



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

CAR/DCA/OPSAN — WP/13  
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Safety and Air Navigation Directors of the CAR Region Meeting (CAR/DCA/OPSAN)  
Mexico City, Mexico, 18 to 19 February 2014

**Agenda Item 5: Port-of-Spain Declaration**  
**5.1 Preparation for the “Port-of-Spain Declaration”**

**PORT-OF-SPAIN DECLARATION**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

This working paper presents the proposed performance-based metrics and goals/targets for safety, air navigation, and environment in line with ICAO strategic objectives, the Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP).

Considering that these metrics and targets will guide the achievement of the regional priorities for future years, a regional commitment shall be made at the upcoming Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/05) by signature of the Port-of-Spain Declaration.

<b>Action:</b>	Action presented under Section 4
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Economic Development of Air Transport</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Doc 9750 - <i>Global Air Navigation Plan</i> (GANP)</li><li>• Doc 10004 - <i>Global Aviation Safety Plan</i> (GASP)</li><li>• First NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/1), Mexico City, Mexico, 29 July to 1 August 2013</li><li>• <i>NAM/CAR Regional Performance-Based Air Navigation Implementation Plan</i> (NAM/CAR RPBANIP)</li></ul>

## 1. Introduction

1.1 Since 2008, ICAO has promoted a performance-based approach for planning and implementation of air navigation matters. This approach is reflected in the NAM/CAR RPBANIP and by implementation progress identified by the regional air navigation implementation groups.

1.2 The RPBANIP is in line with the fourth edition of the GANP and results are shared with GREPECAS in order to report regional operational benefits and air navigation implementation progress.

1.3 The Regional Aviation Safety Group – Pan America (RASG-PA), which includes the NAM/CAR and South American (SAM) Regions, has published the RASG-PA Annual Safety Report (ASR) since its establishment, which is in its fourth edition and includes a series of data-driven indicators that were developed collaboratively by the members. Action is organized in accordance with its nature: reactive, proactive and predictive. This report has been the tool for consensus, enabling all RASG-PA stakeholders to coordinate efforts in areas where operational safety intelligence shows that action to mitigate safety risk is needed.

1.4 The RASG-PA Executive Steering Committee (ESC/18) agreed that it would be difficult to set general safety targets for the Pan American Region considering that it is not a homogenous region. Therefore, the ESC agreed to have sub-regional safety targets that would be more representative of the reality of the different States/Territories that are included in the particular sub-region. ICAO NACC and SAM Regional Offices agreed to work with their respective States to set these safety targets in line with the ICAO mandate. Therefore, the ESC agreed to formulate the following decision:

***DECISION***

***RASG-PA/ESC/18/4***

***RASG-PA SAFETY TARGETS***

*The RASG-PA/ESC/18 Meeting agreed to set and publish sub-regional safety targets in line with the ICAO mandate.*

1.5 The RASG-PA/ESC/18 Meeting also adopted a RASG-PA risk reduction goal presented by the RASG-PA Pan American - Regional Aviation Safety Team (PA-RAST) and made the following decision:

***DECISION***

***RASG-PA/ESC/18/5***

***RASG-PA RISK REDUCTION GOAL***

*The RASG-PA/ESC/18 Meeting approved the RASG-PA risk reduction goal that consists of using 2010 as a baseline, and reducing fatality risk for Part 121 equivalent operations by 50% by the year 2020 in Latin America and the Caribbean.*

## 2. Analysis

2.1 Based on the last review of the RPBANIP, where updates consisting of Regional Performance Objectives (RPOs) were proposed to align regional priorities with the ICAO Aviation System Block Upgrade (ASBU) methodology, an initial set of metrics and targets were agreed as shown in the **Appendix** to this working paper.

2.2 The progress made with these processes confirms that the NAM/CAR Regions are developing an effective way of managing implementation of necessary improvements in the field of safety and air navigation. However, clear goals need to be established for the upcoming years, and States must provide commitment in order to achieve them.

2.3 With this goal in mind, and following coordination for the annual Global Air Navigation Report and the Regional Performance Dashboard, the ICAO NACC Secretariat, in coordination with ICAO Headquarters, propose that all Directors of Civil Aviation at the NACC/DCA/5 Meeting sign the Port-of-Spain Declaration as the NACC Regional agreement and commitment to achieve a minimum set of these performance-based metrics and goals/targets for air navigation, safety and environment.

2.4 As shown in the Appendix, the Declaration will contain the safety and air navigation goals/targets to be attained.

2.5 To achieve the goals/targets, the ICAO NACC Regional Office will continue to assist NAM/CAR States/Territories and international organizations through different mechanisms such as: implementation working groups, NACC regular work programme, technical assistance and technical cooperation assistance.

## 3. Summary

3.1 ICAO forecasts significant growth in the air transport sector for the CAR Region; therefore, safety and air navigation improvements are required in order to face the challenges that anticipated growth will have on the regions. Commitment at the highest level on regional safety and air navigation targets is required.

## 4. Suggested Action

4.1 The Meeting is invited to:

- a) note the information provided in this working paper;
- b) support NAM/CAR regional efforts for the safe and well-ordered development of civil aviation by setting the goals for the upcoming years in the areas of safety, air navigation and the environment as presented in this working paper;
- c) review and agree on the safety and air navigation NAM/CAR regional targets; and
- d) agree on the contents of the preliminary Port-of-Spain Declaration.

## **APPENDIX**

### **DRAFT PORT-OF-SPAIN DECLARATION**

The Fifth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/5), held in Port of Spain, Trinidad and Tobago, from 28 to 30 April 2014, convened by the ICAO North American, Central American and Caribbean Regional Office, and counting with the participation of high-level officials representing XX States and XX international organizations:

Consider that, in accordance with Article 37 of the International Civil Aviation Convention, each contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in that such uniformity will facilitate and improve air navigation;

Noting the objectives to be achieved through the Global Aviation Safety Plan and Global Air Navigation Plan, and recently approved by the Thirty-eighth Session of the ICAO Assembly;

Taking into account the paramount role civil aviation performs in the socio-economical, exchange commerce development for regional integration and development of commerce for regional integration;

Aware that air transport growth will continue in the region and all-encompassing worldwide events will be developed in the upcoming years that require additional efforts to further improve aviation safety, efficiency and security indicators;

Aware that air transport growth poses additional challenges for the infrastructure for both airports and air navigation;

Aware that management of regional processes towards implementation of air navigation, safety and security operational improvements require the establishment of clear indicators and goals;

Recognizing that the NAM/CAR Regions have successfully implemented regional technical cooperation mechanisms adopting a joint approach to problem resolution of common interest;

Aware that harmonization of regional standards and procedures will facilitate a collaborative environment among States, guaranteeing improved levels of air operations safety in the Regions and the achievement of joint goals;

Aware that regional air navigation operational improvements produce efficiency and safety, and that delays from one State can negatively affect the remainder States;

Aware that safety objectives achieved to date require specific actions for sustainment;  
and

Considering the action plan agreed upon during the CAR Region Safety and Air Navigation Directors Meeting (CAR/DCA/OPSAN) held at the ICAO NACC Regional Office in Mexico City, Mexico, from 18 to 19 February 2014.

The Fifth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/5) DECLARES its commitment to achieving the following goals:

### **Regional Safety Targets**

1. Safety Oversight
  - Reach an 80% regional average of Effective Implementation (EI) by December 2016
2. Accidents
  - Using 2010 as baseline, reduce CAR Region fatality risk for Part 121 or equivalent operations by 50% by the year 2020 in the
3. Runway Excursions
  - Reduce regional average runway excursions by 20% using the (2007-2012) rate as baseline by December 2016
4. Aerodrome Certification
  - 20% of selected international aerodromes to be certified by December 2016
5. State Safety Programme (SSP)/ Safety Management System (SMS) Implementation
  - 60% of States to have SSP - Phase 1 implemented by December 2016
  - 60% of key service providers to have SMS - Phase 1 implemented by December 2016

### **Air Navigation Targets**

1. Approach - Performance-Based Navigation (PBN)
  - 80% of international aerodromes having instrument approach runways to have Approach Procedures with Vertical Guidance (APV) with Barometric Vertical Navigation Baro VNAV implemented by service providers and users by December 2016

2. Air Traffic Flow Management (ATFM)
  - 100% of Flight Information Region (FIR) Area Control Centres (ACCs) to utilize ATFM measures by December 2018
3. Aeronautical Information Management Transition (AIM)
  - 100% of the required elements in Phase I (Aeronautical Information Services (AIS) to AIM Roadmap) implemented by States by December 2016
4. Ground-Ground Digital Coordination/Transfer
  - 50% of FIR applicable ACCs to implement at least one interface to use Air Traffic Services Inter-Facility Data Communication (AIDC)/On-Line Data Interchange (OLDI) with neighbouring ACCs by December 2016
5. Environmental Benefit
  - Reach 40,000 tons of regional CO<sub>2</sub> emission reduction per year through en-route PBN implementation by December 2016

Signed in Port of Spain, Trinidad and Tobago, on 28 April 2014