DCA/12/5	ASSISTANCE AND FOLLOW-UP THROUGH THE NACC AIG TURNKEY PROJECT
<p>What:</p> <p>That, to support the NACC Regional Office's initiatives to promote an increase in the level of effective implementation by States in the field of accident and incident investigation:</p> <ul style="list-style-type: none"> a) States that have not yet done so inform the Secretariat of their interest in receiving AIG on-site assistance missions from Phase 2 on the NACC AIG Turnkey Project by 16 August 2024; and b) States receiving a mission under the NACC AIG Turnkey Project, insert information on the resulting implementation in the USOAP OLF, within 4 weeks after the end of the mission. 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<p>Why:</p> <p>NACC AIG Turnkey site assistance missions provide a unique opportunity to develop and implement critical elements of the AIG area.</p>	

When: By 16 August 2024	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 checked="" type="checkbox"/> Other:	ECCAA

CONCLUSION NACC/DCA/12/6		CONTINUED SUPPORT TO STATES IN THE IMPLEMENTATION/DEVELOPMENT OF THEIR SSP/NASPs AND PARTICIPATION IN THE SAFETY OVERSIGHT IMPROVEMENT PROJECT	
What: That, acknowledging the progress reached in the SSP/NASP development and implementation and support needs in the Caribbean States, and also acknowledging the advantages of the implementation of the SOS project, a) States that have not yet implemented/developed their SSP/NASP coordinate with the NACC Regional Office for assistance; b) Caribbean States participate and take advantage of the multiple benefits of the implementation of the SOS Project; and c) States and International Organizations promote the allocation of financial resources to continue the assistance to Caribbean States in the development/implementation of their SSP/NASP, and also the continuation of the SOS project assistance to the Caribbean Region by the NACC/DCA/13 meeting.		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: The support provided to the implementation of the SSP and the NASP onsite assistance missions have benefited States in the implementation of safety management in alignment with the compliance of the GASP. The SOS project provides not just a diagnostic of the status of technical areas related to annexes, 1, 6 and 8, but also support in the resolution of deficiencies found during the assistance missions.			
When: NACC/DCA/13		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:		international Organizations	

- g) IP/03 provided further details of this year's Global Implementation Support Symposium (GISS). GISS has become ICAO's main platform to address implementation support challenges faced by its Member States and aligning them to ICAO products and services which serve as potential solutions.
- h) IP/04 informed on the coordination efforts by the NAM/CAR Regions for States' active participation in the ICAO 14th Air Navigation Conference (AN-Conf/14), in accordance with Conclusion GREPECAS 21/20, in which LACAC offered its platform to continue sharing papers and

support to the latter for LACAC members and non-members. The conference will serve as a forum for a detailed technical analysis that will allow to agree on a series of high-level recommendations on air navigation and safety. The AN-Conf/14 will be held in person from August 26 to 6 September 2024, at ICAO Headquarters in Montreal, Canada. Other AN-Conf/14 updates were shared as follows:

- The Secretariat commented the draft working paper prepared by Canada and shared by email, and requested to be supported by all the Pan American States in order to be presented to the AN-Conf/14. This paper presented examples of safety initiatives undertaken by the RASG-PA to foster collaboration approaches and sharing programmes to improve aviation safety in the Pan America Region. These initiatives include production of safety advisories and safety issue alerts, organization of annual safety days focused on targeted safety topics, development of a strategy supporting Collaborative Safety Teams (CSTs), and establishing partnership programmes with industry, all supported by a communication and engagement strategy. This paper aims to share these initiatives to raise awareness and for the consideration of other RASGs and relevant stakeholders to support the overall implementation of the Global Aviation Safety Plan (GASP) and applicable regional aviation safety goals. The Meeting supported this working paper.
 - Under P/24, United States informed the status of preparation for the AN-Conf/14, highlighting the importance of the conference as a bridge between ICAO Assemblies and a forum for recommending technical work for ICAO's next triennium budget. Key priorities include integrating Commercial Space Transportation, promoting Higher Airspace Operations, cybersecurity, and the connected aircraft concept. It was mentioned the 6 Working Papers), 4 co-sponsorships of other WPs, and 4 Information Papers (IPs) that United States proposed to the AN-Conf/14 correlated to these topics.
- i) IP/08 provided an overview of the activities carried out in the different air navigation areas (CNS, ATM, AIM, MET and SAR) conducted by NACC/WG Task Forces, the outcomes and work conducted by the GREPECAS, relevant works identified with the ANS services in the E/CAR subregion and the progress achieved by the CANSNET Project.

AIG Implementation Activities by States

5.8 Under P/19 and detailed by WP/23, Central American States presented the actions carried out by COCESNA's Regional Management of Aviation Accident and Incident Investigation (GRIAA), as an Investigation Cooperation Mechanism (ICM) to support Central American States in the development of aviation accident and incident investigation activities.

5.9 WP/23 reinforced the challenges faced by States in terms of updating their primary legislation and the subsequent establishment and functioning of accident investigation authorities, referring to the adoption of a regional approach by some States, whether through ICM or through RAIO. In this sense, ICMs usually provide support to States, as in the case of GRIAA, which has contributed to the processes of adapting legislation and training planning. However, it was explained that the transition to a RAIO maybe more complex, which is why it was recommended that ICAO identify possible alternatives to provide these regional bodies with the necessary powers to contribute to carrying out investigations.

5.10 Under IP/06, the European Union Aviation Safety Agency (EASA) provided an overview of the Agency's role in the field of aircraft accidents and incidents investigations, which is focused among other things in following the progress of investigations, delivering technical expertise, processing of safety recommendations, maintaining coordination with European Union investigation bodies, and being aware of safety deficiencies and disseminating related information for establishing corrective actions.

Progress by RSOOs

5.11 Under P/15 detailed by WP/19, COCESNA described the mechanisms established by RSOOs to collaborate, share best practices, and performing oversight obligations of safety and optimizing the resources of COCESNA Member States, aiming to establishing and maintaining an effective aviation safety oversight system.

Harmonization of regulations

5.12 Under P/14 detailed by WP/18, Central American States discussed the importance of adopting a standard regulatory system in order to promote the harmonization and standardization of regulations by States.

5.13 |It was highlighted that the harmonization of standards in aviation is essential to ensure safety, efficiency and competitiveness in the industry, resulting in benefits for both Civil Aviation Authorities, airlines and the economy.

5.14 The Meeting mentioned that in other parts of the world harmonized regulatory systems have already been implemented with satisfactory results. ICAO recalled the Regulatory comparison Document Project, which serves to provide a comparison among the most relevant model regulations (MCA, RACS, EASA and LARS). To date, the Project has only produced an outcome for the regulation for Aircraft Maintenance Organizations. This comparison Document is available to States. In this regard the Meeting urged ICAO to continue the support for the implementation of a harmonized regulatory system in the States of the NAM/CAR/SAM Regions.

5.15 Under P/22, EASA explained the standardization process in its member States, including their standardization monitoring system, objectives, the different areas included in the process so far, the monitoring approach, legal framework, progress achieved 2023/2024, and the synergies among ICAO USOAP and EASA standard.

Airspace matters

5.16 WP/06 presented the United States' proposal for new guidance to integrate commercial space transportation (CST) activities in airspace systems. CST activities are increasing globally and often require coordination with multiple Air Navigation Service Providers (ANSPs). This increase requires new procedures that minimize the duration of airspace impacts and promote efficiency for integration of these activities into the airspace system. Increasing airspace system efficiency by reducing airspace impacts for all users reduces additional miles flown and additional fuel expended, leading to reduced CO2 emissions. Developing best practices for airspace integration of commercial launch and re-entry activities may increase efficiency, reduce impacts to the environment, and foster international cooperation and consistency. Improved global cooperation will also help solidify consensus approaches in the international community for safe integration of CST activities. In this regard, ICAO will continue to work with Member States to identify, compile, and publish best practices on facilitating the safe and efficient navigation of aircraft around CST activities to minimize miles flown and fuel used, reducing costs and the impacts on the environment as well as develop guidance materials for ANSPs that focus on NOTAM coordination, related air traffic management procedures, and real time data-sharing for safety critical data dissemination.

5.17 Under P/16, supported by WP/20, the Central American States informed on the progress in the implementation of RNP-AR Procedures developed by COCESNA as part of the pilot project for the international airports of Honduras, and to be published by the State. The support to promote this type of initiatives directly impacts the efficiency of operations and strengthen processes aimed at developing capacity in State personnel for the design of procedures (example of the FPP project). In this regard the Meeting noted the current FPP Project on-going in Central America and its future deployment in the Caribbean Region.

5.18 Under P/17, supported by WP/21, Central American States informed on FANS 1/A system, which offers improved efficiency, precision and safety, especially beneficial in the oceanic airspace of the Central American IRF, which is affected by adverse weather conditions. Given these circumstances, it is contemplated to implement a mandate for aircraft overflying the Pacific Oceanic Airspace of Central America between flight levels F290 to F390, under the principle of "better equipped, better served", to ensure the benefits of FANS 1/A technology and mitigate operational risks.

Search and Rescue (SAR)

5.19 Under P/18 supported by WP/22, Central American States informed on the proposed amendment to Volumes I and II of the CAR/SAM Regional Air Navigation Plan (RANP) for assigning a portion of the currently unassigned airspace located in the Pacific Ocean adjacent to the MHCC FIR airspace – high seas, for which, the Central American States will assume responsibility for providing Search and Rescue (SAR) services by implementing multinational agreements to coordinate and carry out SAR operations in international maritime areas. This would ensure the effectiveness and efficiency of these operations in maritime environments where international cooperation is essential to preserve lives and ensure safety at sea. Such agreements involve sharing SAR resources, applying SAR operational protocols and communications, developing coordination procedures, and collaborating in the implementation of agreed protocols to balance jurisdictional interests and preserve human lives. The Central American States will work with ICAO, IATA, and other interested parties to promote the establishment of multinational agreements for the provision of Search and Rescue service on the high seas.

5.20 Under P/26 supported by WP/14, France informed on the support of the French DGAC, through the air navigation services in French West Indies and French Guiana (SNA-AG), to the ICAO NACC office for Search and Rescue (SAR) implementation and operations in the CAR Region. This support was implemented with the organization of the Search and Rescue Exercise (SAREX) in May 2024. Barbados and ECCAA were active participants to this exercise with other countries attending as observers. The Meeting agreed to promote the organization of a regional SAREX, to rehearse different contingency scenarios and evaluate the CAR region SAR coordination capabilities- action to be taken by the NACC/WG.

Partnership activities

5.21 Under P/21, EASA provided an update of the results and activities of the EU -Latin America and the Caribbean Aviation Partnership Project II, funded by the EU with € 4.000.000, supporting Argentina, Brazil, Chile, Colombia, Dominican Republic, Mexico, Panama, LACAC, SRVSOP, CASSOS, COCESNA (ACSA) and in close coordination with ICAO and other international partners. Phase II of this Project started in June 2022 and shall end by 31 May 2025. The Meeting took note of the Project objectives, and the cooperation conducted with the ICAO NACC Regional Office. More Project details and upcoming activities are available at the Project web site: <https://www.eu-lac-app.eu/>. ICAO thanked EASA and the EU for this support to the States and the region.

5.22 Under P/29 complemented with WP/25, Qatar outlined its ongoing efforts to cooperate with ICAO member States, international and regional organizations and industry stakeholders through the implementation of capacity building activities in the fields of aviation safety, air traffic management, aviation security and facilitation, air transport, meteorological services, and legal affairs; with a view to further support the effective implementation of ICAO SARPs and to promote the safety and development of international civil aviation.

5.23 Qatar, through its Civil Aviation Authority (QCAA), proposed a strategic cooperation with ICAO NACC region member states, aiming to establish partnerships both bilaterally and through regional organisations. QCAA aspires to become a key partner for the ICAO NACC Regional Office and NAM/CAR States, promoting the development of the civil aviation sector. To support this partnership, QCAA invited NAM/CAR States to identify areas for assistance and cooperation and encouraged submissions for the next phase of the Qatar-ICAO Developing Countries Scholarship Programme, details of which to be communicated via an official ICAO State Letter. In this regard, the Meeting thanked Qatar for its support and agreed on the following Conclusion:

CONCLUSION NACC/DCA/12/7		QATAR SUPPORT TO NACC STATES AND REGIONAL ORGANIZATIONS	
What: That, considering the global approach of support and assistance for aviation offered by Qatar aiming toward for the establishment of a strategic cooperation system, CAR States:		Expected impact:	
a) in coordination with the NACC Regional Office, identify potential areas of assistance and cooperation by 20 September 2024 , with a view to foster a mutually beneficial collaboration between the State of Qatar and the CAR Region; and b) that meet the requirements to be duly communicated via an official ICAO State Letter, nominate candidates for the next phase of the Qatar-ICAO Developing Countries Scholarship Programme.		<input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: To support the implementation of capacity building activities in the fields of aviation safety, air traffic management, aviation security and facilitation, air transport, meteorological services, and legal affairs			
When:	by 20 September 2024 and in accordance with ICAO State Letter	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:	Organizations in the CAR Region	

5.24 Finally under P/27, the Secretariat showcased ICAO’s extensive vision for aiding NACC Member States. The presentation covered ICAO’s capacity building initiatives, large-scale projects, technical assistance, and partnership efforts, emphasizing diversity, equity, and inclusion. The Secretariat provided an overview of 16 State projects and 4 Regional projects, along with key collaborations between ICAO and Member States to address regional challenges. The ICAO Training network (TRAINAIR PLUS Programme) and ICAO AVSEC Training activities serve as essential resources for regional training and capacity building.

5.25 Drawing from audit results and regional needs analysis, the Secretariat outlined its support in areas such as Personnel Qualifications and Training, Airport Design and Certification, Air Navigation Services Equipment, and the development of National Aviation Safety Plans and State Safety Programmes. To meet current needs, the Secretariat proposed deploying seven training courses and four Implementation Packages (iPacks), which offer expert support, training, and guidance material. The Secretariat also presented the expansion of iPacks, including new topics on aerodrome certification and accident/incident data reporting, with successful deployments in 20 States.

5.26 The Secretariat highlighted ICAO's resource mobilization efforts from 2021 to 2023, with around USD 680,000 allocated to support implementation activities benefiting 18 States and one Regional Organization. The Secretariat also emphasized its strategic focus on promoting gender equality, empowering women in aviation, and fostering the Next Generation of Aviation Professionals (NGAP).

Agenda Item 6 Gender Equality in Aviation Panel

6.1 Under this agenda Item, the Meeting held an energetic discussion on gender equality through the conduction of a panel. IP/05 detailed the conformation and methodology used in the Gender Equality in Aviation Panel on the challenges to obtain greater participation by women in the aviation field. Rather than just focusing on the hiring stage, the panel explored how to encourage a greater interest in aviation by women, ensuring women are competitive and do not face barriers in the hiring process, and addressed structural obstacles to career advancement for women in the aviation sector.

6.2 For introducing the Panel discussion, under P/05 and detailed information provided under WP/11, the Secretariat outlined challenges and opportunities to advance gender equality in aviation and highlighted ongoing initiatives to improve gender equality, the promotion of gender mainstreaming and the empowerment of women, in line with Assembly Resolution A41-26, ICAO Gender Equality Programme that promotes the participation of women in the global aviation sector, the 2030 Agenda for Sustainable Development and the Sustainable Development Goal 5, and the Call to Action of the Second Global Aviation Gender Summit. In addition, it provided updates on ICAO's activities in the North American, Central American and Caribbean Regions and called for further engagement, coordination and cooperation across the region on gender equality in aviation.

6.3 The Panel on Gender equality was composed of Mr. Horacio Marquez, Regional Director External Affairs & Sustainability Latin America & Caribbean, IATA; Ms. Kennedy Carillo, CEO in the Ministry of Blue Economy and Disaster Risk Management, Belize; Ms. Diane Shurland, Deputy Chairman of Barbados Civil Aviation Authority, Chief Executive Officer of the Barbados Aircraft and Aviation Services Company; Ms. Natasha Durkins, Executive Director for the Office of Aviation Policy & Plans (APO), Federal Aviation Administration (FAA), and Ms. Anaid Ramírez Monroy, Deputy Captain of the Gender and Substantive Equality Secretariat of Union Association of Aviator Pilots of Mexico (ASPA). The discussion was moderated by Ms. Thilly De Bodt of the Capacity Development and Implementation (CDI) bureau in ICAO.

6.4 The panel members agreed that the available data on licensed personnel is insufficient for evidence-based decision-making and should be expanded to cover other areas of work of the vast aviation ecosystem. In addition, analyses should become available to unveil blockages and opportunities to make aviation attractive as a career choice to women. Panel members then went on to reflect on the importance of global initiatives, e.g. IATA 25 by 2025 Initiative ([IATA - 25by2025 - Advancing Diversity, Equity & Inclusion by 2025](#)), as well as national enabling gender conditions such as gender policies and strategies, and their impact on the aviation sector, including on annual planning and budgeting. The conversation then evolved to look at gender enabling conditions in the workplace, such as equal pay for work of equal value; better work/life balance, having role models/mentors and coaches, leaders that walk the talk, capacity building and career development opportunities for women. Panelists acknowledged that gender stereotypes and cultural beliefs might hold women back in the workplace and that they might even cause women to question their own abilities. Such unconscious biases might impact young girls from their early childhood and influence their career choices later in life. It was further agreed that role models, coaches and mentors play an extremely important role to support women in the advancement of their careers. Throughout the conversation reference was made to the global network of State gender focal

points as well as the establishment of the Global Ambassadors Programme in support of gender equality in the aviation sector.

6.5 The Meeting recognized that in addition to being a human right, enshrined in the UN Charter, gender equality is also an urgent imperative and unique opportunity for the aviation sector, and that the aviation sector globally still has a long journey ahead when it comes to closing the gender gap.

6.6 The panel outcomes included:

- NACC States to support the broadening of data collection on women in aviation
- NACC States to nominate focal points and actively participate in the Global Gender Focal Point Network
- NACC States to support the Global Ambassadors Programme on Gender Equality, Diversity and Inclusion
- States to conduct gender initiatives, participate in ICAO activities on gender and express interest to hold the 3rd Global Aviation Gender Summit by October 2024
- States and International Organizations consider providing in-kind and voluntary contributions to the ICAO Gender Equality and Next Generation of Aviation Professionals (NGAP) initiatives

6.7 Under IP/12, the European Union Aviation Safety Agency (EASA) informed on its Diversity, Equity & Inclusion (DEI) Gender Balance Initiatives as part of a wider European approach to help solve the industry's future workforce challenges that are conducted in alignment with the European Commission's policies and best practices.

6.8 In this regard, the Meeting recognized the need for the continuity of the work toward gender equality and adopted the following Conclusion:

CONCLUSION	
NACC/DCA/12/8 FOSTERING GENDER EQUALITY, DIVERSITY AND INCLUSION IN AVIATION IN THE CAR REGION	
<p>What:</p> <p>That, in order to promote gender equality in aviation and foster greater participation of all aviation stakeholders in the NAM and CAR Regions and globally:</p> <p>a) States, Territories, and Aviation Stakeholders support increased collection of data on the participation of women in the aviation sector;</p> <p>b) by NACC/DCA/13, States and Territories nominate a Focal Point and actively participate in the Gender Equality Focal Point Network in response to ICAO State Letter ref. 24.20;</p> <p>c) States, Territories, and aviation Stakeholders lead national initiatives to advance gender equality in the aviation sector and actively participate in ICAO global and regional activities on gender equality;</p> <p>d) States and Territories consider hosting the 3rd Global Aviation Gender Summit and notify the Regional Office by 31 October 2024 of their interest in doing so;</p> <p>e) States and Territories support ICAO in the implementation of the Global Ambassadors Programme on Gender Equality, Diversity and Inclusion and inform the NACC Regional Office of their interest in active participation; and</p> <p>f) States, Territories, and Aviation Stakeholders consider providing in-kind and voluntary contributions to the ICAO Gender Equality Programme as well as to initiatives and activities in support of surveys and research to improve gender equality in aviation, such as Next Generation of Aviation Professionals (NGAP), and scholarships and financial assistance to enable young women and girls to pursue careers in aviation.</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>ICAO established a Gender Equality Programme in 2017 with the primary aim of facilitating and coordinating targeted programmes and projects to enable progress towards the aspirational goal of gender equality by 2030. The programme has four main objectives: a) build capacity and enhance awareness for gender equality; b) enhance gender representation; c) increase accountability; and d) further engagement with external partners. Other related initiatives for gender equality in aviation are on-going. The success of this programme and other aviation gender equality initiatives are greatly dependant on the active engagement of States and other aviation stakeholders.</p>	
<p>When: NACC/DCA/13</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 type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>International Organizations</p>

Agenda Item 7 Pathway to Sustainable Aviation

7.1 Under P/06 and supported in detail with WP/07, the Secretariat presented the pathway to sustainable aviation and the leading effort to reduce the aviation industry's impact on climate change.

7.2 The discussions provided an update on the recent ICAO progress and actions in addressing climate change, including on the implementation of the ICAO Long-Term Global Aspirational Goal (LTAG) for international aviation, the adoption of the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other Aviation Cleaner Energies, progress on ICAO Assistance, Capacity building and Training for Sustainable Aviation Fuels (ACT-SAF), latest updates on the ICAO State Action Plans (SAP) initiative, developments on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and recent ICAO events on Environment.

7.3 ICAO outlined the Global Framework aimed to facilitate the large-scale development and deployment of SAF, LCAF and other aviation cleaner energies and to provide clear, consistent, and predictable guidance for all stakeholders, even beyond the aviation sector. The Framework encompasses four interconnected building blocks: 1) policy and planning, 2) regulatory framework, 3) implementation support, and 4) financing. Its comprehensive implementation ensures all countries have equal opportunities to contribute to, and benefit from, the expected emissions reductions achieved through these cleaner energy sources.

7.4 The Secretariat highlighted the role of cleaner energies in achieving the LTAG and discussed the importance of promoting the development and use of SAF, LCAF and other Aviation Cleaner Energies, to achieve the LTAG. Additionally, the Secretariat informed the meeting on the adoption of the ICAO Global Framework Implementation Roadmap, aiming to achieve the collective global aspiration of reducing CO₂ emissions from international aviation by 5% by 2030 through the use of SAF, LCAF and other aviation cleaner energies (compared to zero cleaner energy use) and increasing the production of SAF, LCAF and other aviation cleaner energies across all regions in preparation for the fourth Conference on Aviation and Alternative Fuels CAAF/4 by 2028.

7.5 The Secretariat informed that ICAO is continuing its work to implement the LTAG, and this includes working with member States to implement the ICAO Global Framework, develop and/or update the State Action Plans on CO₂ emission reduction activities, encouraging States' participation in ACT-SAF and ACT-CORSIA, and providing financial support for aviation decarbonization projects.

7.6 Under P/31, the Secretariat highlighted the establishment of the ICAO FINVEST Hub, for Building Block four – Financing, as a platform to connect aviation decarbonization projects with potential public and private investors, explore innovative funding and risk mitigation mechanism adapted to the decarbonization of aviation, collaborate with financial institutions to create pathways for the funding of projects and develop toolkit of templates for SAF, LCAF and other aviation cleaner energies, and to develop a database of funding and financing sources, together with their terms and conditions, for project developers to be able to access.

7.7 Finally, ICAO informed the Meeting about the ongoing series of environmental events in 2024, highlighting the regional seminars as a mechanism to raise awareness and exchange views on the implementation of the LTAG and the ICAO Global Framework across all regions, including recent developments on State Action Plans, CORSIA implementation, the ACT-SAF program, and financing for cleaner aviation energies, as well as means to monitor global progress.

7.8 The Meeting was invited to actively participate, to benefit from the scheduled events and to consider hosting the NAM CAR SAM Regional Seminar on Environment scheduled for 2025.

7.9 In this regard, the Meeting agreed with the following Conclusions:

CONCLUSION	
NACC/DCA/12/9	PATHWAY TO SUSTAINABLE AVIATION
<p>What:</p> <p>That, to support the aviation industry's transition to cleaner energy sources and to achieve the Net-Zero Carbon Emissions by 2050 goal, and by the NACC/DCA/13 meeting, the NACC States:</p> <p>a) redouble their efforts in LTAG implementation activities and the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF), and other Aviation Cleaner Energies, with the following activities among others:</p> <ul style="list-style-type: none"> - developing and implementing national policies and regulations that incentivize the development, production, and use of SAF, LCAF, and other clean aviation fuels; - establish funding mechanisms to support the deployment of SAF production facilities and infrastructure, - inform the national entities about the LTAG and the ICAO Global Framework. 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical

- b) engage in the ICAO ACT-SAF programme activities, promoting SAF development and deployment within and outside the NAM/CAR Regions;
- c) submit updated and quantified State Action Plans (SAPs) to ICAO as soon as possible, that encompass innovations in technologies and cleaner energies, outlining respective policies, actions, and roadmaps with long-term projections, utilizing the best available data and updated ICAO guidance/tools;
- d) encourage additional States to solidify their commitment to environmental responsibility in aviation by notifying the ICAO Secretariat of their decision to voluntarily participate in CORSIA from 2025;
- e) encourage States already participating in CORSIA to solidify their commitment by ensuring continued compliance with Annex 16 Volume IV datelines; additionally, renew their engagement with the ICAO ACT-CORSIA program to receive support through Buddy Partnerships, and get access to expert training specifically tailored to meeting Annex 16 requirements;
- f) ensure active participation in the upcoming ICAO environmental events; and
- g) consider hosting the ICAO Environmental Regional Seminar for the NAM CAR SAM Region, these seminars will offer a platform for collaboration and knowledge sharing on key topics like cleaner energy policies, CORSIA implementation, and financing solutions among other relevant crucial topics for achieving the Net-Zero Carbon Emissions by 2050 goal.

Why:

To demonstrate States' commitment to the LTAG and the ICAO Global Framework and contribute to the goal of achieving net-zero carbon emissions for international aviation by 2050.

When: NACC/DCA/13 Meeting

Status: Valid / Superseded / Completed

Who: States ICAO Other:

CONCLUSION NACC/DCA/12/10 FINANCING THE DECARBONIZATION OF THE AVIATION SECTOR: A FOCUS ON THE ICAO FINVEST HUB	
<p>What:</p> <p>That, to support States on accomplishing the agreed aviation ICAO’s mandate on climate change in accordance with Assembly Resolution A41-21, by the NACC/DCA/13 Meeting, States:</p> <p>a) support and promote the ICAO Global Framework for SAF, LCAF and other aviation cleaner energies’ Implementation Roadmap (adopted by the Council during the 232nd Session) under its 4 main pillars,</p> <p>b) stimulate participation from private sector stakeholders in SAF, LCAF and other aviation cleaner energy projects and enhance mutual understanding and knowledge of requirements for the success of these projects;</p> <p>c) amplify messages on financing sustainable development to combat climate change, looking for opportunities to increase the investment of public and private capital and express financing needs toward the achievement of the LTAG,</p> <p>d) promote the development of feasibility studies and business cases leading to aviation decarbonization project proposals under the ICAO ACT-SAF programme,</p> <p>e) continue supporting ICAO on the establishment of the invest hub initiative and share their challenges and comments sending their enquiries to: finvest@icao.int .</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Operational/Technical</p>
<p>Why: To support States on accomplishing the agreed aviation ICAO’s mandate on climate change Long-term global aspirational goal (LTAG) for international aviation of net-zero carbon emissions by 2050 (Resolution A41-21), the global collective vision to reduce 5% of aviation CO2 emissions by 2030 through the use of SAF, LCAF and other aviation cleaner energies, and the aspiration to have cleaner energy production facilities in all regions by 2028 (ICAO Global Framework Implementation Roadmap)</p>	
<p>When: NACC/DCA/13 Meeting</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 type="checkbox"/> Other:</p>	

7.10 Under WP/24 and P/20, COCESNA recognized the urgency of tackling climate change and highlighted the international aviation industry's growing commitment to reducing greenhouse gas emissions. To align with international efforts, COCESNA joined the ICAO's ACT-SAF program in April 2024. This program focused on assisting, building capacity, and training stakeholders in the development and use of SAF and LCAF.

7.11 COCESNA acknowledged the challenges associated with developing and implementing SAF. Significant investment is required, and the optimal approach may differ depending on the region and available resources. Additionally, ensuring responsible participation from all States is crucial. COCESNA emphasized the need for a balanced approach, considering both the ambitious environmental goals and the practical limitations faced by individual States.

7.12 Building on these points, COCESNA urged the Meeting to increase collaboration among all aviation stakeholders. This includes participation in the ACT-SAF program and collaboration on scaling up SAF production. COCESNA also highlighted the importance of seeking support from relevant ICAO bodies for technical and financial resources.

7.13 Under P/23, EASA informed the Meeting on the ICAO project funded by the European Union, the ACT-SAF Project "Capacity Building for SAF eligible under CORSIA", which is providing €1.6 million to support the development of SAF in ten ICAO member states, with a focus on India and Africa. This project aims to mitigate CO₂ emissions from international aviation by conducting feasibility studies in each country as a set of capacity building activities. These studies will assess the potential for developing and implementing CORSIA-eligible SAF within each State.

7.14 All participating States in the project are members of ICAO's ACT-SAF programme and have requested a feasibility study. They have also submitted State Action Plans outlining their strategies for SAF development, and each State has indicated the availability of potential feedstocks for SAF production. Mauritania is an exception and will be joining AC-SAF Programme and receive additional support in 2024 for its State Action Plan. Madagascar has been proposed as the 10th beneficiary State due to its strong interest and fulfilment of all criteria. The project will conduct feasibility studies throughout 2024-2026.

7.14 Finally, EASA is also supporting the NACC and SAM Regions on this matter, and IT reiterated the invitation for the regional ICAO Regional workshop "Deploying the 2050 vision on SAF, LCAF and cleaner energies for aviation" to be held in Paraguay in August 2024.

Agenda Item 8 Challenges to Air Connectivity in the Americas Panel

Panel

8.1 Under this agenda Item, the Meeting held a dynamic discussion, through the conduction of a panel on the challenges faced by the Caribbean States affecting air connectivity. IP/07 detailed the conformation and methodology used on challenges to air connectivity, sharing the results of the ICAO/LACAC NAM/CAR/SAM Capacity Building Workshop on Economic Regulation and Oversight (Panama City, Panama, 21 to 23 May 2024, to discuss proposals to encourage greater air connectivity, especially intra-regional connectivity. The panel explored several topics from identifying challenges to optimize air transport in the CAR Region, the status of liberation of international air transport, the effective implementation of ICAO's policies on charges for airport and air navigation services vs taxes and the adequate economic policies and regulatory predictability in favour of a robust and liberalized air transport market.

8.2 For introducing the Panel discussion, under P/07 and detailed information provided under WP/08, the Secretariat outlined the status/current situation of Air transport in the NAM/CAR Regions in comparison to its recovery after the COVID-19 Pandemic, highlighting the current trends and forecasts and the challenges observed at the intraregional connectivity in the region.

8.3 The Panel was composed of States Civil Aviation Authorities (CAAs), industry leaders and service providers: Mr. Alexander Ferguson, Director General of Bahamas CAA (BCAA), Mr. Cary Price, Director General of Trinidad and Tobago CAA (TTCAA), Mr. Patrick Pezzetta, Deputy Director, Direction de la sécurité de l'Aviation Civile Antilles-Guyane, Mr. Jose Ricardo Botelho, ALTA CEO and Mr. Rafael Echevarne, Director General, ACI-LAC. The discussion was moderated by Mr. Fernando Suriano, Vice Minister of Transport of Guatemala CAA (DGAC).



8.4 Panel members agreed that air transport was a critical component of the global society, and that the growth of aviation still faces many challenges such as economic uncertainties, regulatory fragmentation, insufficient financing for infrastructure development and lack of effective economic regulation and oversight. These challenges (figure 1) present a substantial threat to the sustainable development of air transport, which could lead to higher costs of operation, hindering air connectivity improvement as well as restricting traffic growth. The high taxes and charges affect the ability of aviation to meet demand as well as impede economic growth. Concerns have been raised on excessive taxation imposed on aviation, and the proliferation of interchangeability of taxes in the form of charges. To realize and maximize the benefits of aviation, there is a need for a robust regulatory framework and effective economic oversight to ensure that taxes and charges do not impede the development of air transport and the revenues raised do not outweigh the economic benefits that could be generated from increased demand. The liberalization of air transport in the CAR Region brings numerous benefits to States and to their citizens. These benefits are fundamental for the increase in passenger and cargo traffic, greater connectivity and competitiveness on routes, the entry of new air operators, a decrease in the price of air tickets, a greater contribution to GDP, an increase in tourism and income received, among others.



Figure 1

Air Transport Updates

8.5 The Panel discussion was complemented with several additional presentations, such as P/30 from Bahamas illustrating that State air connectivity within its islands through their specific strategy on charter flights and greater collaboration among air carriers. France highlighted its strategy for increasing the agreements on air navigation services and regional cooperation, facilitating the connectivity and services through the Eastern Caribbean, ACI-LAC raising the awareness on efficient cost effective airport charges, ALTA on supporting States for enhancing liberalization measures and working with all aviation stake holders and Trinidad and Tobago highlighting the prioritization of resources and the political will for air transport sustainability and increase ratification of air transport agreements.

8.6 From the panel discussions, several outcomes were identified and agreed to be reflected in the following Conclusion:

CONCLUSION	
NACC/DCA/12/11	IMPROVING AIR TRANSPORT ACTIONS IN THE CAR REGION
<p>What:</p> <p>That, by NACC/DCA/13 Meeting,</p> <ul style="list-style-type: none"> a) States implement effective economic regulation and oversight and apply proper regulatory processes, taking into consideration the best practices within and outside the region; b) States make efforts towards improving air connectivity in the region by addressing aviation infrastructure deficiency; c) States progress the liberalization of air transport in the region; d) States implement ICAO's policies on charges, and incorporate the four key charging principles, i.e. non-discrimination, cost-relatedness, transparency and consultation with users, into their national legislation and regulation; e) States promote consultation between airports/Air Navigation Services Providers (ANSPs) and airlines in setting charges, as well as transparency in sharing information for meaningful and effective consultation; f) States recognize the difference between charges and taxes, implement ICAO's policies on taxation on international air transport, and avoid proliferation of taxes; g) ICAO continue to raise awareness and increase States' understanding of ICAO's policies and guidance on charges and taxes, with an objective to enhance the implementation by States; h) ICAO make efforts in providing information and analysis on the form of economic oversight adopted by States in relation to the evolution of user charges to allow regulators to make more informed decisions; and 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical

i) ICAO, together with LACAC and other aviation stakeholders, identify and implement regional mechanism for States and industry to address issues and challenges faced in economic regulation and oversight as well as tackle infrastructure gaps.	
Why: To support the sustainable and continuous air transport development in the region	
When: To report all by NACC/DCA/13 Meeting	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:	

8.7 Under P/11 and supported with IP/11, the Secretariat presented several air transport updates economic and traffic forecasts at global and NACC levels; aviation data and analysis (Global Aviation Competitiveness Index (GACI), ICAO Big Data Dashboard, Global aviation gender equality, ICAO Monthly Monitor); air transport liberalization (ICAO’s Long-term Vision for International Air Transport Liberalization, benefits and challenges of liberalization and barriers to opening market access, operations of unmanned aircraft and response to crisis) and ICAO’s work related to air transport policy and regulation as well as infrastructure management.

8.8 Under this agenda item, the following bilateral meetings and agreements on Air Navigation Services (ANS) were conducted.

- a) France and Dominica signed the record of discussions between the French civil aviation authority and the ministry of civil aviation of Dominica in preparation of a Memorandum of Understanding (MoU) on air services.



- b) Belize and El Salvador signed a MoU on ANS to enhance their common ANS and air transport solutions among their States and further promote Central American air connectivity.



Agenda Item 9 ICAO 80th Anniversary Activities

9.1 Under P/08, the Secretariat recalled the historical moment of 1 November 1944, where delegates from 54 nations gathered in the Grand Ballroom of the Stevens Hotel in Chicago at the invitation of United States, concluding and signing on 7 December 1944 the Convention on International Civil Aviation, also known as the Chicago Convention. As such this 2024 represents 80th Anniversary of ICAO and the signing of the Convention on International Civil Aviation.

9.2 2024 aviation theme "Safe Skies, Sustainable Future: ICAO80" reaffirms ICAO's commitment to a vision where the marvel of flight is safe and sustainable for all. "Safe Skies" represents ICAO's unwavering commitment to safety and security in aviation. Over the course of eight decades, ICAO has tirelessly worked to make the skies safer, from setting rigorous safety standards to coordinating international cooperation on aviation security. This part of the theme salutes ICAO's legacy and ongoing efforts to uphold safety as the cornerstone of global aviation. "Sustainable Future" underscores ICAO's dedication to ensuring that as the aviation industry grows, it does so sustainably and responsibly.

9.3 In this regard, ICAO invites all States and aviation stakeholders to join this 80th anniversary, notifying ICAO of their plans and supporting this big celebration with their national or regional campaigns, or through other collaborative initiatives.

9.4 The critical role and mandate of ICAO was recognized and the Meeting was encouraged to join this celebration within their States and in the region, as in the case of France, who will organise an event for 80th ICAO anniversary of the convention of Chicago. Major names in the sector of ai transport will be invited to take part for a cocktail on the evening of 5 December at the "Aéro-Club de France" in Paris, and a retrospective will be organised for this festive occasion. The "Aéro-Club de France" was founded by a group of enthusiasts, all members of the Automobile Club de France and aware of the importance of the burgeoning aeronautical industry. On 20 October 1898, fifty-two of them co-signed the creation of this "society for the encouragement of aerial locomotion in all its forms and applications". Among the main founders who will go down in history as having left their mark on the history of both automobile and aviation, we find the Brazilian Alberto Santos-Dumont, acclaimed in the history of aviation for this region.

Agenda Item 10 Ratification of International Air Law Instruments







10.1 Under P/25 and supported by WP/15, the Secretariat presented the actions taken by ICAO with respect to the promotion of the ratification of international air law treaties since the NACC/DCA/11 Meeting (Varadero, Cuba, 28-30 June 2023), such as issuing a State letter inviting NACC States to coordinate with ICAO on ratification matters, hosting the International Air Law Course in the Bahamas, and recording eight depositary actions by five NACC States. These actions were aimed at encouraging states to ratify the highlighted treaties and make use of ICAO's legal training resources.

10.2 The Secretariat also provided an overview of the NACC States' responses to actions taken by ICAO, including the participation of 16 out of 22 states in the region (73%) in the tracking matrix initiative. Additionally, it was noted that while some progress had been made, there was still a need for accelerated ratification of treaties addressing emerging threats like cyberattacks and unruly passengers, as well as ensuring universal application of modernized compensation rules for air carrier liability under the Montreal Convention 1999.

10.3 Similarly, the Secretariat recalled on the recent individual State letter reference NACC112288 dated 24 June 2024, requesting each State to review the status of ratification and inform of the missing ratification instruments by 31 July 2024, with a specific emphasis on 6 key treaties:

Provisions and Benefits of Six Key Treaties

The infographic consists of six boxes arranged in a 3x2 grid. Each box contains a small image of the treaty document on the left and a text box on the right describing the treaty's provisions and benefits. The ICAO logo is located at the bottom left of the infographic.

	Montreal Convention 1999 (air carrier liability): 139 Parties, Universal application for uniform regime		Beijing Convention 2010 (security and safety): 46 Parties, deals with new and emerging threats using aircraft, BCN weapons, cyber attacks
	Beijing Protocol 2010 (security and safety): 45 Parties: deals with new forms of unlawful seizure including by any technological means		Montréal Protocol 2014 (unruly and disruptive passengers): 45 Parties, expands jurisdiction beyond State of registry, and promotes enforcement
	2016 Protocol on Art. 50 (a) of the Chicago Convention (increase in the size of Council): 84 ratifications, 128 needed, broader representation n the Council		2016 Protocol on Art. 56 of the Chicago Convention (increase in the size of the ANC): 84 ratifications, 128 needed, broader representation on the ANC

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10.4 The Meeting concluded with proposed future actions to accelerate ratification of international air law treaties, such as encouraging NACC States to participate in the upcoming Third Edition of the Civil Aviation Legal Advisers Forum in London and the ICAO International Air Law Course. States were also invited to provide ICAO with focal point contact details, update their progress using the tracking matrix, and report back by October 2024. These steps aim to enhance the continuous training and development of legal advisers and support sustainable air transport development in the region.

10.5 As a result of the discussions, the Meeting adopted the following Conclusion:

CONCLUSION NACC/DCA/12/12	RATIFICATION OF INTERNATIONAL AIR LAW TREATIES
What:	Expected impact:
<p>That, consistent with ICAO Assembly Resolution A41-4, for States to accelerate the ratification and implementation of international air law instruments and considering the benefits of such ratification, NACC States:</p> <ul style="list-style-type: none"> a) become parties to the six international air law treaties and to any other international air law treaties that they have not yet ratified; b) nominate a Focal Point for the Ratification of International Air Law Treaties and to inform the ICAO NACC Regional Office accordingly; c) participate in the Third Edition of the Civil Aviation Legal Advisers Forum (CALAF) in London, United Kingdom, from 26 to 28 November 2024, in the ICAO International Air Law Course, as well as other similar events for the continuous training and development of their legal advisers with regard to ratification and implementation of international air law instruments and to consider hosting from time to time such events in their States; d) inform ICAO by 31 October 2024 of their further progress towards the ratification of international air law treaties by updating/using the DGCA tracking matrix set out in Appendix B to WP/15 of this meeting; e) contact the ICAO LEB Treaty Section for any information or assistance with regard to ratification matters at treaty@icao.int or officeleb@icao.int; and 	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical

f) report on the progress made by NACC States at the NACC/DCA/13 meeting.	
Why:	
To support the sustainable and continuous air transport development in the region through the universal participation in international air law treaties by States	
When: NACC/DCA/13 Meeting	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:	

Agenda Item 11 NACC/DCA Meeting Valid and Draft Conclusions and Decisions

11.1 Under WP/02, the Meeting reviewed the list of valid Conclusions and Decisions of previous NACC/DCA meetings and noted that States:

- had acted with regards to supporting the safety, Air Traffic Flow Management (ATFM)/Aerodrome operator (AOP) and security-related implementation initiatives and Projects;
- participated on the AIG Turnkey Project Phase II, ICAO Long-Term Aspirational Goal (LTAG), Assistance, Capacity-building and Training for Sustainable Aviation Fuels Programme (ACT-SAF), and Caribbean Air Navigation Services Network (CANSNET) Project activities;
- supported the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG)'s activities; and
- had approved the North American, Central American and Caribbean Working Group (NACC/WG) new working structure.

11.2 In this regard, the Meeting agreed on considering all previous valid conclusions and decisions as completed and that the current agreed conclusions from this NACC/DCA/12 Meeting will be to enforce the current implementation status and have a more focused States participation on the initiatives and Projects.

Agenda Item 12 Other Business

Hosting of next NACC/DCA Meeting

12.1 Under WP/09, the Secretariat recalled the Rotational Scheme for States and Territories hosting the NACC/DCA meetings (Central America, North America, Eastern Caribbean and Central Caribbean). In this regard the next area to host the NACC/DCA meeting should be then North America.

12.2 ICAO mentioned the possibility of holding jointly the NACC/DCA meeting with another regional event such as ALTA Leaders Forum in 2025.

12.3 United States expressed its interest to host the next NACC/DCA Meeting for which further coordination will follow.

States outstanding contributions to ICAO

12.4 Under WP/10, the Secretariat emphasized the importance of State assessments for ICAO to carry out its mandate and informed on the State outstanding contributions for consideration by the corresponding States.

Recognitions

12.5 A recognition was presented to Mr. Anthony Whittier, Director General, Eastern Caribbean Civil Aviation Authority, for his continuing leadership and collaboration efforts, the invaluable support provided to the ECCAA member States, and for his cooperation with the ICAO NACC Regional Office, with gratitude for his active participation in the development of aviation in the region and in the OECS States.

12.6 ICAO also recognized Mr. Hector Porcella, Acting Director General, Dominican Institute of Civil Aviation, Dominican Republic, for his dedication and support to the assistance activities of the ICAO NACC Regional Office and for his recent great contribution in hosting:

- the Twenty-First Meeting of the Regional Planning and Implementation Group for the Caribbean and South America (GREPECAS/21) Santo Domingo, Dominican Republic, from November 14 to 17, 2023; and
- the major ICAO Global Implementation Support Symposium 2024 "Optimizing Aviation Capacity: Strategies for Safe Skies and a Sustainable Future" held in Punta Cana, Dominican Republic, from 30 April to 2 May 2024.