



ICAO

**NACC/DCA**

North American, Central American and Caribbean Directors of Civil Aviation

# ICAO NACC Regional Office Annual Accountability and Performance Report



**Melvin Cintron**

*Regional Director*

**Agenda Item 3 - P/01**



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# Systemic Assistance Programme



We're working hard to make sure there's

# NO COUNTRY LEFT BEHIND

when it comes to global aviation standards

## ✈ ICAO NACC Regional Office response to NCLB Campaign



Safety



Air Navigation Services



Aerodrome certification (AGA)



Security and Facilitation

Initiated on February 2015 in response to the ICAO NCLB Campaign

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

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

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

Sustainability and regional collaboration



# NACC Systemic Assistance Programme (SAP) Overview

Figures do not include Territories

## 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

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
- ✈ ICAO seeks engagement of financial institutions

## Follow-up and Sustainability

55% 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



## Assistance provided to States

- ✈ SAP Teleconferences and follow-up: High Level teleconferences and missions
- ✈ USOAP MISSIONS
  - ✈ 5 Missions completed to Bahamas – USOAP
  - ✈ 4 Mission completed for Central America
  - ✈ 7 Missions Made available for OECS/ECCA (3 completed)
  - ✈ 1 mission to Barbados
- ✈ USAP MISSIONS
  - ✈ 4 made available to OECS/ECCA (2 accepted & completed-Grenada and Saint Lucia)
  - ✈ 3 missions completed for Central America
  - ✈ 1 mission to Barbados
- ✈ AIG (Accident / Incident Investigation)MISSIONS
  - ✈ 1 mission to Jamaica/CASSOS - AIG
  - ✈ 1 mission to Nicaragua/GRIAA - AIG



## Assistance provided to States

### ✈ 8 missions for Haiti – USOAP and SSC

✈ completed mitigation of SSC

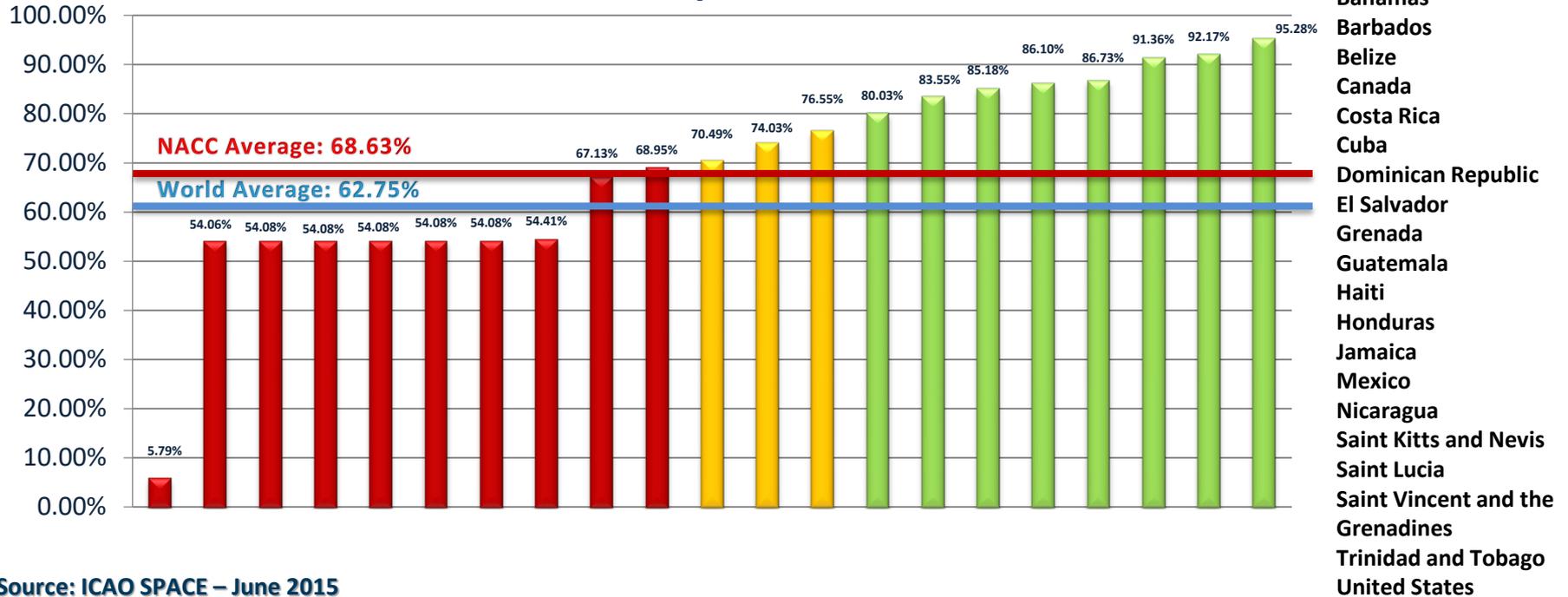
✈ Organic Law establishing a Civil Aviation Authority has been promulgated for the first time ever

✈ SAP Implementation increase from 5% to 15%



# Status of USOAP Effective Implementation (EI) – 2015 Start

## NAM/CAR States EI %

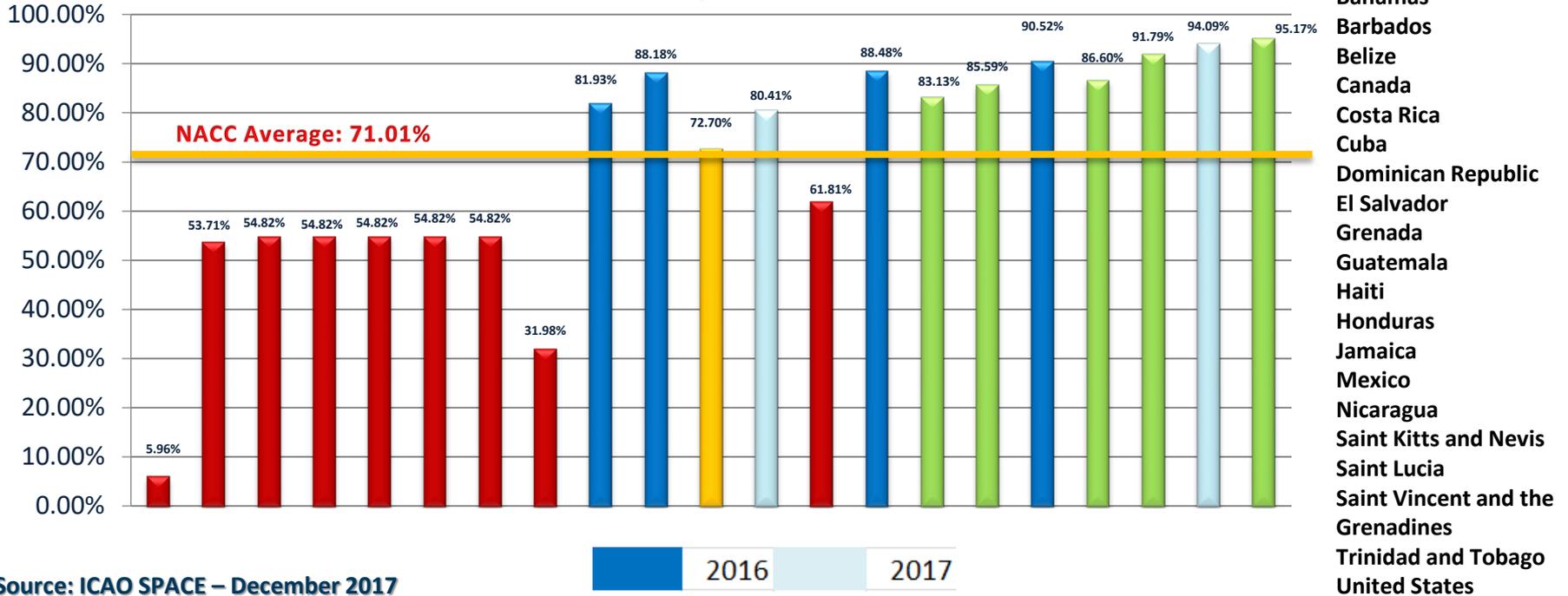


Source: ICAO SPACE – June 2015



# Status of USOAP Effective Implementation (EI) – 2017

## NAM/CAR States EI %

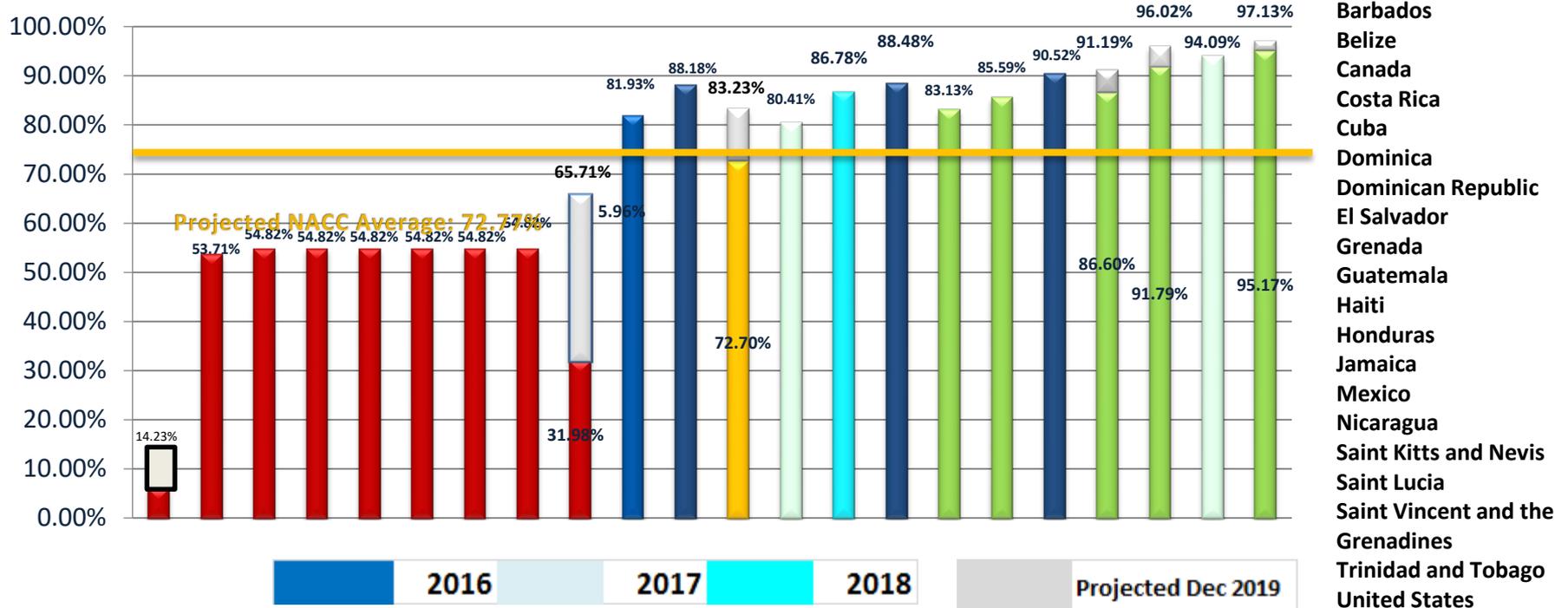


Source: ICAO SPACE – December 2017



# Status of USOAP Effective Implementation (EI) – Projected End 2019

## NAM/CAR States EI %



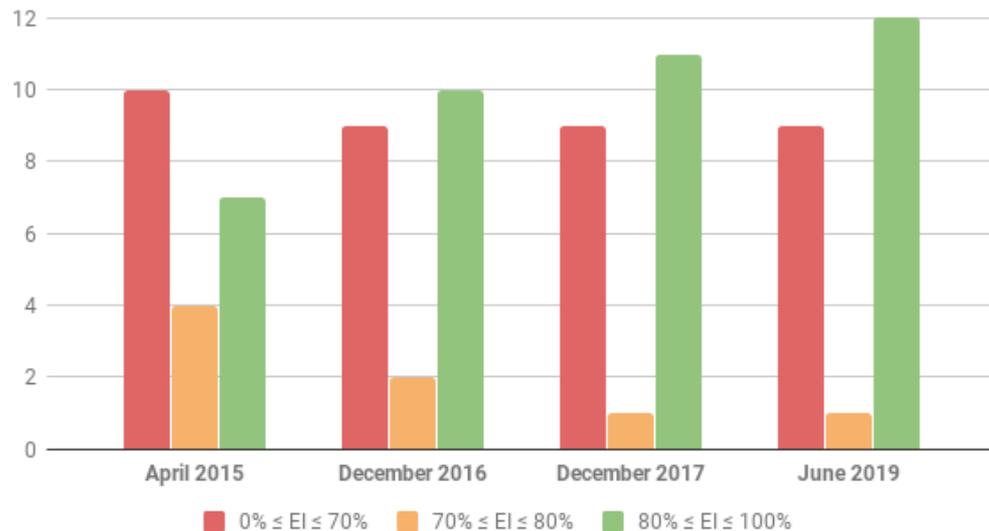


# Performance in USOAP (Universal Safety Oversight Audit Program)

**After the NACC SAP Implementation, the number of States with an EI  $\geq$  80% almost doubled**

USOAP EI(%)		States	% Total
April 2015	0% $\leq$ EI $\leq$ 70%	10	47.62%
	70% $\leq$ EI $\leq$ 80%	4	19.05%
	80% $\leq$ EI $\leq$ 100%	7	33.33%
December 2016	0% $\leq$ EI $\leq$ 70%	9	42.86%
	70% $\leq$ EI $\leq$ 80%	2	9.52%
	80% $\leq$ EI $\leq$ 100%	10	47.62%
December 2017	0% $\leq$ EI $\leq$ 70%	9	33.33%
	70% $\leq$ EI $\leq$ 80%	1	4.76%
	80% $\leq$ EI $\leq$ 100%	11	61.90%
June 2019	0% $\leq$ EI $\leq$ 70%	9	40.91%
	70% $\leq$ EI $\leq$ 80%	1	4.55%
	80% $\leq$ EI $\leq$ 100%	12	54.55%

USOAP Effective Implementation (%) in NAM/CAR





# Performance in Aerodromes and Ground Aids (AGA)

## The previous goal:

- To meet the Port of Spain goal/commitment the NAM/CAR Regions had to certify 19 aerodromes in 2.5 years to reach the 48% goal within the Port of Spain lifecycle
  - This goal was not reached

## NACC Yearly Goals continues to be ;

Initiate 20 international aerodromes certifications a year (as of June this year,18 initiated)

10 completed per year

In 3 years since implementation of the Systemic Assistance Program, the Region has certified 31 airports



# \*Performance in USAP (AVSEC) \* Details in Agenda 7

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%
June 2019	0% ≤ EI ≤ 70%	13	54.55%
	70% ≤ EI ≤ 80%	4	18.18%
	80% ≤ EI ≤ 100%	4	27.27%

\* Dominica is not included as has not been audited

NACC USAP EI prior NACC SAP = **62.91%**

NACC USAP EI after NACC SAP = **66.48%**

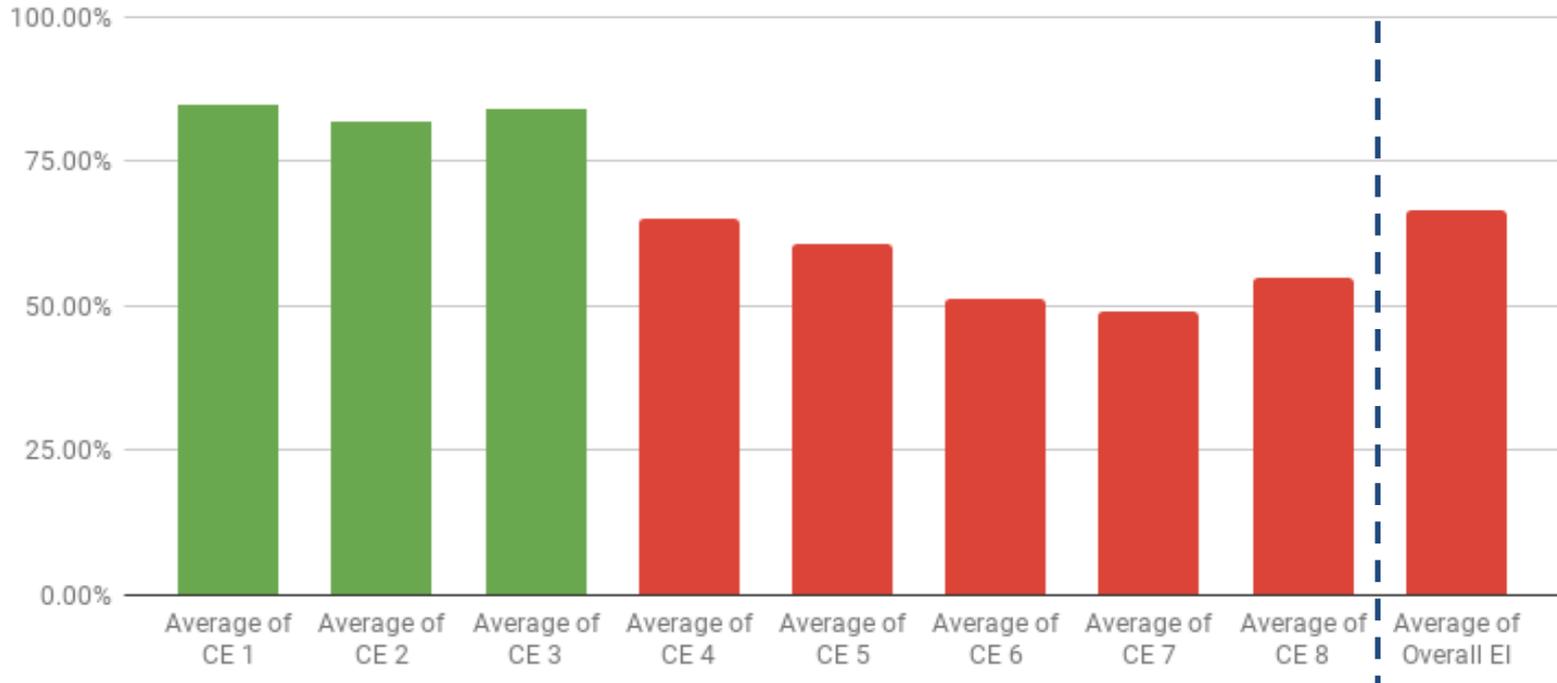
72.83% of NAM/CAR States are below 80% EI

Immediate NACC actions

1. Coordinate with HQ on current system changes (no more document based audit EI rating)
2. Advise States of new focus and raise awareness of EI-based on document review versus on-site implementation Audit.
3. Refocus SAP Action Plan for Security area immediately



### Effective Average NACC Region (21) by 31 May 2019 = 66.48%





# Performance Specific Safety Matters

## Pending Caribbean States (EI ≤ 80%) projected to have major progress in 2019

- Devastating 2017 hurricane season delayed assistance actions and led to postponement of audit until 2019.
- Opportunity to transform ECCAA States compliance between now and 2021 through political will, political commitment and leadership. The ICAO NACC Regional Office is willing and stands ready to support ECCAA Member States and to be held accountable in this assistance commitment and partnership.

## Resolution of existing SSC and SSeC

- 1 open SSC- mitigation in place
- New SSCs being reviewed
- 2 of 4 open SSeCs resolved and the other will be restricted. Mitigation implemented
- Measures in place to reduce the SSeC impact in 90%

## AIG development and implementation

- ICAO NACC working with Central America for supporting Regional Aviation Accident Investigation Group (GRIAA) deployment
- Workshop for AIG legal requirements on Nov. 2019 at NACC RO premises
- TSB Canada training support: 2 investigators sent for course (CRI & BAH)
- AIG Seconded by Mexico reports by 2<sup>nd</sup> half of 2019
- Enhanced Regional Collaboration: GRIAA-Dom Rep, GRIAA-MEX, etc.



# Performance in ATM (Implementation pending)

## SAR

- ✈ Approval of the CAR Regional SAR Plan. (scheduled for end of this year)
- ✈ Approval of the establishment of the ANI/WG SAR Task Force. (scheduled for this NACC DCA9 meeting)
- ✈ The ANI/WG SAR Task Force will hold its first meeting in September 2019 in the ICAO NACC Regional Office.

## PBN

- ✈ Received Agreement operational procedures to enhance longitudinal separation between FIRs.
- ✈ A process was developed for approval and implementation of proposals of optimization of the CAR Region airspace.
- ✈ Updated PBN Regional Performance Objective of the RPBANIP.

## ATFM

- ✈ Agreed combined work with CADENA, developed a combined work programme.
- ✈ ATFM Task Force updated the CAR/SAM ATFM CONOPS (pending to be reviewed since 2009) standing by for SAM Office approval to be presented to GREPECAS.
- ✈ Updated ATFM-related Regional Performance Objectives of the RPBANIP.



## Performance in Annual Resolution of Air Navigation Deficiencies

- ✈ Air navigation deficiencies have reduced significantly with the application of the SAP (458 resolved), through “hands-on” solutions worked with States
- ✈ Assumed GREPECAS Secretariat, improved the coordination and formulation of deficiencies based on risk and non compliance with SARPs and the Air Navigation Plan



# Performance - other

**Focus on providing stronger support  
for the Territories**

- **SAP being implemented in**
  - **Aruba**
  - **Sint Maarten**
  - **Curacao (coordinate but awaiting USOAP results)**



# Performance Other

## \*Contingency and Emergency Situations Planning and Response

- ✈ **First Regional Contingency and Emergency Planning and Response Meeting was held in Mexico City, Mexico, 12 – 14 March 2019 and**
    - ✈ **drafted the CAR Regional Contingency Response Plan; and**
    - ✈ **conducted a table top exercise to prepare for the 2019 hurricane season.**
  - ✈ **The CAR Contingency and Emergency Response Coordination Team, comprised by all FIR ANSPs Managers for the CAR Region is active for the hurricane season.\***
  - ✈ **ICAO NACC Response Command Center: In process to be installed**
- \*need to validate with actual implementation versus table top exercises**



# Performance PIRG (GREPECAS) & RASG-PA

## Completed Review of GREPECAS needed Improvements

- Enhanced GREPECAS- RASG-PA coordination underway
- Promoted for more States to join the Regional Groups



# New Triennium NACC Overall Regional Planning

Global Level:  
Strategy

**ICAO Global  
Aviation Safety Plan  
(GASP)**

**Global Air  
Navigation Plan  
(GANP)**

**ICAO Global  
Aviation Security  
Plan  
(GASeP)**

Regional Level

**NACC Systemic  
Assistance  
Programme:  
USOAP goals  
and priorities**

**SSP/SMS  
Regional  
Implementation  
Strategy**

**Regional Safety  
Plan NAM/CAR  
SAM: ongoing**

**Update  
RPBANIP/ ANP  
Vol III- ANS  
target, timelines  
and work  
programmes**

**NAM/CAR/SAM  
Roadmap on  
GASeP: USAP  
goals and  
priorities**

State  
Level

**Tailored State Action Plans**



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# NACC REGIONAL TRIENNIAL PLAN

aligned with the new ICAO Triennial Business Plan

## a) Concentration on Sustainability Phase of SAP

✈ USOAP / USAP considerations:

- States above 80% increase their EI by 2-5% for two States annually
- Assist State to Conduct a FULL self assessment and Corrective Action Plan every 5 years
- Prioritization of SSP and, SMS: Regional SSP Implementation Strategy
- Identify States suitable for SeMS implementation
- PROPOSE States with more than 6 years from their last Audit to receive a full Audit
- PROPOSE “Safety Oversight Go Team” (See IP 14)
- PROPOSE two additional “Champion States”

✈ Work with SAM Regional Office and HQ to develop a criteria to assess Institutional strength of our CAAs (subject to other priorities)



# NACC REGIONAL TRIENNIAL PLAN

## Metrics / Deliverables

- B. By end of 2021 no more than 2 States with E.I. below 80% in USOAP/USAP
- C. 100% implemented SAP (USOAP, USAP, ANS, AGA, etc.)
- D. Expand sample of Case Study to show direct impact of aviation on UN SDGs
- E. Promote Case Study in other Regions (i.e. Cabo Verde)



# New Triennium Plan (\*2020-2022) \*+ end of 2019

❖ 2021 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

❖ Requires political will, commitment, and Leadership

## SSP implementation

- SSP Implementation based on a regional and tiers approach
- SM awareness
- ATS SMS enhancements
- AIG Collaboration
- Full USOAP audits if last full audit is over 6 years

## Air Navigation development

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



# Joint Assistance activities to NACC States

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



# ICAO Outreach to NGOs/Government Funding Entities/Industry



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



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# ACRONYMS

- ✈ AGA: Aerodrommes and Ground Aids
- ✈ ADS-B : Automatic dependent surveillance - broadcast
- ✈ AIDC : Air Traffic Services Inter-facility Data Communication
- ✈ AIG: Accident investigation and prevention
- ✈ AIR: Airworthiness
- ✈ AIS: Aeronautical Information Service
- ✈ ANS: Air Navigation Services
- ✈ ASBU: Aviation System Block Upgrade
- ✈ ATFM: Air traffic flow management
- ✈ ATM: Air traffic management
- ✈ CMA: Continuous Monitoring Approach
- ✈ CORSIA: Carbon Offsetting and Reduction Scheme for International Aviation
- ✈ CPDLC: Controller-Pilot Data Link Communication
- ✈ EASA: European Aviation Safety Agency
- ✈ ECCAA: Eastern Caribbean Civil Aviation Authority
- ✈ ECCAIRS: European Coordination Centre for Accident and Incident Reporting Systems
- ✈ FIR: Flight Information Region
- ✈ GNSS: Global navigation satellite system
- ✈ GREPECAS: CAR/SAM Planning and Implementation Regional Group
- ✈ GRIAA: Regional Aviation Accident Investigation Group
- ✈ LEG: Primary Aviation Legislation and Civil Aviation Regulations
- ✈ MEVA: Improvements to the ATS Voice Link
- ✈ MoU: Memorandum of Understanding
- ✈ OPS: Aircraft Operations
- ✈ ORG: Civil Aviation Organization
- ✈ PBN: Performance-Based Navigation
- ✈ PEL: Personnel Licensing and Training
- ✈ PQ: Protocol Question
- ✈ RAI0 : Regional Accident and Incident Investigation Organization
- ✈ RASG-PA: Regional Aviation Safety Group–Pan America
- ✈ RPBANIP: NAM/CAR Regional Performance-Based Air Navigation Implementation Plan
- ✈ SAM: South America
- ✈ SAR: Search and Rescue
- ✈ SARPS: ICAO Standards and Recommended Practices
- ✈ SEI: Safety Enhancement Initiatives
- ✈ SeMS: Security Management System
- ✈ SIMS: Safety Information Monitoring System
- ✈ SMS: Safety Management System(s)
- ✈ SSC: Significant Safety Concern
- ✈ SSeC: Significant Security Concern
- ✈ SSP: State Safety Programme
- ✈ SWIM: System wide information management
- ✈ TSB: Transportation Safety Board of Canada
- ✈ USAP: Universal Security Audit Programme
- ✈ USOAP: Universal Safety Oversight Audit Programme



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**THANK YOU!**