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NACC/DCA/6 – P/01REV

P/01REV

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

Nassau, Bahamas, May 2016





NACC Overview and NCLB Status

- ✈ Background and Status of NACC NCLB Strategy
- ✈ Implementation of NACC NCLB Strategy
- ✈ Current performance status
 - ✈ USOAP-CMA
 - ✈ Status of Safety & Air Navigation targets of the Port of Spain Declaration
 - ✈ Status of Airport Certification
 - ✈ Status of Aviation Security (AVSEC) and Facilitation (FAL)



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Background and Status of NACC NCLB Strategy

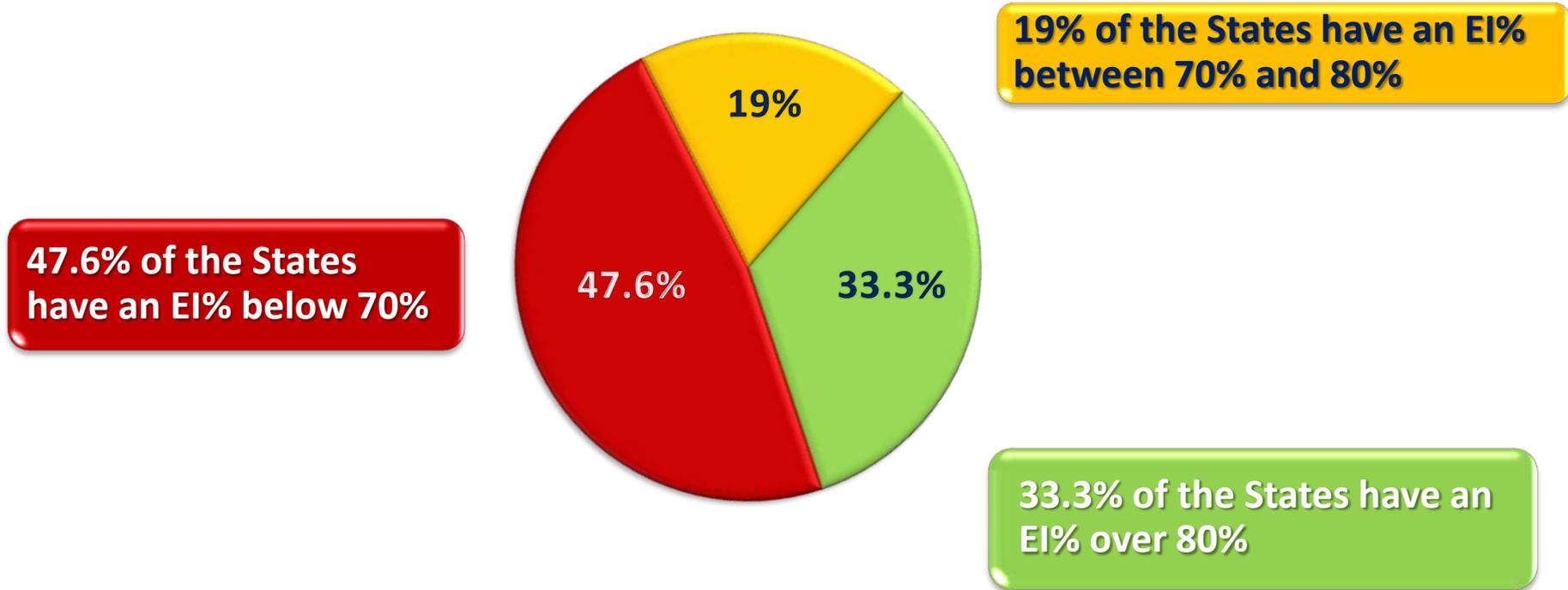


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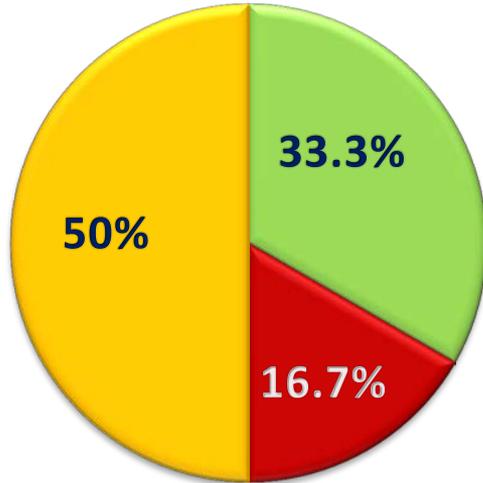
NACC Regional Effective Implementation (EI) % Status





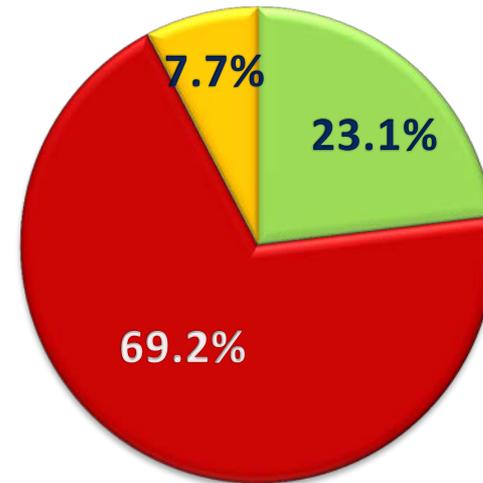
16.7% of the States in
Central America have an EI %
below 70%

Central America



69.2% of the States in the
Caribbean
have an EI % **below 70%**

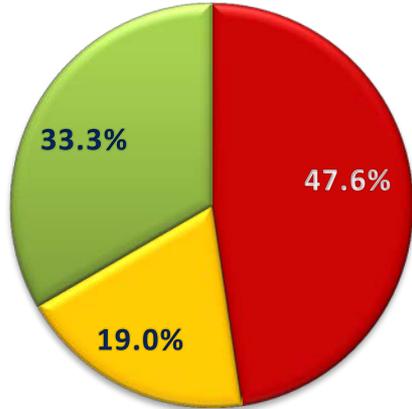
Caribbean



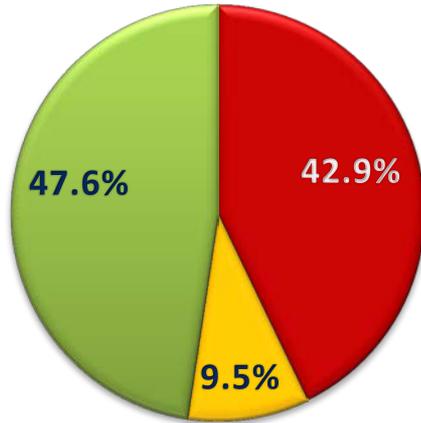


Progress on NACC EI

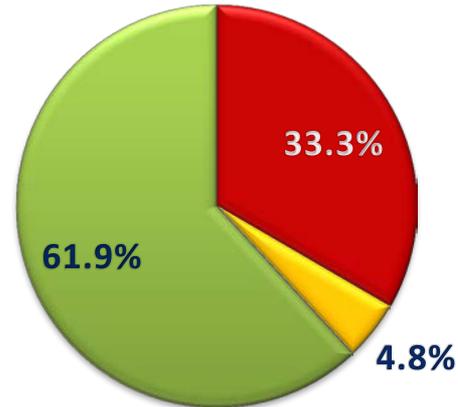
2015



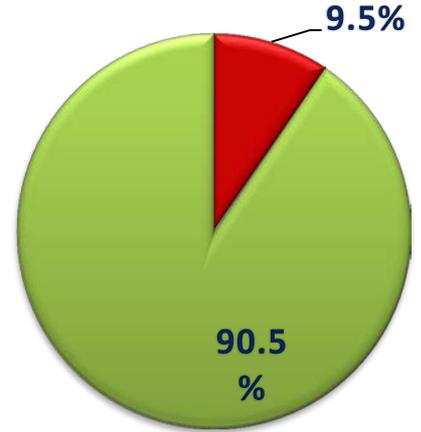
2016



2017



2018





The ICAO No Country Left Behind (NCLB) Strategy

Initiated on February
2015

Assist States in
implementing ICAO
Standards and
Recommended Practices
(SARPs) to ensure that
SARPS 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



4 Phases of the NACC NCLB Strategy

I

Senior Management commitment

Establish of Assistance Methodology

Evolution of Internal and External organizational culture

RD Accountability To Foster Political Will

II

Intelligence gathering and analysis

Sending Data - USOAP-CMA, GANDD, PoS, RPBANIP, etc.

Teleconferences NACC Office & CAA Tech Teams

Actualization of States closed/open PQs etc.

III

Implementation

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 (on-going)

IV

Measuring & Monitoring

Monthly Teleconference NACC & CAA Tech teams

Quarterly Video Brief to RD & DG/Minister

Biannual Implementation Progress Review

Completed/On-going

80% of States

30 % of States

20 % of States

Continuous Monitoring process and challenges achievements



4 Phases of the NACC NCLB Strategy

I

Senior Management commitment

All States
Canada
Costa Rica
Nicaragua
United States

II

Intelligence gathering and analysis

Bahamas
Barbados
Belize
Cuba
Dominican Republic
ECCAA States

III

Implementation

Guatemala
Haiti
Trinidad and Tobago

IV

Measuring & Monitoring

El Salvador
Honduras
Jamaica
Mexico

Completed/On-going

80% of States

30 % of States

20 % of States

Continuous Monitoring process and challenges achievements



NCLB Goals and Outcomes

Short Term
(expected outcome)

Year 1 –
Development,
initiation and
validation of the
ICAO NACC NCLB
Strategy

Medium Term
(expected outcome)

Year 2 – all States
at NACC NCLB
Phase II
and increase EI of
at least 3 States to
80% +

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

Long Term
(expected outcome)

Year 4 - increase EI
of at least 3 States
to 80% +
**GOAL: No more
than 2 States
below 80% of EI**



Implementation of NACC NCLB Strategy



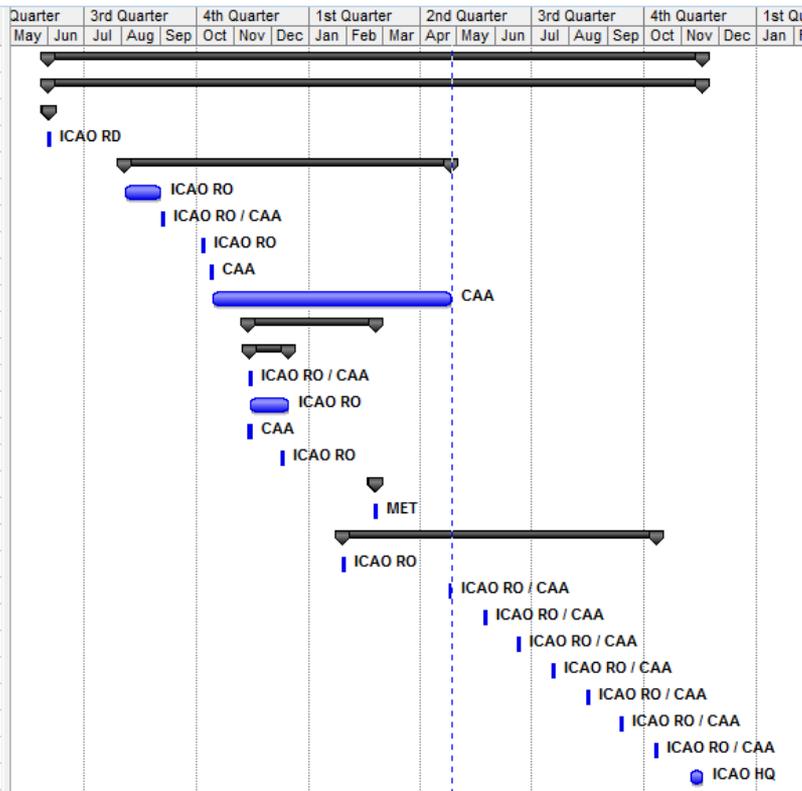


STATE	PHASE I	PHASE II	PHASE III	PHASE IV	REMARKS
Bahamas	X	X			TEAM Jun 2016 / CSA 4Q 2017
Barbados	X	X			
Belize	X	X			Off-site Validation 4Q 2016
Canada	X	----			
Costa Rica	X	----			TEAM 2016 pending
Cuba	X	X			
Dominican Republic	X	X			
El Salvador	X	X	X	X	Off-site Validation 3Q 2016
Guatemala	X	X	X		TEAM May 2016
Haiti	X	X	X		TEAM Sep 2015 completed
Honduras	X	X	X	X	TEAM 2015 completed / CSA 4Q 2016
Jamaica	X	X	X	X	ICVM June 2016
Mexico	X	X	X	X	Off-site Validation 4Q 2016
Nicaragua	X	----			
Trinidad and Tobago	X	X	X		TEAM 2016 completed / ICVM 4Q 2017
United States	X	----			
Eastern Caribbean Civil Aviation Authority / ECCAA (OECs; Antigua and Barbuda, Grenada, Saint Kitts and Nevis, Saint Lucia and Saint Vincent and the Grenadines)	X	X			



STATE "X" – PROJECT MANAGEMENT

Task Name	Resource Names
NO COUNTRY LEFT BEHIND ICAO NACC STRATEGY	
STATE X	
Phase I	
Visit to State X - Meeting with President, Secretary of Defence and DG	ICAO RD
Phase II	
Intelligence Data Gathering	ICAO RO
Conduct First Intelligence Technical Data review - Teleconference	ICAO RO / CAA
Propose dates for Technical Assistance Mission - State Letter to State X	ICAO RO
Confirm visit to NACC Regional Office - Letter from State X	CAA
Protocol Questions update	CAA
Phase III	
NCLB Multidisciplinary Technical Assistance Mission	
Teleconference with State X	ICAO RO / CAA
Report - NCLB Multidisciplinary Technical Assistance Mission	ICAO RO
High Level Visit by State X to ICAO NACC Regional Office	CAA
Teleconference with State X	ICAO RO
NCLB MET Technical Assistance Mission	MET
Report - NCLB MET Technical Assistance Mission	MET
Phase IV	
Teleconference with State X - Progress on implementation	ICAO RO
Monthly Follow-up Teleconference	ICAO RO / CAA
Mid-Year Review - Videoconference	ICAO RO / CAA
Monthly Follow-up Teleconference	ICAO RO / CAA
Monthly Follow-up Teleconference	ICAO RO / CAA
Quarterly Follow-up Teleconference	ICAO RO / CAA
Monthly Follow-up Teleconference	ICAO RO / CAA
Monthly Follow-up Teleconference	ICAO RO / CAA
ICAO USOAP Audit	ICAO HQ





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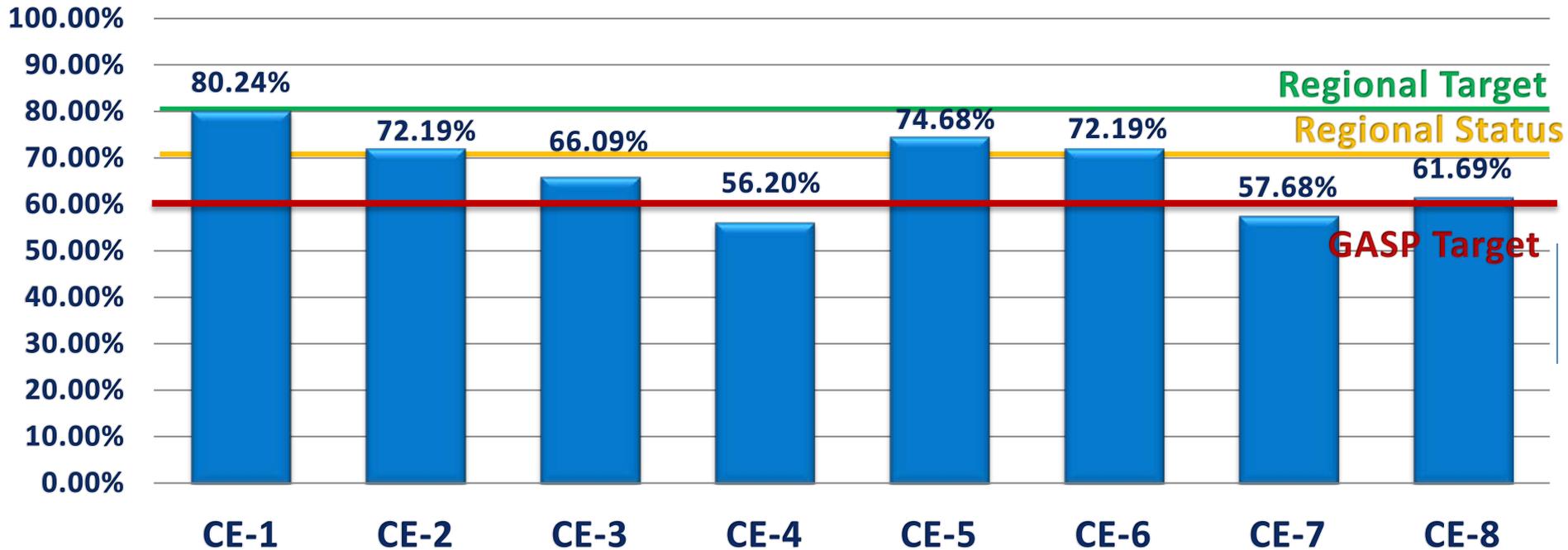


Current Performance Status



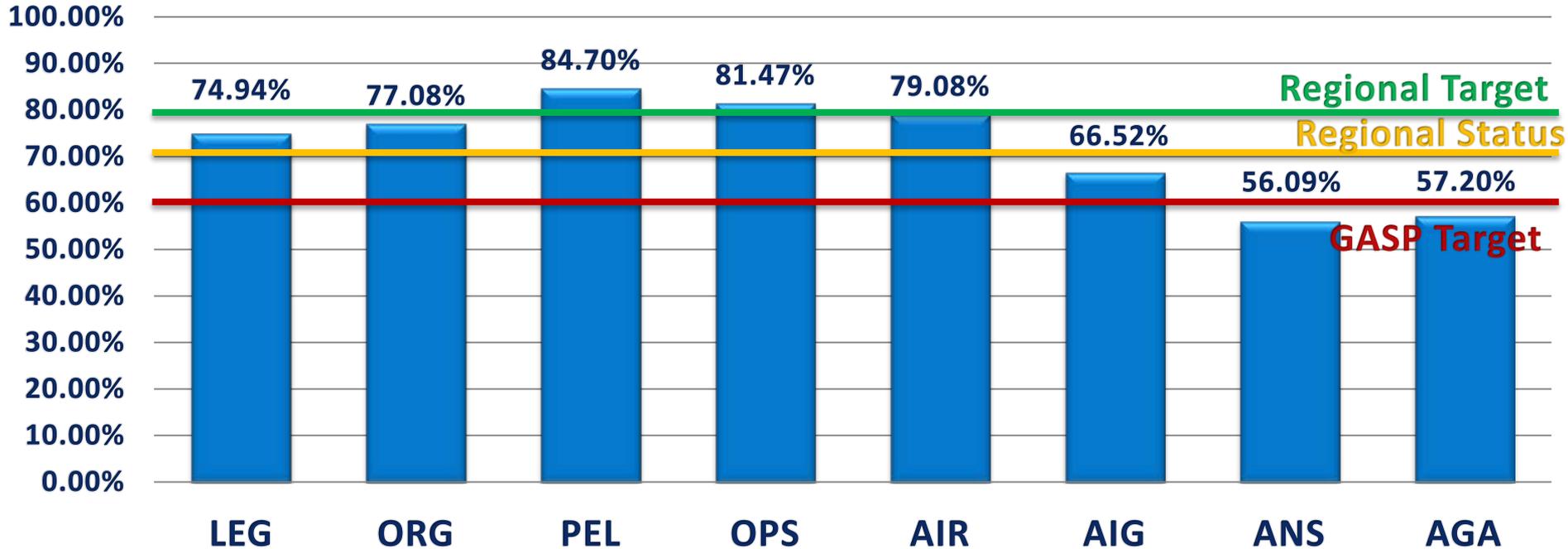


NACC Regional EI View by Critical Element (CE)





NACC Regional EI View by Area





Regional representation of challenge Protocol Questions by Area and Critical Element intersection

- ✈ The highest number of open protocol questions in the Region is shown in CE-6 in AGA area.
- ✈ 48% of States present it as their biggest challenge
- ✈ The second biggest challenge in the Region is CE-4 in ANS area

	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 protocol questions by Area and CE intersection

Safety Oversight per Annexes 1,6 and 8

	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

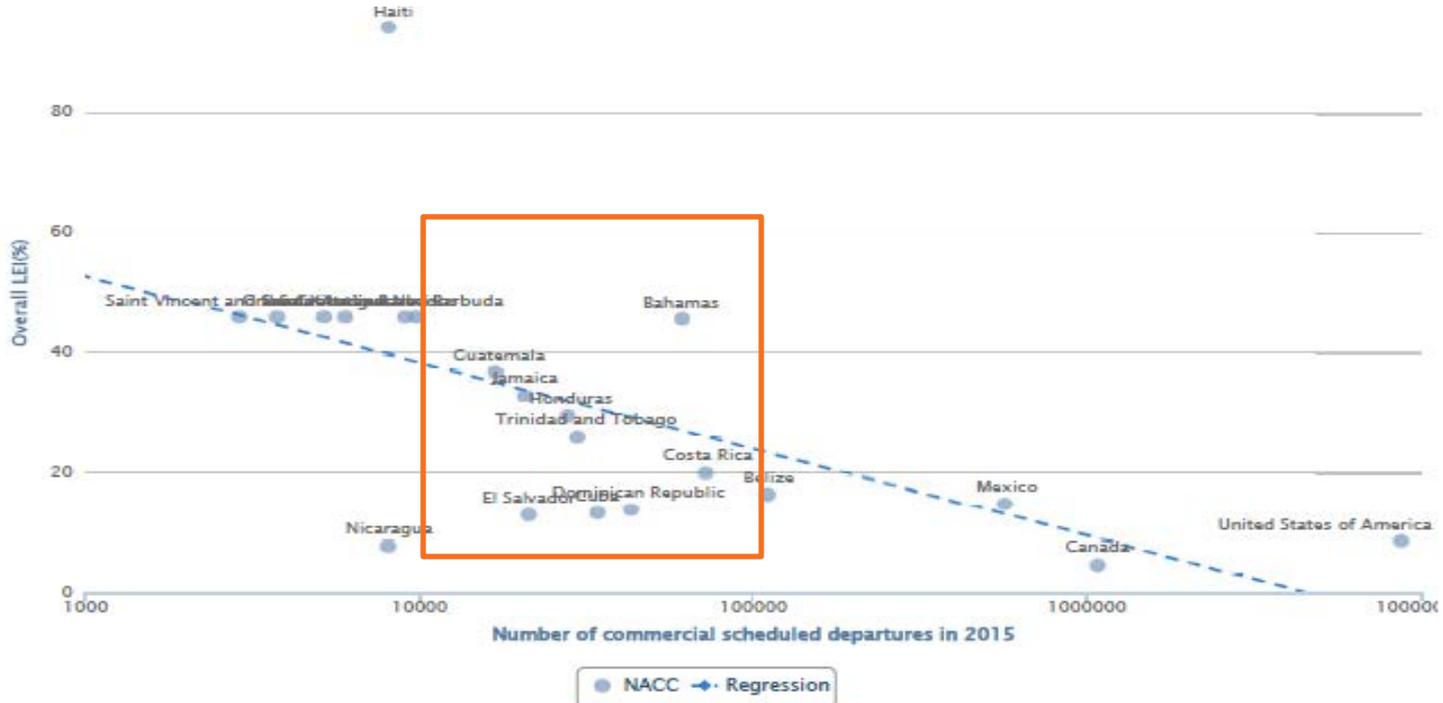


NACC Regional Dashboard - Safety

Indicator	Value
State Safety Oversight - Group Average <i>Average USOAP Overall EI(%)</i>	68.9%
State Safety Oversight - State Levels <i>Percentage of States with USOAP Overall EI above 60%</i>	61.9%
Significant Safety Concerns (SSCs) <i>Number of SSCs</i>	1
Accident Rate <i>Number of accidents per mil. departures over preceding 5 years</i>	3.11
IOSA - Airlines <i>Number of IOSA certified airlines in the region</i>	59
IOSA - State Levels <i>Percentage of States with IOSA certified airlines</i>	52.38%
EU Safety List <i>Number of States with restrictions</i>	0
FAA IASA <i>Number of States rated as Category 2</i>	1

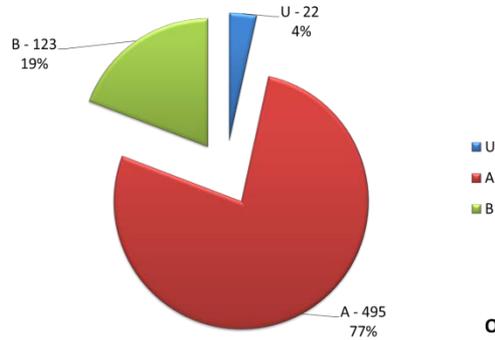


Overall Lack of EI versus Traffic by State

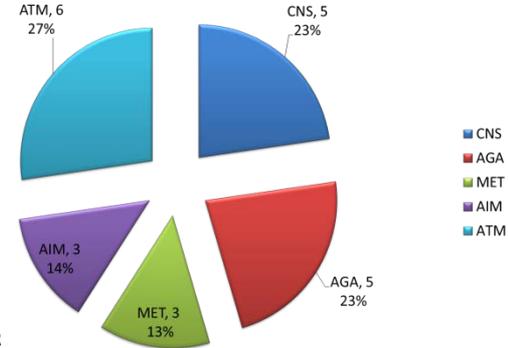




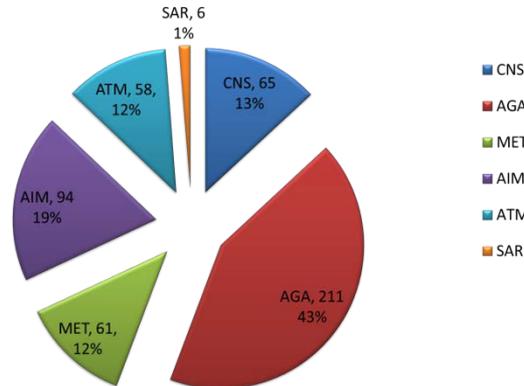
Total Outstanding Air Navigation Deficiencies by Priority "U", "A" and "B" in the CAR Region (640)



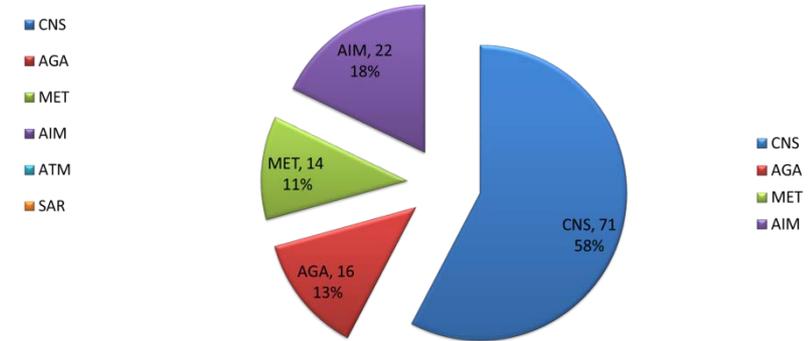
Outstanding Priority "U" deficiencies by field in the CAR Region (22)



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



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



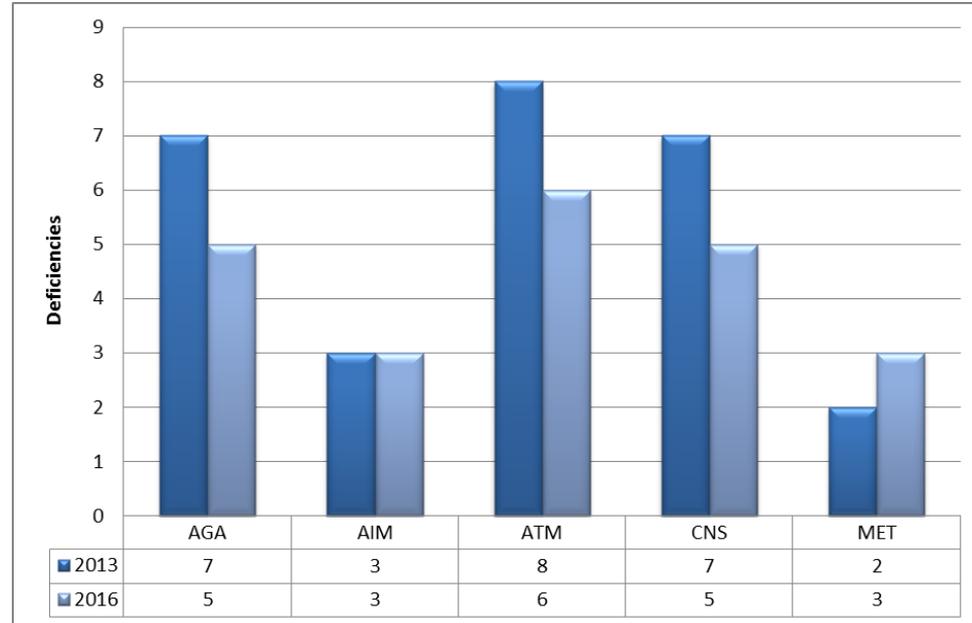
Air Navigation Deficiencies



Outstanding Deficiencies in the CAR Region

	2013	2016
U	27	22
A	600	495
B	145	123
	772	640

Outstanding priority “U” Deficiencies by field in the CAR Region



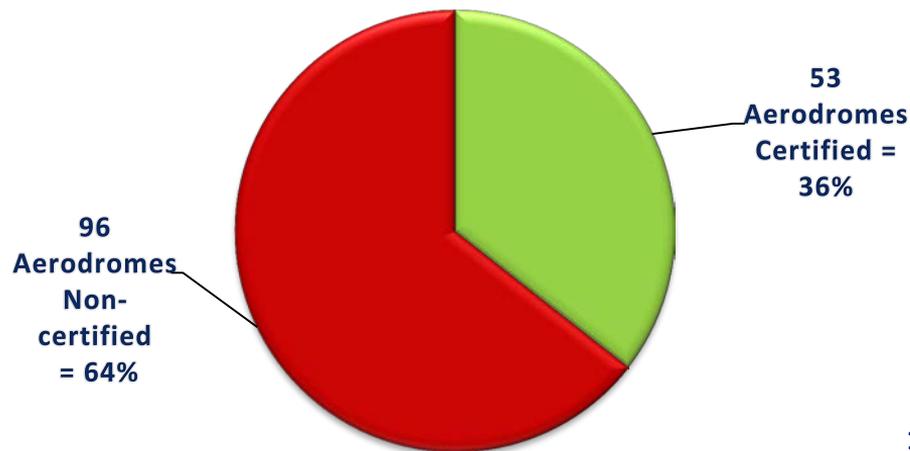


Follow-up on Conclusions and Decisions of Previous Meetings

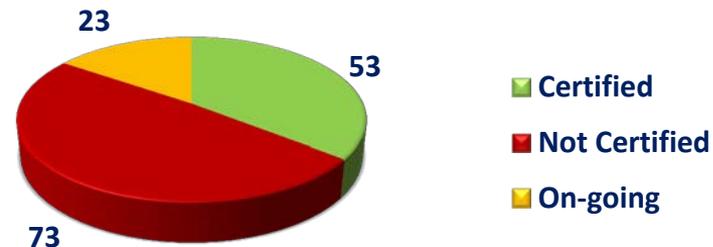
	Valid	Completed	Superseded	
NACC/DCA	2	8		
DGAC/CAP	5	3		
E/CAR/DCA	13	1		
C/CAR/DCA	3	5	1	
TOTAL	23	14	1	38
	61%	37%	3%	100%

Port-of-Spain Declaration – Regional Safety Target – Aerodrome Certification

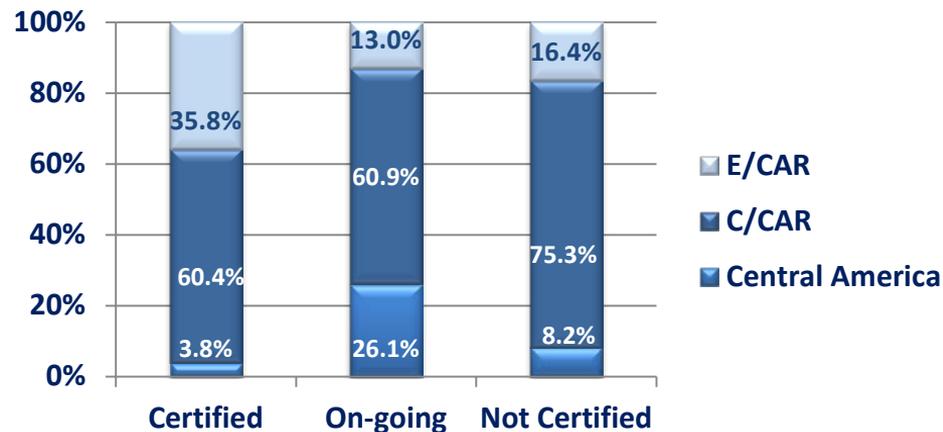
48% of international aerodromes in the CAR Region to be certified by December 2016



Certified International Aerodromes in the CAR Region - per PoS Declaration



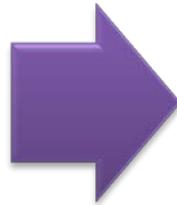
To reach the 48% goal, there is a need to certify 19 aerodromes in the Region





Aerodrome certification status

**31 March 2015 -
32.7 % aerodromes
certified**



**30 April 2016 –
36% aerodromes
certified**



CAR Region - 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	<u>36.0</u> %	88 (59%)	25



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Aerodrome certification initiated process

Central America

Belize, Costa Rica and Honduras

Central Caribbean

Aruba, Cuba (2 airports), Dominican Republic (3 airports for 2016), Jamaica (one airport) and Mexico (14 airports for 2016)

Eastern Caribbean

Saint Lucia, Saint Vincent and Sint Maarten



AVSEC Global average (USAP 2nd Cycle Audit by June 2013) Effective Implementation (EI) by CE: 69.30%
AVSEC NACC average 2nd Cycle E.I. by CE: 60.83% vs Five States audited Sep2014-Nov2015 CMA 81%

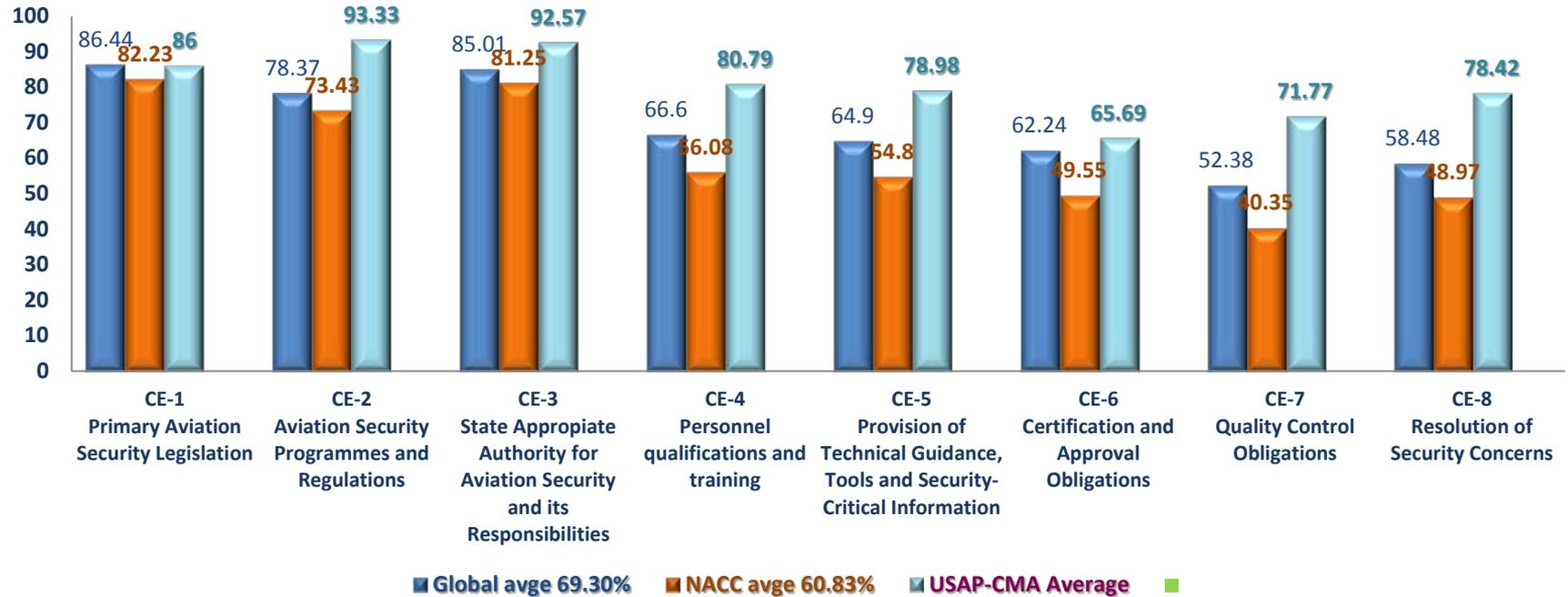


Table with 8 columns (CE-1 to CE-8) and 3 rows of data (Global avg, NACC avg, USAP-CMA Average). Includes category names like Primary Aviation Security Legislation, Aviation Security Programmes and Regulations, etc.



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SAFETY

Regional Safety Opportunities

With the strength of all, eliminate the challenges of each



Promote and strengthen collaboration between ICAO, States, RSOOs, and Industry

Agreement for implementation of NACC NCLB Strategy

Achieve aviation system effectiveness and benefits for each member State

Transition from NCLB to future MCAAP



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NCLB Website

✈ Available at:

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



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OACI



OACI



ИКАО



اىكاو



国际民航组织

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

Neus travaillons sans relâche pour veiller à ce que
AUCUN PAYS NE SOIT LAISSÉ DE CÔTÉ
quand il s'agit des normes mondiales dans le domaine de l'aviation

Car tous les États membres de l'OACI devraient pouvoir profiter des avantages qu'offrent des services sûrs et fiables de transport aérien

Estamos trabajando con ahínco para garantizar que
NINGÚN PAÍS SE QUEDE ATRÁS
en materia de normas mundiales de aviación

Porque todos los Estados miembros de la OACI deberían tener acceso a los beneficios que se derivan de servicios de transporte aéreo seguros y fiables

Мы делаем все, чтобы обеспечить, что
НИ ОДНА СТРАНА НЕ ОСТАЕТСЯ БЕЗ ВНИМАНИЯ
когда речь идет о стандартах международной авиации

Потому что все государства - члены ИКАО должны пользоваться преимуществами, создаваемыми в процессе выполнения безопасных и надежных авиатранспортных перевозок

فنحن نعمل جاهدين على ضمان
عدم ترك أي بلد وراء الركب
عندما يتحقق الأمر بالتقادم القياسية العالمية في مجال الطيران

لذلك أنه ينبغي لجميع الدول الأعضاء في الإيكاو أن تكون قادرة على الاستفادة من الخدمات الآمنة والموثوقة التي توفرها قطاع النقل الجوي

我们正在努力做到
在全球航空标准方面
不让任何国家掉队

因为国际民航组织所有成员国都应当能够享有安全可靠的航空运输服务的惠益



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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

Questions?



THANK YOU