



ICAO

UNITING AVIATION

NO COUNTRY LEFT BEHIND



Agenda Item 9: Other Safety Initiatives

RASG-PA/9 – P/02

ICAO NACC “*No Country Left Behind*” (NCLB) Strategy

Presented by the Secretariat

RASG-PA/9 Plenary Meeting

Panama City, Panama, 23 June 2016





ICAO NACC No Country Left Behind (NCLB)

Initiated on
February 2015

Assist States in
implementing ICAO
Standards and
Recommended
Practices (SARPs) to
ensure that their
implementation are
better harmonized
globally

Promotes ICAO's
efforts to resolve
Significant Safety
Concerns (SSCs)
from ICAO Universal
Safety Oversight
Audit Programme-
Continuous
Monitoring
Approach (USOAP-
CMA)

Other safety,
security and
emissions related
objectives

States to have
access to the
significant socio-
economic benefits
of safe and reliable
air transport



ICAO NACC NCLB Strategy

I: Senior Management Commitment

(Complete/On-going)

- Establish of assistance methodology
- Evolution of internal and external organizational culture
- RD accountability to foster political will

II: Intelligence Gathering and Analysis

(80% States)

- Sending data: USOAP-CMA, GANDD, PoS, RPBANIP, etc.
- Teleconferences NACC Office & CAA Tech teams
- Actualization of States closed/open PQs, etc.

III: Implementation

(30% States)

- NCLB multidisciplinary TEAM visit – in situ verification of PQ resolutions
- Develop joint NACC-CAA action / implementation plan
- Strategic coordination of priorities between RD and DG

IV: Measurement & Monitoring

(20% States)

- Monthly teleconference NACC & CAA Tech teams
- Quarterly video brief to RD & DG / Minister
- Biannual implementation progress review



ICAO NACC NCLB Goal and Outcomes

Short Term
(expected outcome)

Medium Term
(expected outcome)

Long Term
(expected outcome)

Year 1

Year 2

Year 3

Year 4

Development,
initiation and
validation of the ICAO
NACC NCLB Strategy

All States at NACC
NCLB Phase II
and increase EI of at
least 3 States to 80% +

All States at NACC
NCLB Phase III
and increase EI of at
least 3 States to 80% +

Increase EI of at least
3 States to 80% +
Goal: No more than 2
States below 80% of EI



NAM/CAR Safety Indicators

INDICATOR	VALUE
State Safety Oversight - Group Average Average USOAP Overall EI(%)	68.9%
State Safety Oversight - State Levels Percentage of States with USOAP Overall EI above 60%	61.9%
Significant Safety Concerns (SSCs) Number of SSCs	1
Accident Rate Number of accidents per mil. departures over preceding 5 years	3.11
IOSA - Airlines Number of IOSA certified airlines in the region	58
IOSA - State Levels Percentage of States with IOSA certified airlines	52.38%
EU Safety List Number of States with restrictions	0
FAA IASA Number of States rated as Category 2	1

Source: iSTARS



NAM/CAR State Safety Programme (SSP)

Total 21 States (13 over 60% EI):

2 - No Progress Reported

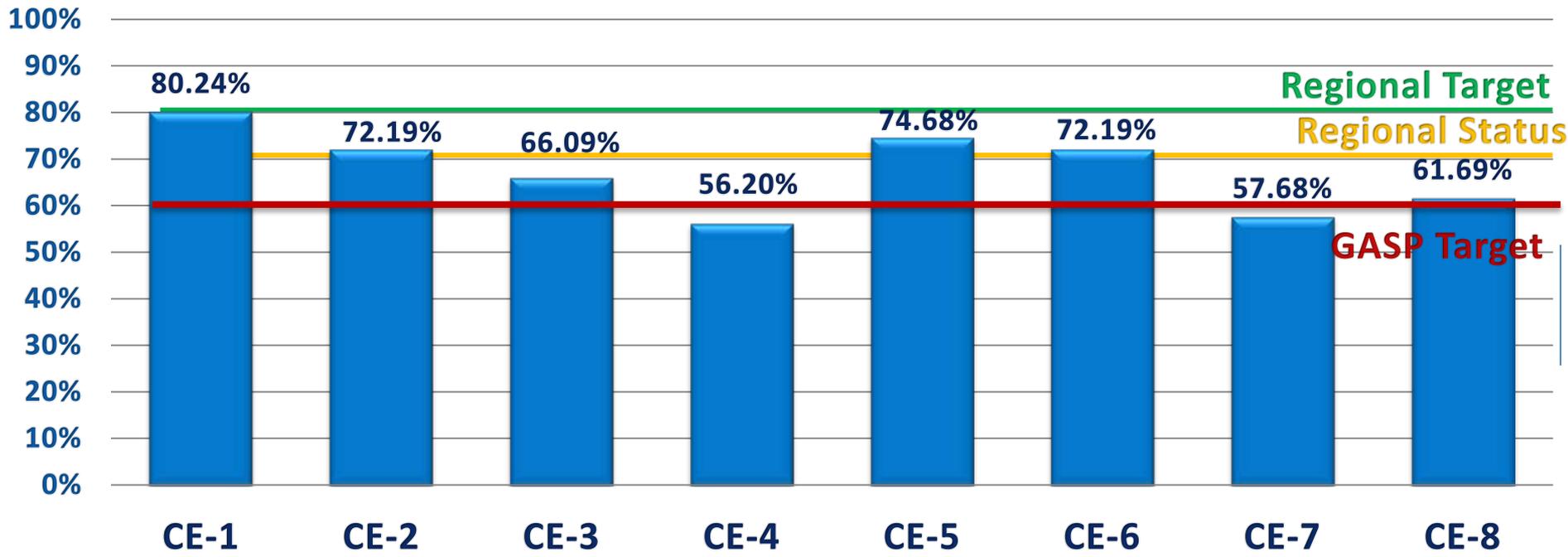
2 - Gap Analysis Completed

14 - Gap Analysis Started

3 - SSP Implementation Plan Defined



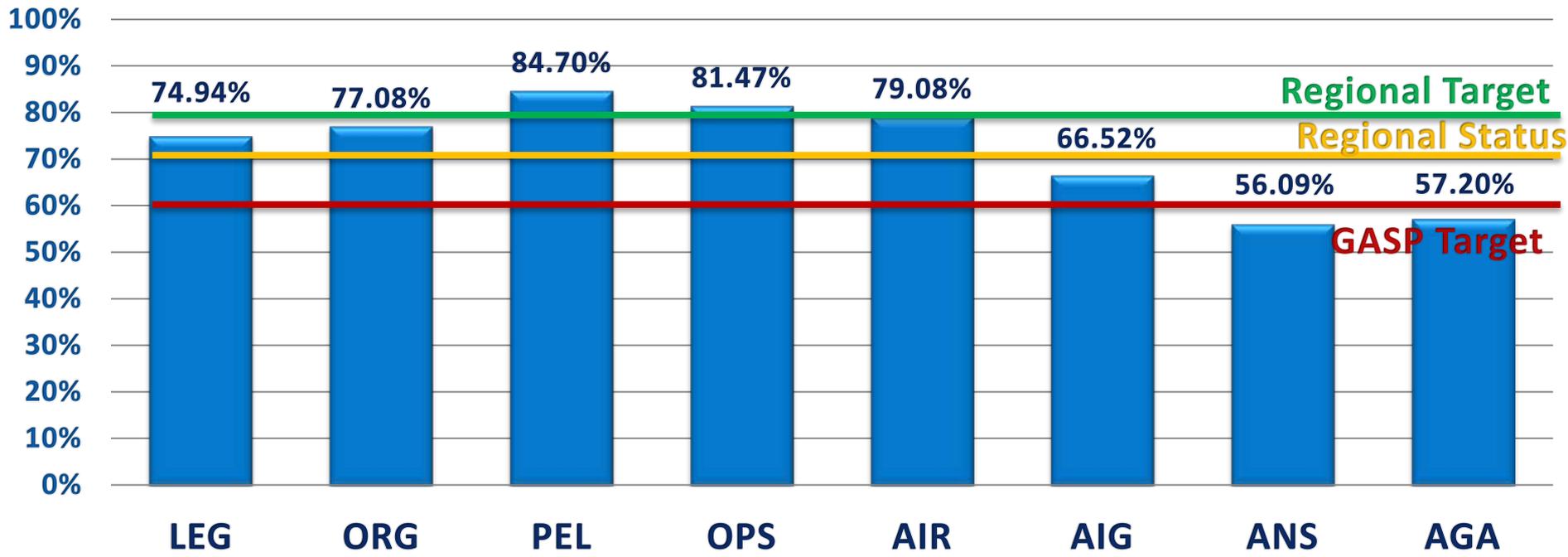
NAM/CAR USOAP Results - Critical Element (CE)



Source: iSTARS



NAM/CAR USOAP Results - Area



Source: iSTARS



NAM/CAR USOAP Challenge

✈ Protocol Questions (PQs) by Area and Critical Element (CE):

1. AGA / CE-6: 540 (48% of States)
2. ANS / CE-4: 387
3. AIG / CE-5: 289

	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
CE-1	42	6		14		46	19	3
CE-2	58		36	43	140	83	100	189
CE-3		36	21	30	16	83	351	47
CE-4		6	57	56	51	52	387	65
CE-5	13	3	18	61	155	289	63	131
CE-6			59	202	113		353	540
CE-7			43	68	44		261	235
CE-8			17	24	18	128	79	98

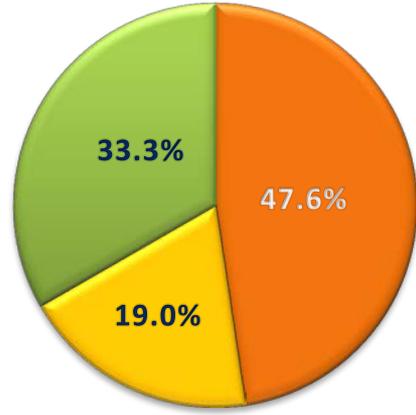
✈ Number of States with open PQs by Area and CE

	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
CE-1	16	6		13		19	10	3
CE-2	20		17	17	19	18	19	20
CE-3		14	7	10	8	18	17	17
CE-4		4	15	19	15	15	19	18
CE-5	12	3	7	14	19	21	14	19
CE-6			15	20	19		21	21
CE-7			16	18	16		21	19
CE-8			10	9	8	21	17	18

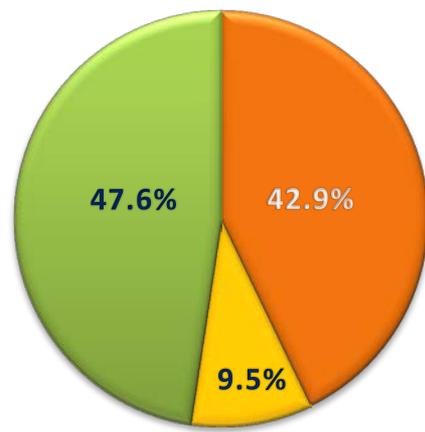


NAM/CAR EI Evolution by CE

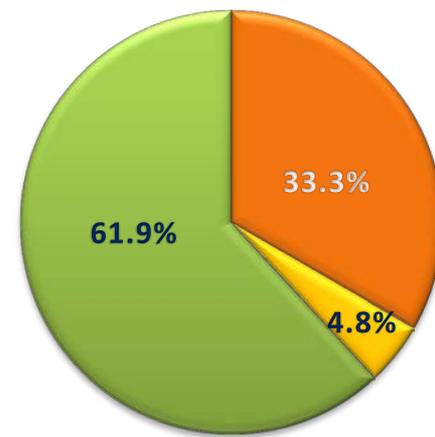
2015



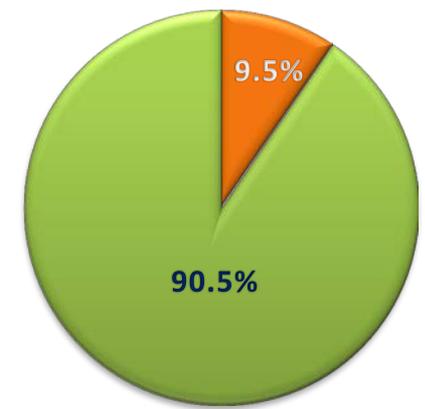
2016



2017



2018



States with EI below 70%

States with EI between 70% and 80%

States with EI over 80%



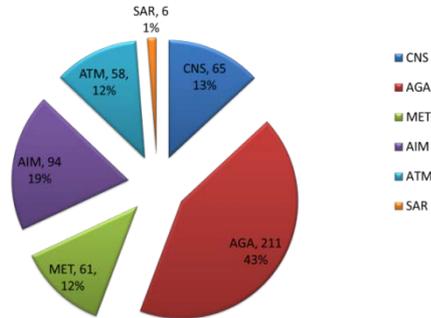
CAR - Aerodrome Certification Status - April 2016

CAR Region	Nº of Aerodromes (Doc. 8733)	Certified Aerodromes	Total of Certified Aerodromes	Total of Aerodromes that may be certified (2016-2019)	Aerodromes facing major challenge for certification
Central America	13	2	1.4%	6 (4%)	5
Central Caribbean	101	32	21.7%	67 (45%)	12
Eastern Caribbean	34	19	12.9%	15 (10%)	8
Total	149	53	36.0 %	88 (59%)	25

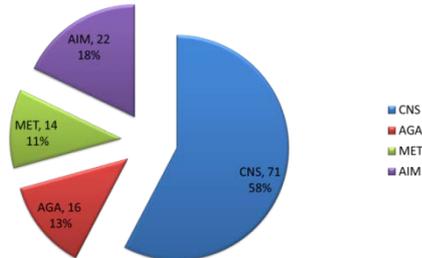


CAR - Air Navigation Deficiencies

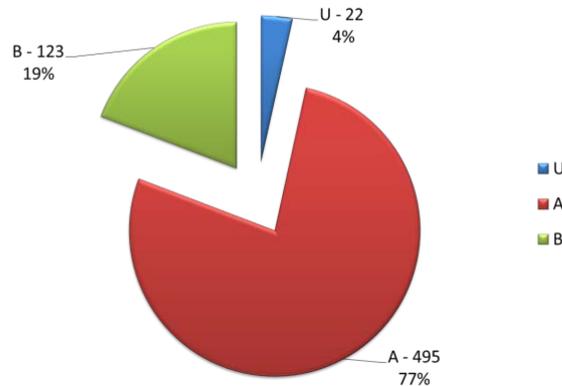
Outstanding Priority "A" deficiencies by field in the CAR Region (495)



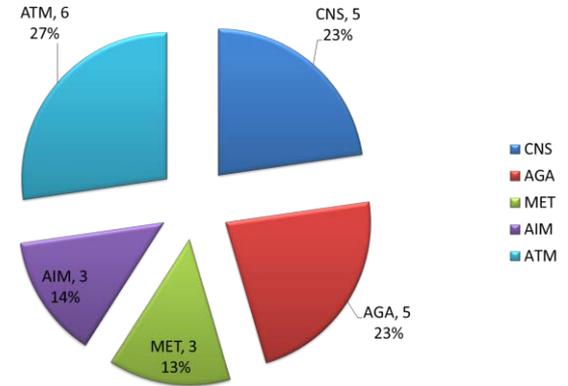
Outstanding Priority "B" deficiencies by field in the CAR Region (123)



Total Outstanding Air Navigation Deficiencies by Priority "U", "A" and "B" in the CAR Region (640)



Outstanding Priority "U" deficiencies by field in the CAR Region (22)





NAM/CAR Regional **Safety** Challenges

Traffic growth

New air transport operators and new aircraft orders

Demand for skilled aviation personnel

Training capacity

Attractiveness of aviation

Attrition related impact

Infrastructure deficiencies

Resources

Political will



NAM/CAR Regional **Safety** Opportunities

With the strength of all, eliminate the challenges of each...

Promote and strengthen collaboration between ICAO, States, RASG-PA, COCESNA/ACSA, CASSOS, Int'l Organizations and Industry

Agreement for implementation of NACC NCLB Strategy

Achieve aviation system effectiveness and benefits for each member State

Transition from NCLB to RLA 09/801 - MCAAP (Multi-Regional Civil Aviation Assistance Programme)



ICAO

UNITING AVIATION

NO COUNTRY LEFT BEHIND



ICAO

North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok

<http://www.icao.int/about-icao/NCLB/Pages/default.aspx>



THANK YOU