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Accountability and Performance Report of ICAO NACC Regional Office to Member States

ANI/WG/4 Meeting
Miami, United States, 21 – 24 August 2018



 **E/CAR - Eastern Caribbean**
Caribe Oriental

-  **Anguilla (UK)**
Anguilla
-  **Antigua and Barbuda**
Antigua y Barbuda
-  **Barbados**
Barbados
-  **British Virgin Islands (UK)**
Islas Vírgenes Británicas
-  **French Antilles**
Guadeloupe, Martinique,
Saint Barthélemy (France)
Antillas Francesas
Guadalupe, Martinica,
San Bartolomé
-  **Grenada**
Grenada
-  **Montserrat (UK)**
Montserrat
-  **Saba (Netherlands)**
Saba
-  **Saint Kitts and Nevis**
San Kitts y Nevis
-  **Saint Lucia**
Santa Lucia
-  **Saint Vincent and the Grenadines**
San Vicente y Las Granadinas
-  **Sint Eustatius (Netherlands)**
Sint Eustatius
-  **Sint Maarten (Netherlands)**
Sint Maarten
-  **Trinidad and Tobago**
Trinidad y Tabago
-  **United States**
Puerto Rico, Virgin Islands
Estados Unidos
Islas Vírgenes, Puerto Rico

 **C/CAR - Central Caribbean**
Caribe Central

-  **Aruba (Netherlands)**
Aruba
-  **Bahamas**
Bahamas
-  **Bonaire (Netherlands)**
Bonaire
-  **Cayman Islands (UK)**
Islas Caimanes
-  **Cuba**
Cuba
-  **Curaçao (Netherlands)**
Curacao
-  **Dominican Republic**
República Dominicana
-  **Haiti**
Haití
-  **Jamaica**
Jamaica
-  **Mexico**
México
-  **Turks and Caicos Islands (UK)**
Islas Turcas y Caicos
-  **United States**
Estados Unidos

 **CA - Central America**
Centroamérica

-  **Belize**
Belice
-  **Costa Rica**
Costa Rica
-  **El Salvador**
El Salvador
-  **Guatemala**
Guatemala
-  **Honduras**
Honduras
-  **Nicaragua**
Nicaragua

 **NAM - North America**
Norteamérica

-  **Canada**
Canadá
-  **Saint Pierre et Miquelon (France)**
San Pedro y Miquelón
-  **United States**
Estados Unidos
-  **CAR - Caribbean**
Caribe
-  **Bermuda (UK)**
Bermuda
-  **Mexico**
México

NAM/CAR Regions

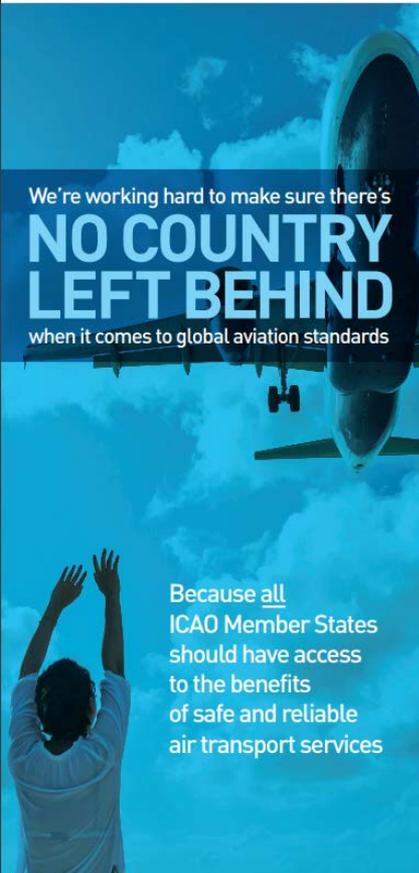
✈️ 21 States
✈️ 19 Territories
✈️ 26 Civil Aviation Authorities (CAAs)
✈️ 44 Flight Information Regions (FIRs)
✈️ 29 FIRs in NAM
✈️ 15 FIRs in CAR



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✈ What is the ICAO No Country Left Behind (NCLB) Campaign?

ICAO's response to the problem of too many Member States not achieving desirable levels of Effective Implementation of ICAO Standards and Recommended Practices (SARPs).

www.icao.int/about-icao/NCLB/Pages

✈ What is the ICAO NACC Response to NCLB Campaign?

The implementation of the ICAO NACC Systemic Assistance Programme (SAP).



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We're working hard to make sure there's

NO COUNTRY LEFT BEHIND

when it comes to global aviation standards

Because all ICAO Member States should have access to the benefits of safe and reliable air transport services

✈ What is the ICAO NACC Systemic Assistance Programme?

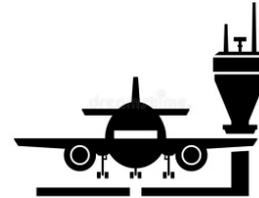
The ICAO NACC Regional Office strategy which encompasses main working areas in order to ensure desirable results and SARPs compliance within the NAM/CAR Regions.



Safety



Air Navigation Services



Aerodrome certification



Security



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✈ Core Elements of the ICAO NACC Systemic Assistance Programme

We're working hard to make sure there's
NO COUNTRY LEFT BEHIND
when it comes to global aviation standards

Because all
ICAO Member States
should have access
to the benefits
of safe and reliable
air transport services

Initiated on
February 2015
in response to
the ICAO NCLB
Campaign

Assist States in
implementing
ICAO
Standards and
Recommended
Practices
(SARPs)

Also promote
ICAO's efforts
to resolve
Significant
Concerns (SSCs
and SSeCs)

Allow States to
benefit from
the socio-
economic
contributions
of safe and
reliable air
transport



Phases of the NACC Systemic Assistance Programme (SAP)

Political Commitment

Completed/
On-going

I

- ✈ Establish strategy to implement NCLB initiative
- ✈ High Level Government Outreach (Ministerial Level)
- ✈ Paradigm shift in assistance methodology (more hand-holding), direct engagement at the technical level
- ✈ Root cause approach

Data Gathering and Analysis

100% of States

II

- ✈ Analyse all available ICAO data on deficiencies of each NACC State
- ✈ Notify the State of its deficiencies and compliance status
- ✈ Mutual communication for agreement (Technical teleconferences)

Joint State/ICAO Action Plan Development

100% of States

III

- ✈ Multidisciplinary or High Level visits – some States did not need a visit
- ✈ Develop joint action implementation plan
 - Who?
 - What?
 - When?
- ✈ Agreement of State Action Plan priorities at General and Regional Director level

Implementation and Monitoring

2018 Objective:
100% of States

IV

- ✈ Monthly teleconference NACC & CAA technical teams
- ✈ Quarterly Videoconference Brief to Regional Director & DG/Minister
- ✈ Annual implementation progress review
- ✈ Continuous adjustment of action plan based on audit results
- ✈ RD seeks engagement of financial institutions

Follow-up and Sustainability

2019 Objective:
100% of States

V

- ✈ Continuity of Phase IV
- ✈ Prioritization of SSP, SMS and SeMS in Action Plans
- ✈ Tracking of AAs institutional strength
- ✈ Greater emphasis in political will and commitment
- ✈ Set air transport in the political agenda of the States
- ✈ ICAO involvement in high level regional meetings

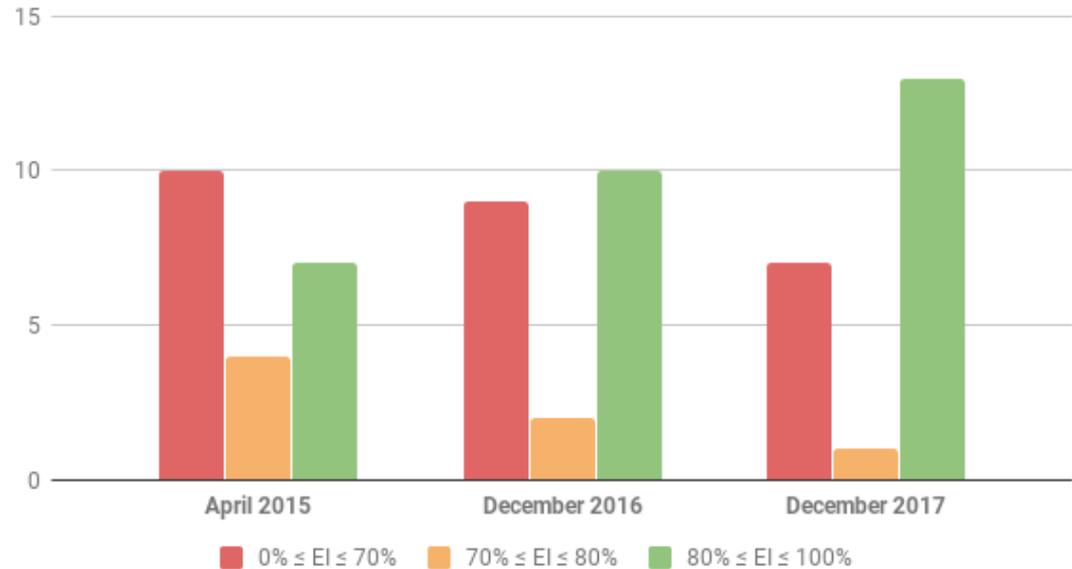


Major deficient areas and Critical Element (CE) challenges: **AGA** (CE-6), **ANS** (CE-4) and **AIG** (CE-5)

USOAP EI(%)		States	% Total
April 2015	0% ≤ EI ≤ 70%	10	47.62%
	70% ≤ EI ≤ 80%	4	19.05%
	80% ≤ EI ≤ 100%	7	33.33%
December 2016	0% ≤ EI ≤ 70%	9	42.86%
	70% ≤ EI ≤ 80%	2	9.52%
	80% ≤ EI ≤ 100%	10	47.62%
December 2017	0% ≤ EI ≤ 70%	7	33.33%
	70% ≤ EI ≤ 80%	1	4.76%
	80% ≤ EI ≤ 100%	13	61.90%

After NACC SAP, the number of States with an EI ≥ 80% almost doubled

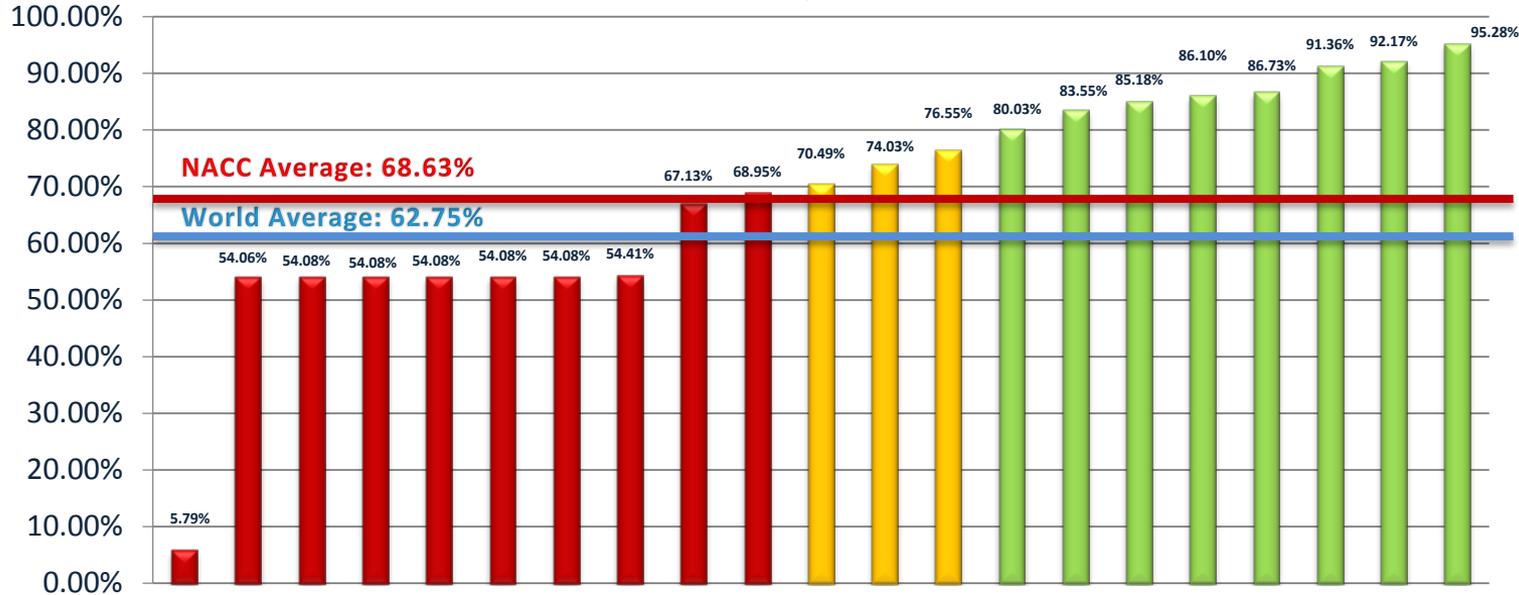
USOAP Effective Implementation (%) in NAM/CAR





Status of USOAP Effective Implementation (EI) - 2015

NAM/CAR States EI %

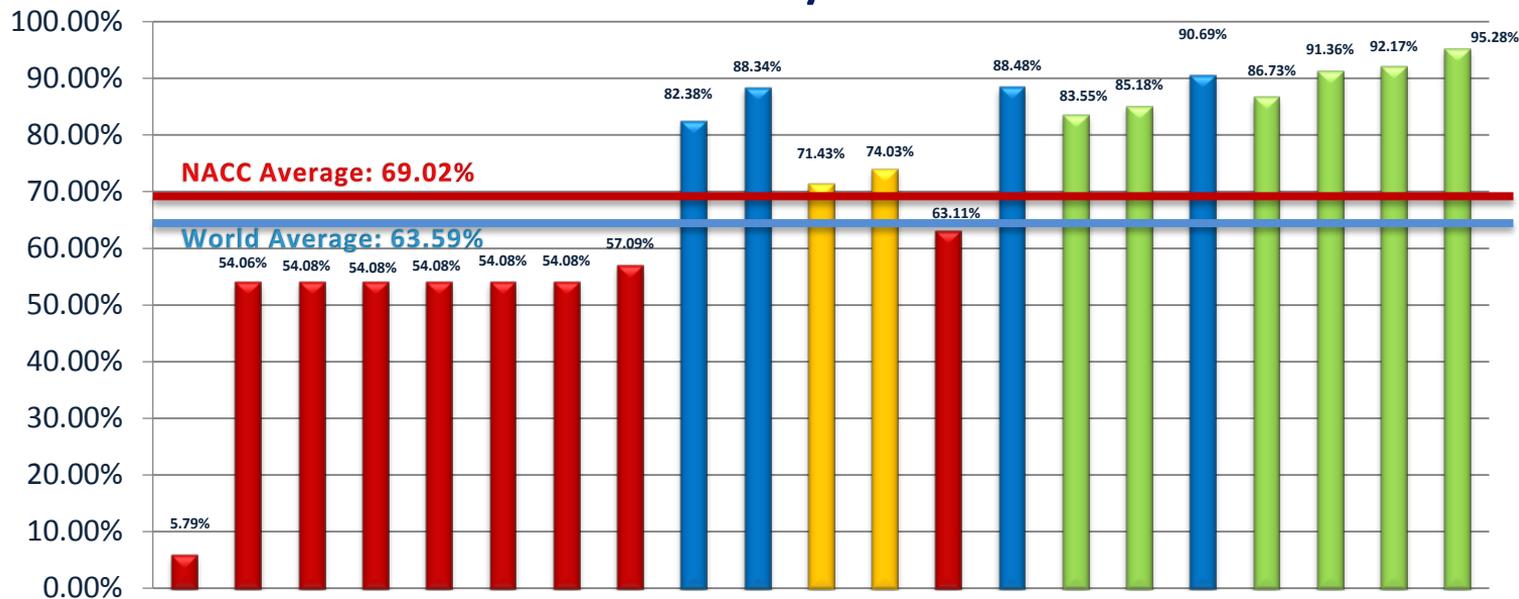


- Antigua and Barbuda
- Bahamas
- Barbados
- Belize
- Canada
- Costa Rica
- Cuba
- Dominican Republic
- El Salvador
- Grenada
- Guatemala
- Haiti
- Honduras
- Jamaica
- Mexico
- Nicaragua
- Saint Kitts and Nevis
- Saint Lucia
- Saint Vincent and the Grenadines
- Trinidad and Tobago
- United States



Status of USOAP Effective Implementation (EI) - 2016

NAM/CAR States EI %

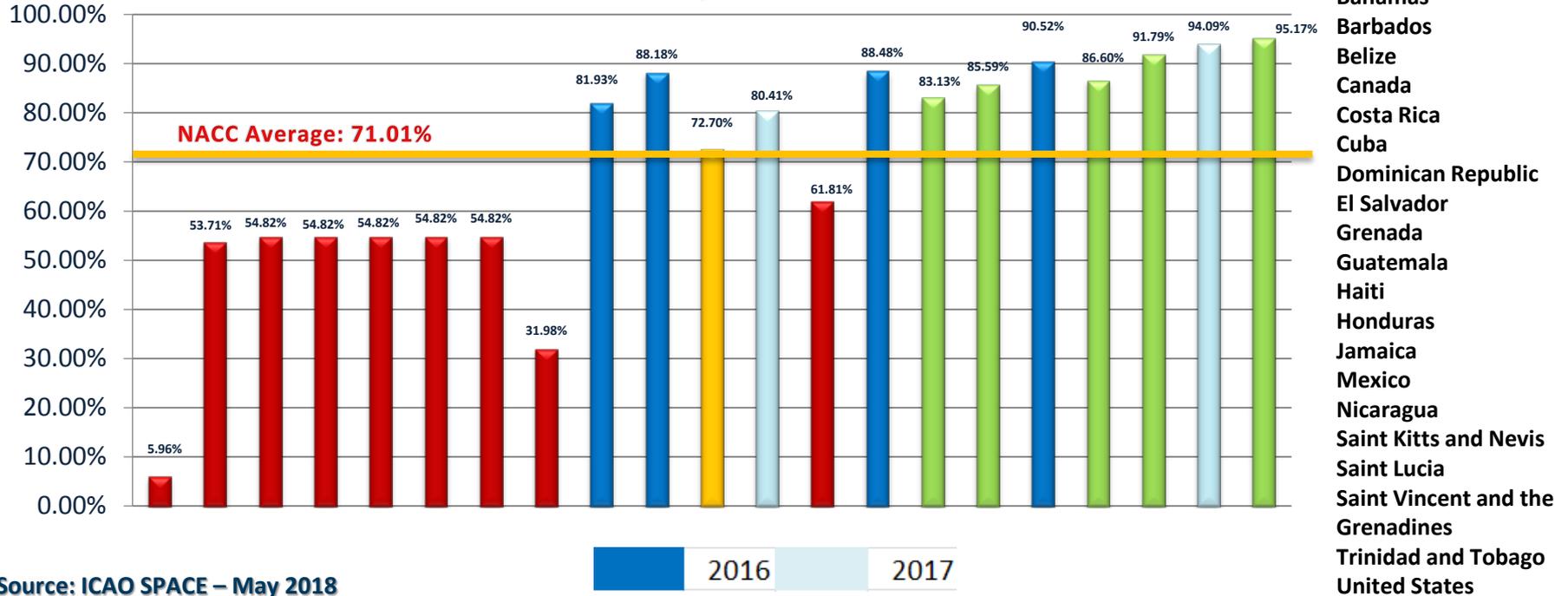


- Antigua and Barbuda
- Bahamas
- Barbados
- Belize
- Canada
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- Cuba
- Dominican Republic
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- Haiti
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- United States



Status of USOAP Effective Implementation (EI) – 2017

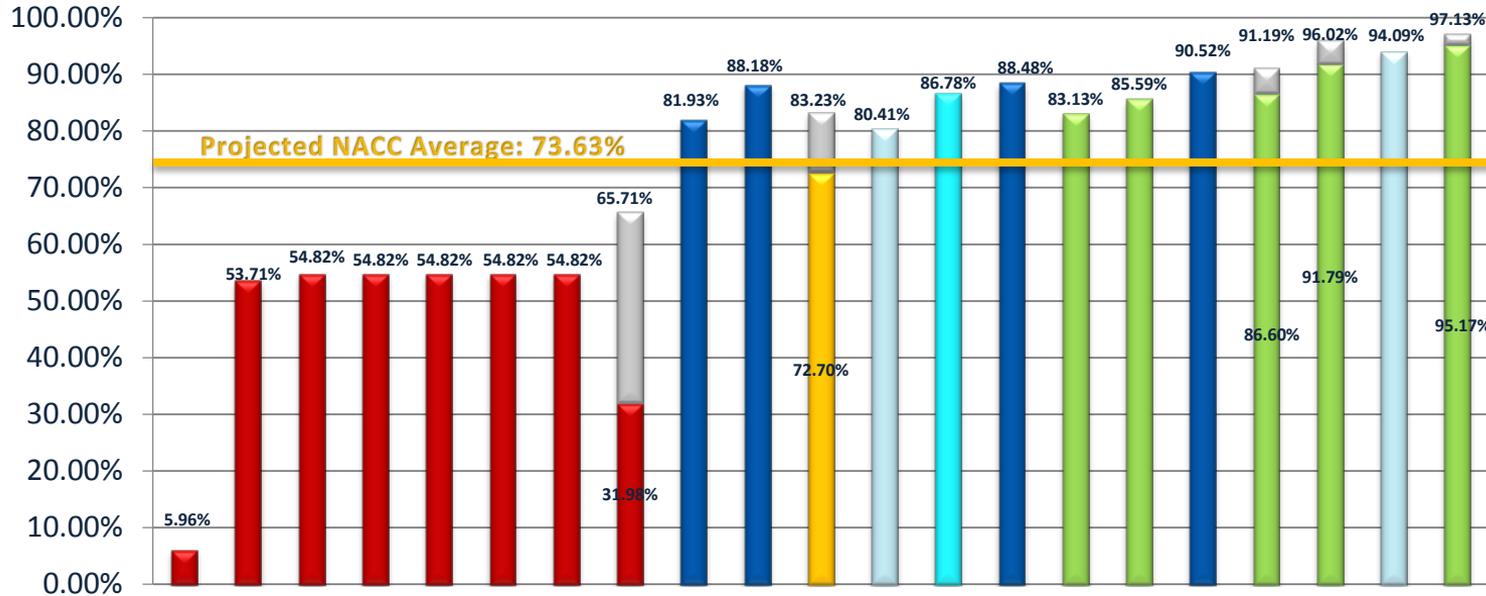
NAM/CAR States EI %



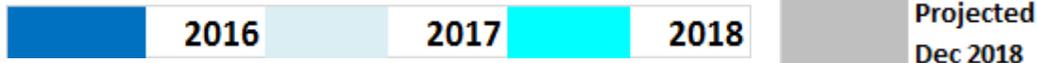


Status of USOAP Effective Implementation (EI) – Projected End 2018

NAM/CAR States EI %



- Antigua and Barbuda
- Bahamas
- Barbados
- Belize
- Canada
- Costa Rica
- Cuba
- Dominican Republic
- El Salvador
- Grenada
- Guatemala
- Haiti
- Honduras
- Jamaica
- Mexico
- Nicaragua
- Saint Kitts and Nevis
- Saint Lucia
- Saint Vincent and the Grenadines
- Trinidad and Tobago
- United States



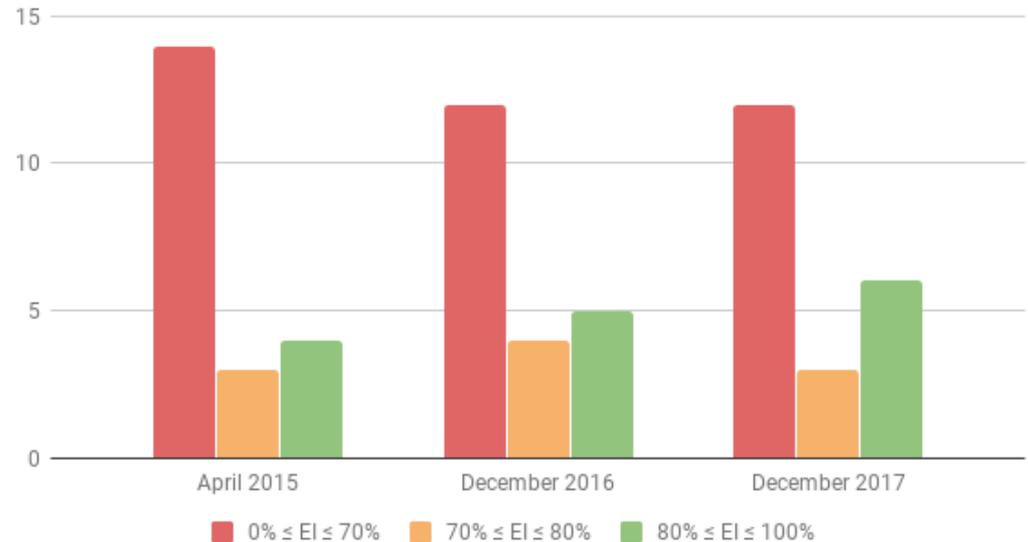


USAP EI(%)		States	% Total
April 2015	0% ≤ EI ≤ 70%	14	66.67%
	70% ≤ EI ≤ 80%	3	14.29%
	80% ≤ EI ≤ 100%	4	19.05%
December 2016	0% ≤ EI ≤ 70%	12	57.14%
	70% ≤ EI ≤ 80%	4	19.05%
	80% ≤ EI ≤ 100%	5	23.81%
December 2017	0% ≤ EI ≤ 70%	12	57.14%
	70% ≤ EI ≤ 80%	3	14.29%
	80% ≤ EI ≤ 100%	6	28.57%

NACC USAP EI prior NACC SAP = **60.68%**
 NACC USAP EI after NACC SAP = **74.22%**

5 USAP-CMA audits scheduled for 2018 and results are still not available. However, **7 States** in the NAM/CAR regions have not yet received an USAP-CMA audit

USAP Effective Implementation (%) in NAM/CAR



States which received an USAP-CMA audit improved an average of 13.56% versus previous audit results



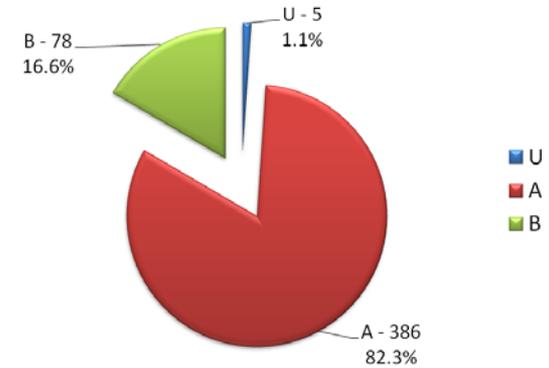
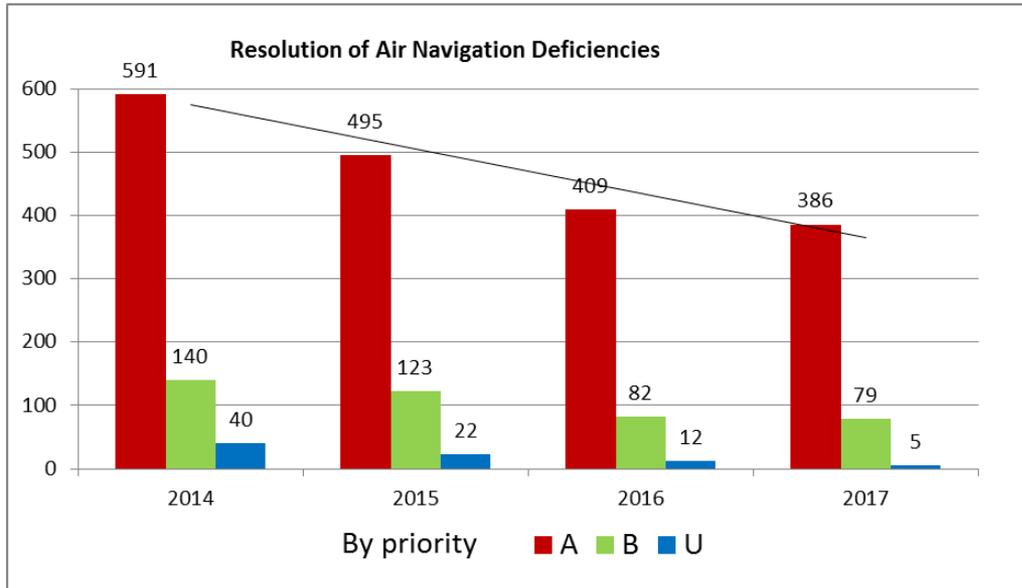
Aerodrome Certification in NAM/CAR



Aerodrome certification	Declared international airports	Certified international airports	Aerodrome certifications initiated
December 2013	151	40	6
December 2014	154	46	6
December 2015	154	52	10
December 2016	154	70	23
December 2017	150	78	20
June 2018	150	82	15



Resolution of Air Navigation Deficiencies



Outstanding Air Navigation Deficiencies by priority "U", "A" and "B" in the CAR Region

Total: 469 deficiencies

**GANDD Mechanism under review by GREPECAS
Chairmanship/Secretariat**



Performance Level - Last Year's Red

Pending Caribbean States (EI \leq 80%) projected to have major progress in 2018

- Devastating hurricane season delayed assistance actions and results are projected at least one year out

Resolution of existing SSC and SSeC

- 1 open SSC and 1 open SSeC Restricted mitigation implemented in both
- SSC mitigated with restrictions to the operator
- Measures in place to reduce the SSeC impact in 90%

AIG development and implementation that was projected to be formalized by 2017

- Working with Central America for Regional Aviation Accident Investigation Group (GRIAA) deployment
- Coordination with TSB and others for AIG assistance common activities
- ECCAIRS and AIG training courses ongoing with Mexico DGAC
- Hiring of AIG expert by ICAO: ongoing
- New RAIO C Planning ([RAIOC](#))



Performance Level - Last Year's Red

The creation of a NAM/CAR Regional Training Centres Association

- Declaration of Intent on Regional Collaboration on Training
- Memorandum of Understanding (MOU) signed during the NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/WG/4) from 6 to 8 June 2018

PBN, Air Traffic Flow Management (ATFM) and Search and Rescue (SAR) advancements have fallen short of what was projected

- Slower progress than expected on ATFM and SAR
- ATFM and SAR meetings scheduled for 2018

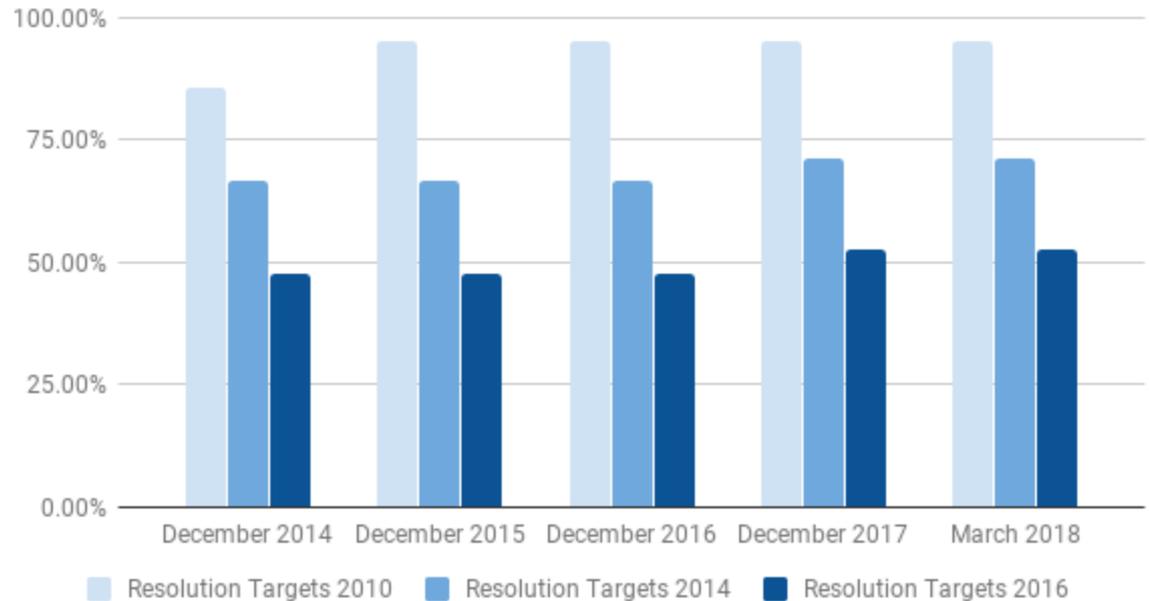
Focus on providing stronger support for the Territories

- Not enough resources to appropriately assist NAM/CAR Territories



- PBN Implementation is Air Navigation's **first priority**
- Currently **88.6%** of total runways comply
- Major deficiencies detected:
 - No formal ANS inspectorate
 - Establishment of a formal surveillance programme in all ANS areas
 - ANS inspectorate staffing and training
 - Performance of safety reviews in ATS provision
 - Establishment of a provider for SAR services

PBN Implementation in NAM/CAR





PBN IMPLEMENTATION



ICAO can help tailor
a solution for your needs!

- Through the **Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme** the NACC Office carried out a sub-project to develop and implement a PBN airspace concept document for the CAR Region
- Main outcomes of the **3rd ICAO/IATA/CANSO PBN meeting** (2-6 July 2018, ICAO NACC Regional Office):
 - Continuous work to enhance interregional Air Traffic Services (ATS) route structure
 - New PBN route network agreed with 34 route optimization initiatives, 7 new routes added and 3 existing routes deleted
 - Agreement of **20 NM for longitudinal separation** on transferred air traffic operating in CAR FIRs and adjacent SAM FIRs
 - Follow-up to support implementation



Contingency Planning and Response

Since 2017, the ICAO NACC Regional Office is playing a proactive role to assist States facing contingency situations, mostly related (but not limited) to natural phenomena, like hurricanes, floods, earthquakes, volcanic eruptions, etc. that may threaten air transport operations.:

- ✈ Constantly monitoring the Region, for undesired circumstances, trying to establish contact with ANS Points of contacts
- ✈ Providing periodic briefings to ICAO Headquarters,
- ✈ Establishing direct contact with PoCs on ground -> coordination of relief flights, when required.

Main challenge identified is that FIRs have planned their ATS contingency individually. So, what can we do?

- ✈ We need to address emergency and contingency situations from a regional perspective.
- ✈ Develop a CAR Regional Contingency Plan, that takes into consideration the main threats that periodically attack the region, to provide regional coordination steps.
- ✈ Plan to establish a regional coordination center for contingencies in the region.



Regional Aviation Safety Group — Pan American (RASG-PA)

Purpose

- Addresses safety issues from a regional perspective
- Focal point to mitigate risks at regional level
- Employs risk analysis methodology consistent with Annex 19/SMS requirements
- Delivers measurable safety improvements

Benefits

- Joint State/Industry safety programmes that reduce redundancy and save scarce resources
- RASG-PA outputs can be used to enhance State safety programs/strategies
- Strengthens regional partnerships
- Provides States with real-time safety data analysis
- Encourages use of State Collaborative Safety Teams (CSTs)

Improvement Lines of Action

- a) Communication scheme
- b) Website improvement
- c) Project Management approach
- d) Visibility of deliverables



GREPECAS new Secretariat assumed by ICAO NACC Regional Office

- New GREPECAS Chairmanship was elected: Dominican Republic
- ICAO NACC Regional Office assumed the Secretariat of GREPECAS, while RASG-PA Secretariat has been assumed by ICAO SAM Regional Office
- feasibility study to implement standard project methodology for GREPECAS and RASG-PA
- GREPECAS Performance Review proposal lead by Chairmanship:
 - 4 years plan for performance review
 - More integration of CAR and SAM projects
 - Strategic approach and strict Project Management
 - Result oriented Programme/ Project – New Projects



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NACC OVERALL REGIONAL PLANNING

NACC Systematic Assistance Programme: USOAP goals and priorities

SSP/SMS Regional Implementation Strategy

NACC Systematic Assistance Programme: USAP goals and priorities

Update RPBANIP-ANS target, timelines and work programmes

ICAO Global Aviation Safety Plan (GASP)

Global Air Navigation Plan (GANP)

ICAO Global Aviation Security Plan (GASeP)



2019 & New Triennium Plan (2020-2022)

Complete metric of 90% Member States in the NAM/CAR regions at or above 80%

- Concentration in Barbados, ECCAA States and Haiti
- Sustainability activities
- Ensure systematic approach and system development
- Risk-based management and analysis

SSP implementation

- SSP Implementation based on a regional and tiers approach
- SM awareness
- ATS SMS enhancements
- AIG Collaboration

Air Navigation development

- ANS goals and work programmes following operational improvements- RPBANIP/ANP Vol III
- Unmanned Aircraft System (UAS)/ Remote Piloted Aircraft Systems (RPAs)
- Emerging issues



Assistance activities to NACC States

JOINT ASSISTANCE ACTIVITIES

- UK Safety Partners Safety Enhancements
- EASA – Project for Latin America
- FAA-Runway Safety Team (RST)/SMS/ANS Inspector training/ ADS-B and AIDC events
- COCESNA/ CASSOS- Haiti Assistance Project
- RASG-PA: Collaborative Safety Team (CSTs) implementation
- CARICOM-ICAO: Air transport development activities
- ALTA- ICAO: Regulatory Framework Harmonization Project



ICAO Outreach to NGOs/Government Funding Entities/Industry



- ✈ Funding of studies for equipment/infrastructure needs
- ✈ Aerodrome certification study (SAFE Fund)
- ✈ Potential Projects to improve infrastructure and development of regional initiatives with different international organizations and industry stakeholders



Economic and social impact of aviation

When a passenger/tourist arrives:

Takes a Taxi
Provides Job for taxi
Driver



Provides Job for
person that puts
Gasoline in the taxi



Provides Jobs for
hotels and staffs



Provides Job for the
farmer, who may never
travel on an airplane but
their fruits and
vegetables are
consumed by tourists,
etc.



Stimulates
commerce





62.7 MILLION

Jobs supported by aviation worldwide

\$2.7 TRILLION

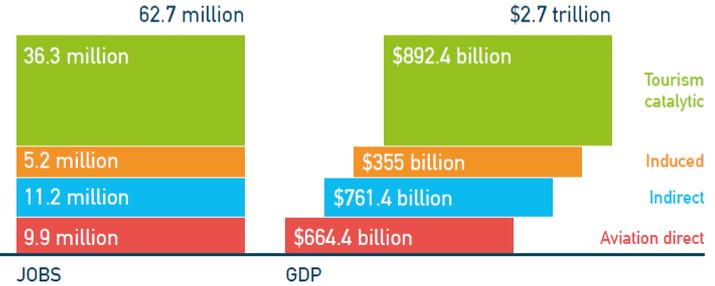
Aviation's global economic impact

3.5%

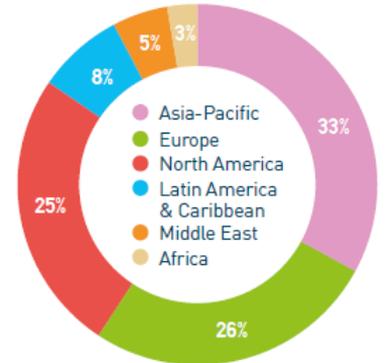
of global GDP supported by aviation

Beyond the industry

Aviation's global employment and GDP impact, 2014²



Regional traffic split



1402

commercial airlines

3883

airports



Questions?

LIMA
(SOUTH AMERICA)

THANK YOU!