RASG-PA ESC/30 — WP/07
14/03/18

Thirtieth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/30)

Baltimore, United States, 22 to 23 March 2018

Agenda Item 3: **Items/Briefings of Interest to the RASG-PA ESC**

ICAO NACC NCLB ASSISTANCE PROGRAMME

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents the progress and achievements of the NACC NCLB Assistance Programme in respect to USOAP CMA Effective Implementation.	
Action:	See section 3
Strategic Objectives:	• Safety
References:	• Seventh Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/07), Washington, D. C., United States, 19 – 21 September 2017

1.   Introduction

1.1   The ICAO Council identified there is still a large discrepancy among States in the implementation of ICAO Standards and Recommended Practices (SARPs). As a result, the ICAO "No Country Left Behind" (NCLB) Campaign was established by the Council to help ensure that SARPs implementation is better harmonized globally so that all States have access to the significant socio-economic benefits of safe and reliable air transport.

1.2   In this sense, the ICAO NACC Regional Office has developed the "No Country Left Behind" (NCLB) Strategy specifically tailored for the NAM/CAR States. The NACC NCLB Strategy is a systemic assistance process, which focuses its activities in the SARPs Effective Implementation (EI) and the solution of Significant Safety Concerns (SSCs), as well as in the identified deficiencies solution in other areas of the civil aviation system related to the objectives of air navigation safety, security, capacity and efficiency, and the corresponding impact on CO_2 emissions reduction.

1.3   The NACC NCLB Strategy focused its activities on improving the States' critical areas through a project management process with clear objectives, goals, deadlines, and responsible entities; a systemic monitoring methodology and a timely accountability report for the States and the ICAO Council.

2. **Discussion**

2.1   During the NACC/DCA/7 Meeting, the ICAO NACC RO presented their Accountability and Performance Report to States, and informed on the progress achieved to date by the ICAO NACC Regional NCLB Strategy in its second year of implementation, highlighting the following Safety-related points:

a) The three major deficient areas and critical element challenges under the ICAO Universal Safety Oversight Audit Programme (USOAP): AGA (Licensing, authorization and approval obligations), ANS (Technical personnel qualification and training) and AIG Technical guidance, tools and the provision of safety-critical information)

b) The NACC NCLB Strategy has been fully implemented (Phases 1, 2 and 3 are 100% implemented and Phase IV in 76%)

c) USOAP EI increase for the projected 2017 States and others

d) Significant percentage Resolution of "U" typed Deficiencies remaining only 5 "U" typed deficiencies

e) Increase aerodrome certification implementation up to 51% - 85 aerodromes are projected for the end of 2017 and 7 have been certified by this year (77). 23 new aerodrome certifications were initiated

f) The progress on Runway Safety Team (RST) Implementation in the CAR Region was shown

g) The increase in USAP Effective Implementation (EI) to March 2017

h) The following initiatives conducted for Safety improvements:
- National Continuous Monitoring Coordinators (NCMC) Meetings
- Regional Accident and Incident Investigation Organizations (RAIOs)
  - o Central American Regional Aviation Accident Investigation Group (GRIAA)
  - o Caribbean Regional Accident Investigation Organization (RAIOC)

2.2   The Meeting was informed of the status of achievement of the Port of Spain (POS) Targets, which target dates were due mostly by 31 December 2016 and its follow-up has been integrated within the NACC NCLB State Action Plans.

2.3   For 2018, the enhancement of regional Organizations (RSOO, RAIOs, etc.) and the Caribbean States are goals of the NCLB Assistance Programme. **Appendix** to this paper presents the main achievements on safety by the NCLB Assistance Programme.

3. **Discussion**

3.1 The Meeting is invited to:

a) Take note of the progress and achievements in USOAP CMA and other safety related matters accomplished through the ICAO NACC NCLB Assistance Programme; and

b) Based on the activities conducted in 2017 by the NACLB Assistance Programme, suggest actions for enhancing the technical assistance on Safety for the CAR States.
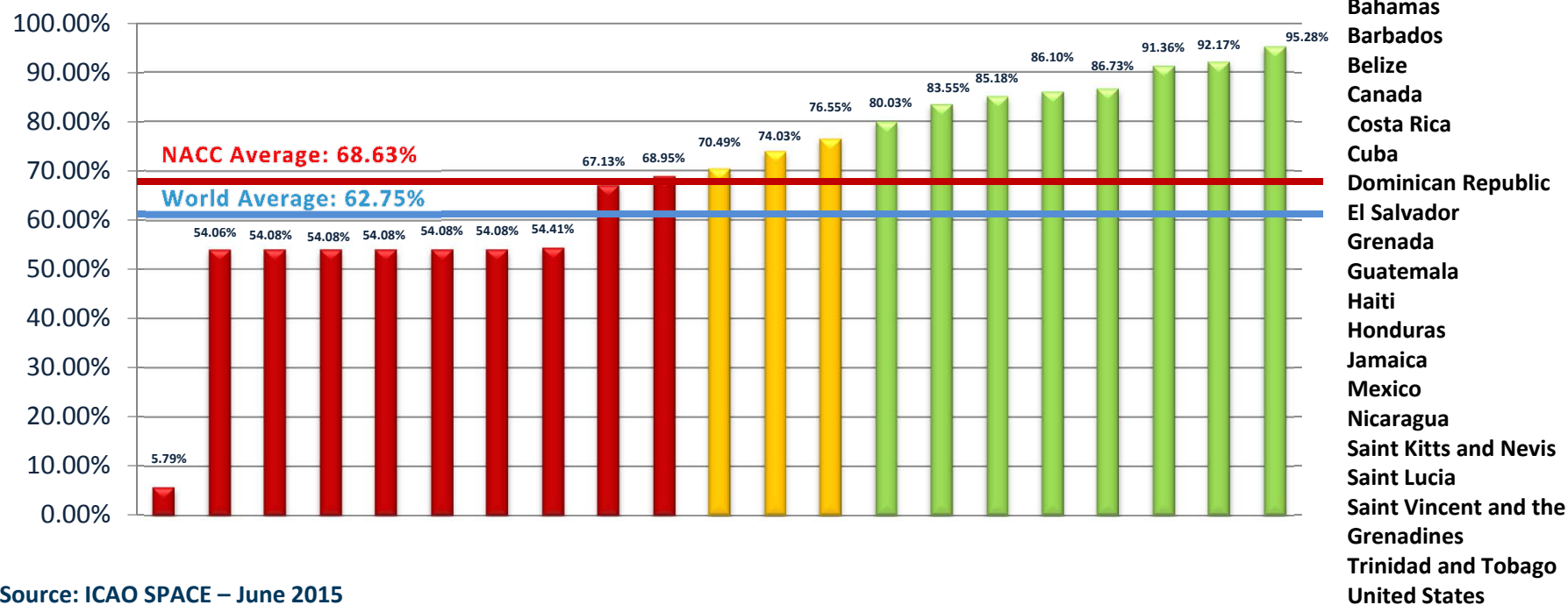
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Performance and Accountability Report of the ICAO NACC Regional Office

Status of USOAP Effective Implementation (EI) - 2015
NAM/CAR States vs. Effective Implementation (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

NACC Average: 68.63%
World Average: 62.75%

100.00%
90.00%
80.00%
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%

5.79% 54.06% 54.08% 54.08% 54.08% 54.08% 54.08% 54.41% 67.13% 68.95% 70.49% 74.03% 76.55% 80.03% 83.55% 85.18% 86.10% 86.73% 91.36% 92.17% 95.28%
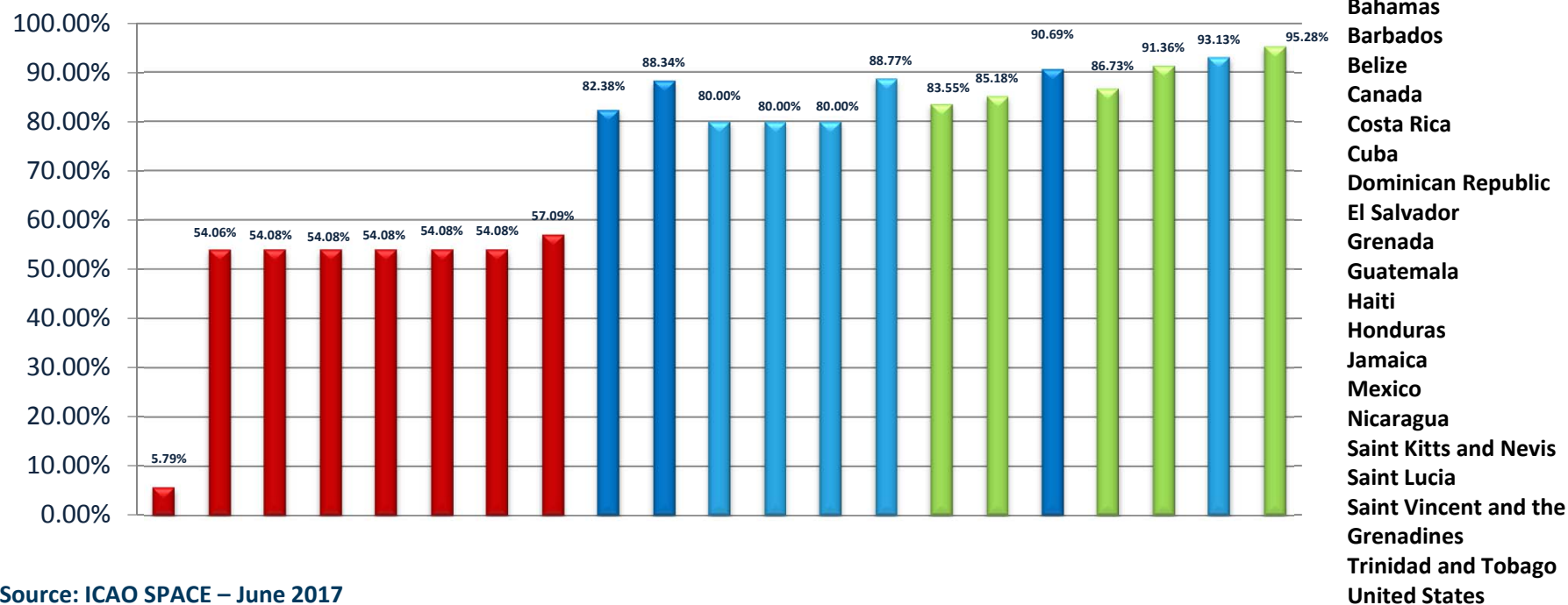
Source: ICAO SPACE – June 2015

Status of USOAP Effective Implementation (EI) - 2016
NAM/CAR States vs. Effective Implementation (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

NACC Average: 69.02%

World Average: 63.59%

5.79%
54.06% 54.08% 54.08% 54.08% 54.08% 54.08% 57.09%
82.38%
88.34%
71.43%
74.03%
63.11%
88.48%
83.55% 85.18%
90.69%
86.73%
91.36% 92.17%
95.28%

Source: ICAO SPACE – December 2016

Status of USOAP Effective Implementation (EI) – 2017
NAM/CAR States vs. Effective Implementation (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

Source: ICAO SPACE – June 2017

Annual Resolution of Air Navigation Deficiencies

Outstanding Deficiencies in the CAR Region

	2013	2014	Jan 2015	Estrategia NACC NCLB		
				Feb 2015 – Jun 2016	May 2017	Sep 2017
U	28	40	22	12	12	5
A	600	591	495	451	409	388
B	145	140	123	99	82	79
	773	771	640	562	503	472

% Resolution of U Priority Deficiencies
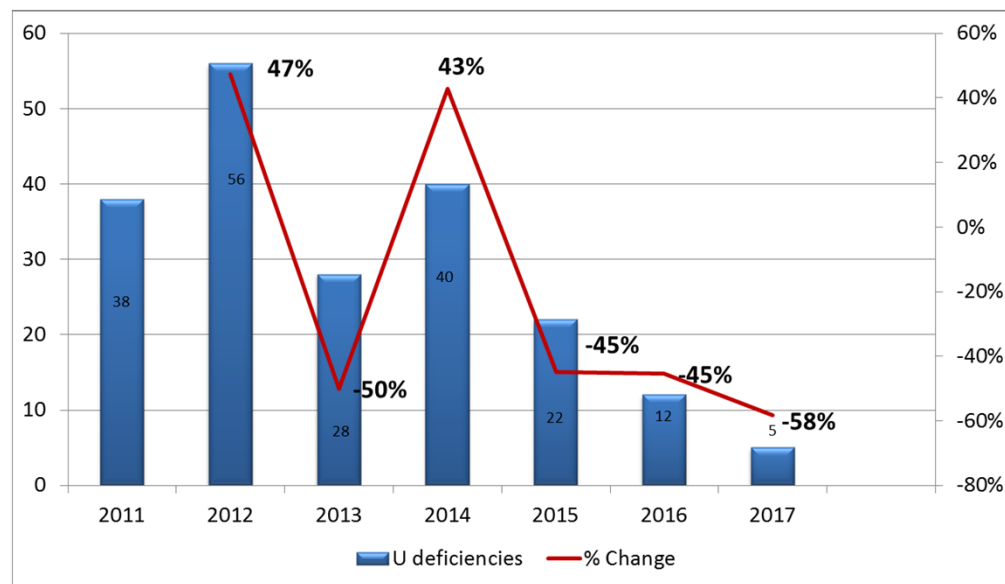
Status of Aerodrome Certification

Prior to NCLB Implementation an average of 4 to 6 Aerodrome Certifications were conducted per year.
After NACC NCLB Strategy Implementation 23 certifications were initiated in 2016

151 international aerodromes in the CAR Region

74 Aerodromes Non-certified = 49%

77 Aerodromes Certified = 51%

45

77

29

- Certified
- Not Certified
- Initiated
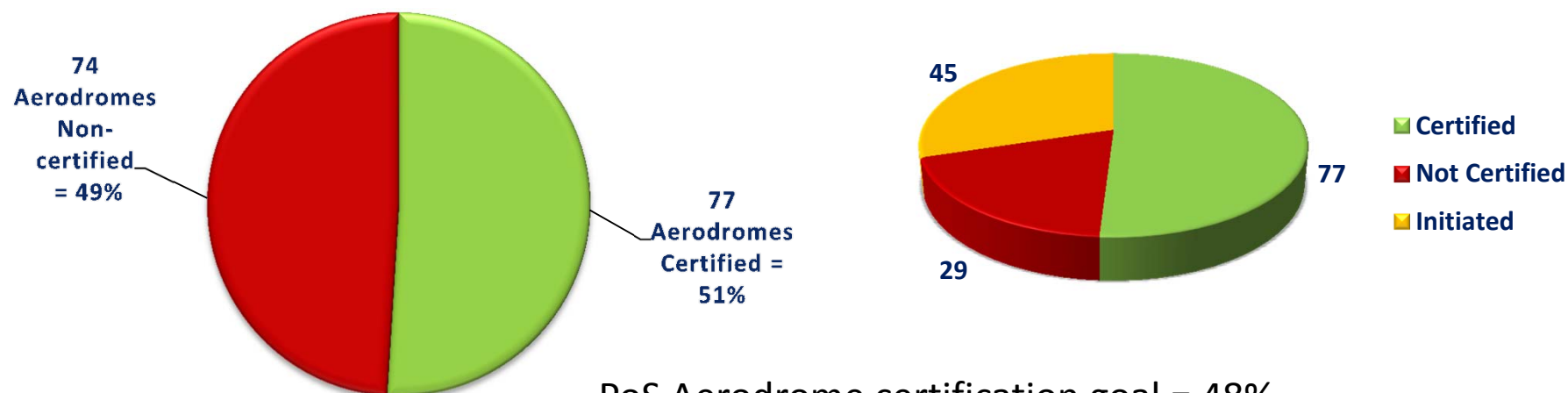
PoS Aerodrome certification goal = 48%

Last update: September 2017

Status of Aerodrome Certification
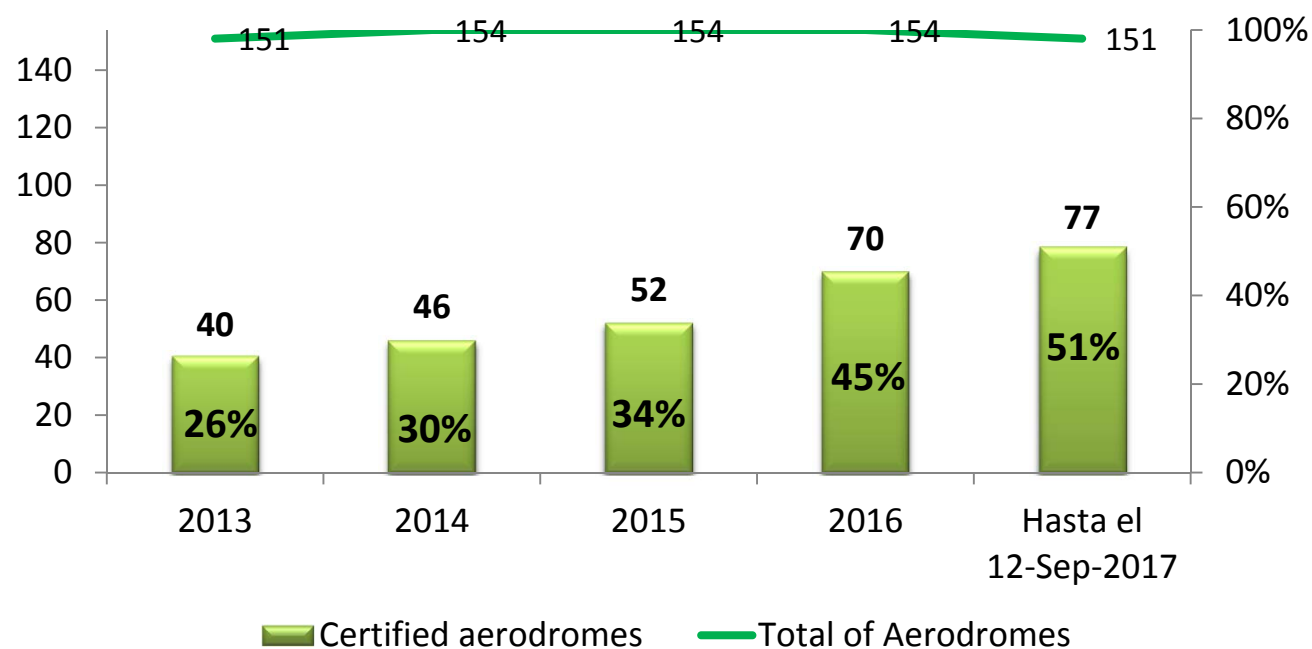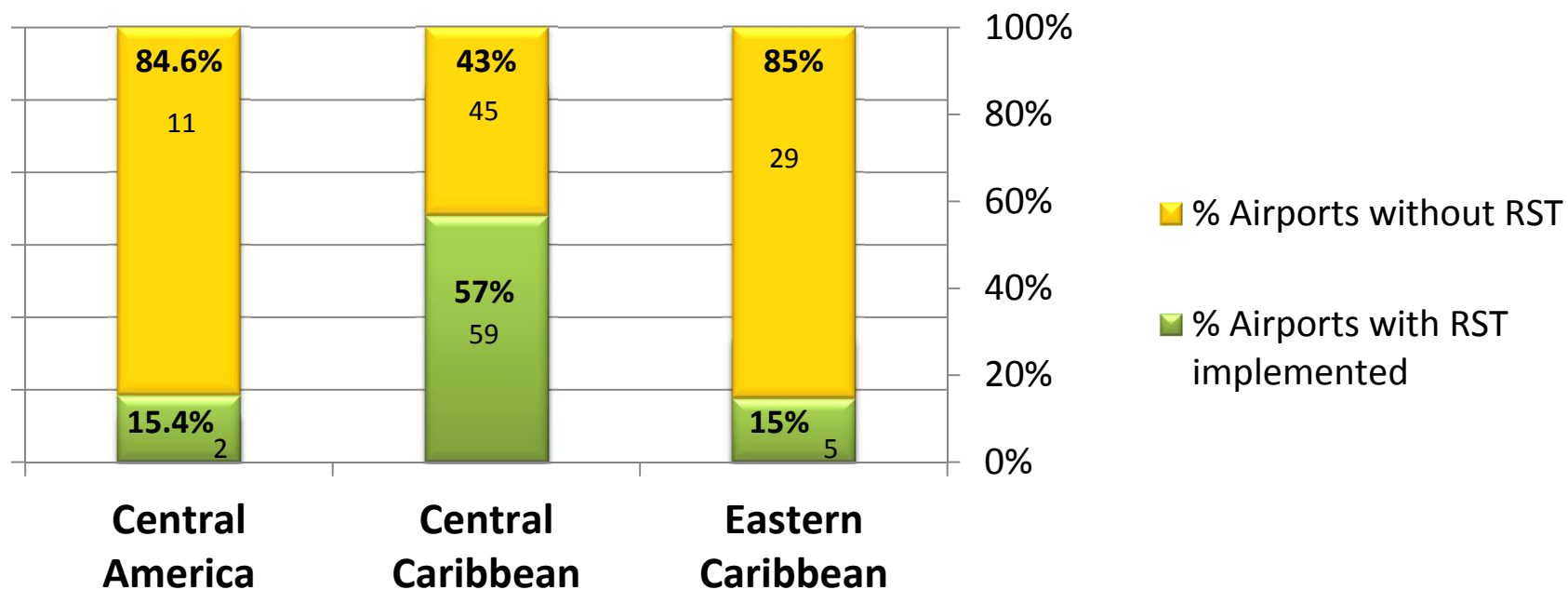
85 are projected for the end of 2017
7 have been certified this year (77)

Status of Runway Safety Team (RST) Implementation in the CAR Region

	Central America	Central Caribbean	Eastern Caribbean
% Airports without RST	84.6% (11)	43% (45)	85% (29)
% Airports with RST implemented	15.4% (2)	57% (59)	15% (5)

National Continuous Monitoring Coordinators (NCMC) Meeting

✈ **Objective:**

> ✈ In order to improve the States USOAP EI, a regional collaboration group has been initiated

> ✈ Review the progress on the USOAP-CMA Protocol Questions (PQs) and CAPs, provide guidance on managing the On-Line Framework (OLF) and identifying solutions and ways to improve EI.

Accident Investigation (AIG)

AIG is one of the major deficient areas as audit results show

It affects most member States and Territories in our Regions

Why?

- **Cost of having specialists and equipment to meet ICAO SARPs are not achievable by many States**

An accident investigation group cannot replace the States sovereign responsibility in AIG but it would complement and enhance their capability and ability to meet ICAO requirements

What are we doing?

Regional Aviation Accident Investigation Group (GRIAA)

> RAIO initiative in Central America that has assisted Central American States in accident investigation

> It provides AIG training and guidance

> Currently obtaining funding

> Lead person being contacted by the NACC Regional Office for the implementation of this initiative

> Other ongoing actions

Caribbean Regional Accident Investigation Organization (RAIO-C)

> RAIO initiative for the CAR Region

> Funds are obtained from the ICAO Safety (SAFE) Fund

> Supported by CASSOS, COCESNA/ACSA and ICAO

Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme (MCAAP)