



OACI

Organización de Aviación Civil Internacional  
Oficina para Norteamérica, Centroamérica y Caribe

NOTA DE ESTUDIO

NACC/DCA/09 — NE/20  
20/06/19

**Novena Reunión de Directores de Aviación Civil de Norteamérica, Centroamérica y Caribe  
(NACC/DCA/09)**

Puerto España, Trinidad y Tabago, 25 al 27 de junio de 2019

Cuestión 5 del  
Orden del Día:

40º Período de Sesiones de la Asamblea de la OACI

**NOTAS DE CANADÁ**

(Presentada por Canadá)

**RESUMEN EJECUTIVO**

En el **Apéndice** se presenta las notas que desea presentar Canadá para discusión de la Reunión.

<b>Acción:</b>	Revisar las iniciativas de Canadá e informar sobre su apoyo a Canadá para la A40.
<b>Objetivos Estratégicos:</b>	<ul style="list-style-type: none"><li>• Seguridad Operacional</li><li>• Capacidad y eficiencia de la navegación aérea</li><li>• Seguridad de la aviación y facilitación</li><li>• Desarrollo económico del transporte aéreo</li><li>• Protección del medio ambiente</li></ul>

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**DRAFT - CANADA'S LIST OF WP AND IP - 40th ICAO ASSEMBLY (Montreal, September 24 - October 4, 2019)**

Agenda Item	Subject	Draft Title	 <b>Short Description / Summary</b>	WP	IP
	No Country Left Behind		<p><b>Background:</b> This information paper highlights Canada's ongoing technical assistance efforts in Haiti. Stemming from a direct request from ICAO, Canada was asked to provide guidance in safety oversight for the Haitian Civil Aviation Authority (OFNAC). Beginning in May 2018, the goal of this development assistance initiative is to share guidance and training material, expertise, regulations, staff instructions and best practices to guide in a collaborative manner the enhancement of certification activities in support of Haiti. Canada's subject-matter experts provide guidance, training and assistance in order to strengthen and develop what is presently in place, develop standards to meet Haiti's objectives and address their challenges and gaps. Specific activities include the recertification of Sunrise Airways, resolving the Significant Safety Concern (SSC), as well as revamping the safety oversight system. Altogether, Canada hopes to work with Haiti to promote a positive and forward-looking safety culture through a strong partnership and mentoring of OFNAC technical personnel.</p> <p><b>Context:</b> A year into the mission, significant progress has been made in Haiti through several onsite visits, collaboration at the Regional ICAO Office, as well as work being done on the sidelines. Haiti's SSC has been successfully resolved and Sunrise Airways is on the road to receiving full recertification. In addition, Canada and Haiti successfully redesigned the DSNA guidance material. Our countries continue to work toward adoption of the Code de l'Aviation civile by the Haitian authority, completion of a full ICAO Protocol Questions (PQ) review, as well as other administrative and training related items. The project has been extended to the deadline of December 2020.</p> <p><b>Recommendation:</b> N/A</p>		X
	Canadian CORSIA Implementation Experience (tentative)		<p><b>Background:</b> This WP would provide a summary of how Canada went about implementing CORSIA: Regulatory Development; Pre-Regulatory Industry Awareness; Liaison and coordination activities in preparation for EMP approvals; EMP approvals; Canadian CORSIA Numbers; Looking ahead to preparation activities for Emissions Reports and State order-of-magnitude checks; May bring up issue related to the more frequent amendment of the list of verifiers.</p> <p><b>Context:</b> The First Edition of the CORSIA Standards and Recommended Practices (SARPs) were shared with Contracting States through a State letter on 20 July 2018, and made publicly available through the ICAO CORSIA website on the same date. They became applicable on 1 January, 2019 which resulted in a tight deadline for states to implement CORSIA. Canada was one of the first states to put CORSIA regulations into force and this working paper details its experience as well as work that is still left. With regards to the offsetting phase of CORSIA, as of 6 May 2019, 80 States, representing 76.63% of international aviation activity, intend to voluntarily participate in CORSIA from its outset. We urge all states to join the scheme from the outset in order to address international aviation emissions and promote sustainable air travel.</p> <p><b>Recommendation:</b> 1. Action primarily to encourage other States to join offsetting component of CORSIA.</p>	X	
	Canadian ACT-CORSIA Experience (tentative)	Canadian ACT-CORSIA Experience (Assistance, Capacity-building and Training) *(proposed to be written and presented in French)	<p><b>Background:</b> This WP will summarize Canada's engagement with ACT-CORSIA: Statistics on the countries we touched; linkage to Francophonie; collaboration with France and Spain; lessons learned with emphasis on language; praise ICAO for the developing the concept; praise participating States because the quality of EMPS is high; why ACT CORSIA is important over the next 5 years; Canada's continued participation in ACT CORSIA.</p> <p><b>Context:</b> One of the key aspects of CORSIA is that the emissions of all Contracting States will contribute to a global baseline for international aviation. With this in mind, it is vital that all states are able to implement CORSIA requirements, including the approval of Emissions Monitoring Plans and development of national/regional regulatory frameworks. Under ACT CORSIA partnerships, technical experts provided by donor States work together with the CORSIA focal points of recipient States to provide on-site training, and to closely follow-up on the preparation and implementation of the recipient States' systems. As one of the donor states, Canada focused primarily on Francophonie countries as it was important that training be delivered in the language of choice for recipient states. This working paper highlights the success of Canada's ACT CORSIA partnerships thus far and encourages both donor and recipient states to continue with the ACT CORSIA partnerships. Moreover, we encourage other states to join the program as needed so that there can be uniform implementation of CORSIA globally.</p> <p><b>Recommendations:</b> 1. Actions primarily to encourage ICAO to continue with the ACT concept; 2. Encourage State to continue liaising with their ACT CORSIA SMEs during the life of CORSIA; 3. Encourage States to continue helping others.</p>	X	

	Fit to Fly (Fit to Work)	Fit to work	<p><b>Background:</b> This paper presents an overview of Canada’s approach to promote a healthy aviation culture through education and awareness surrounding mental health and substance abuse disorders to enhance aviation safety in Canada. The legalization of cannabis has also presented a new challenge for Canada and Transport Canada, as the regulator, to continue to safeguard and mitigate potential impairment risks in Canada’s transportation sector, including the aviation sector. Canada has one of the safest air transportation systems in the world. It continues to promote the safety and security of the public and air transportation system through its robust oversight regimes, on-going regulatory activities, and service to the aviation industry.</p> <p><b>Context:</b> Canada’s Approach to Promote a Healthy Aviation Culture through Education and Awareness Surrounding Mental Health and Substance Abuse Disorders.</p> <p><b>Recommendations:</b> 1. Support ICAO in promoting a global healthy aviation environment by addressing mental health and substance abuse disorders reducing the risk of aviation accidents and enhancing aviation safety; 2. Discuss States’ experiences with implementing their own policies, regulations and standards to place greater emphasis on better promotion of education and awareness around mental health and substance abuse disorders to improve the mental fitness of aviation personnel.</p>	X	
	Technical Assistance Program		<p><b>Background:</b> This working paper addresses ongoing technical assistance efforts by ICAO and Member States in support of the No-Country-Left-Behind initiative. Through assistance to counterparts abroad, States and organizations can work to promote a safe international air transport system. By engaging in technical assistance and establishing a robust and standardized assistance program, States are able to better coordinate their efforts in order to effectively deliver aviation safety support worldwide. There is room for Member States and ICAO to harmonize their efforts in order to support the safe, sustainable and efficient development of the global civil aviation network.</p> <p><b>Context:</b> Strengthening aviation safety in developing countries is one of Canada’s principal objectives. Recognizing the benefits of states harmonizing their programs and practices with that of ICAO standards, Canada’s civil aviation technical assistance program implements a variety of projects targeted at promoting safety, environmental protection and development at both national and international levels. Canada has seen notable success realized in the program thus far, including an extended 18-month initiative to Haiti seeking to provide guidance in safety oversight (ref: Information Paper). Through both individual and multilateral capacity building initiatives, including coordinated training, procedure development, workshops, as well mentoring and fellowships, States may build closer partnerships while simultaneously supporting the health and stability of the international civil aviation system. With the support of ICAO Regional Offices, States may tailor technical assistance projects to the needs of recipients more efficiently and cooperatively.</p> <p><b>Recommendations:</b> 1. Canada recommends that Member States look to increase their technical assistance efforts, coordinating projects multilaterally among donors and recipients when possible. Donor states should also look to ensure there is sufficient collaboration among them and their recipients for the timely and sustainable realization of technical assistance activities. 2. There is a need for increased ICAO Regional Office involvement in technical assistance matters, including greater cooperation, efficient implementation of activities, as well as harmonization of technical projects and activities when applicable. 3. In order to successfully measure and evaluate technical assistance efforts and their contributions to international air transport, development projects should contain a performance measurement component.</p>	X	

	Labour Shortage		<p><b>Background:</b> The government of Canada is currently assessing the full scope and nature of the current and forecasted shortage of aviation professionals, and is developing a variety of strategies to address this issue across Canada. The Government of Canada is committed to working in collaboration with aviation stakeholders, Canadian universities and colleges, in order to better address the needs of Canada’s aviation industry. This paper presents a brief overview of the emerging global shortage of pilots and aviation professionals, and details several ICAO initiatives currently underway to address this challenge.</p> <p><b>Context:</b> The issue of labour shortage has presented a significant challenge for the Canadian aviation industry. Canada is collaborating closely with other government departments, industry, academia and other various stakeholders to engage in outreach activities that highlight the importance of aviation and establish best practices in attracting, educating and retaining the next generation of aviation professionals.</p> <p><b>Recommendations:</b> This Assembly is invited to: 1. support ICAO’s initiatives, such as the Next Generation of Aviation Professionals (NGAP) program, in promoting careers in aviation to future generations, in order to ensure that enough qualified and competent aviation professionals are available to operate, manage and maintain the future international air transport system; 2. collaborate with fellow ICAO member States, through sharing of best practices and lessons learned share discuss States’ experiences with implementing their own policies, in addressing the global shortage of aviation professionals and alleviating its wide-ranging effects.</p>	X	
	Women in Aviation		<p><b>Background:</b> Canada is committed to upholding and promoting gender equality in all sectors of Canadian society and globally. For instance, in the 2018 Federal Budget, the Government of Canada committed funds to supporting women to enter and succeed in industry sectors where they have been traditionally underrepresented.</p> <p>Canada is actively working towards ensuring its aviation sector workforce is more diverse and inclusive. Canada is an active partner in ICAO’s Next Generation of Aviation Professionals (NGAP) initiative, which will promote gender equality in aviation and explore best practices to ensure that enough qualified and competent aviation professionals are available to operate, manage and maintain the future international air transport system.</p> <p>Canada is contributing to different strategies that will assist with a better understanding of the gender gap and exploring opportunities to enable women’s participation in the aviation sector. This paper presents a brief overview of Canadian and global efforts and collaboration in order to better understand the gender disparity and ensure equal participation of women in aviation.</p> <p><b>Context:</b> Around the world, women are under-represented in the transportation workforce, particularly in aviation. The issue of accelerating gender equality and women’s advancement in aviation presents a significant challenge. Canada is collaborating closely with other government departments, industry, and academia to identify, encourage, and create opportunities aimed at increasing women’s representation in non-traditional sectors such as the aviation industry.</p> <p><b>Recommendation:</b> 1. Canada invites all Member states to share information and best practices that can be implemented to address the issue of gender disparity in aviation.</p>	X	
	Lasers - laser attacks declining / new regulatory measures		<p><b>Background:</b> This paper presents an overview of Canada’s comprehensive ‘Laser Attacks Strategy’ to address a critical safety issue of hand-held laser attacks targeting aircraft. Canada has taken proactive measures to align efforts with international bodies and likeminded countries such as the United States and Australia to deter laser attacks across Canada. Canada has implement a comprehensive Laser Attack Strategy to mitigate a potential aviation accident caused by a laser attack. The Strategy has implement stronger regulatory measures, increased education and awareness, enhanced enforcement tools and greater penalties for offenders.</p> <p><b>Context:</b> Hand-held lasers, when directed at aircraft, can cause flash blindness and distraction of pilots, potentially endangering the safety of crew members and passengers. The International Civil Aviation Organization (ICAO) has highlighted laser illumination as a safety concern and has urged its member States to take appropriate actions, such as taking legislative measures and raising public awareness to address this issue. This is following a TC submitted a working paper on its Laser Attack Strategy at the Air Navigation Conference in Fall 2018.</p> <p><b>Recommendations:</b> 1. support ICAO in reducing laser attacks against aircraft to promote global aviation safety, and; 2. request Member States share information and best practices.</p>	X	

	<p>Revamping the standards for water airports</p>		<p><b>Background:</b> ICAO has no international standards regarding water airports. Canada would be willing to work with other countries to develop SARP's for ICAO on water airports.</p> <p><b>Context:</b> Canada is currently developing regulations and will present what we have done to date at the ICAO Assembly in 2019.</p> <p><b>Recommendation:</b> N/A</p>		<p>X</p>
	<p>Increasing efficiency and effectiveness at ICAO regional groups, events, and meetings</p>		<p><b>Background:</b> The ICAO and its Regional Offices have a number of technical groups, each respectively contributing to the realization of a safe and sustainable civil aviation network. As these bodies are highly technical in nature, there is opportunity to increase efficiency and support cooperation among groups. With the support of ICAO and Member States, regional ICAO meetings held at the working-level could see improvements in productivity, effectiveness, coordination and timely resolution of civil aviation matters.</p> <p><b>Context:</b> One example of these technical bodies is the Regional Aviation Safety Group Pan-America (RASG-PA), which is both resource-intensive and procedure-heavy. Reducing formalities in the RASG-PA is expected to parallel improvements in the coordination among Member States and ICAO, coherent organization and execution of meetings, as well as efficient and forward-looking contributions to the economic development and safety of global air transport.</p> <p><b>Recommendations:</b> 1. ICAO and Member States support activities which encourage increases in the efficient and smooth operation of regional ICAO technical groups. 2. ICAO and Member States support initiatives promoting curtailment in the rigorosity of these groups, thereby increasing flexibility and productivity.</p>	<p>X</p>	
	<p>Aviation Safety and Air Navigation Policy</p>		<p><b>Background:</b> Recommend that ICAO enhance support and link between the GASP/GANP and the RASG priorities for the region. With regards to what Canada is doing with the NACC Region. Canada is part of the NACC Region and we are focusing on assisting countries within our Region, both as a member of the NACC region but also due to the fact that Canadian's travel to places within the NACC Region, after doing some data analysis.</p> <p><b>Context:</b> The GASP-2020-2022 has not yet been finalized, but is close. The RASGs work is based on the GASP. The GASP/GANP for us are a guide, as we have a lot of other data sources that we take into account when doing our analysis. Both the GASP and GANP are useful for ID'ing multilateral projects that we want to work on and we use the GASP/GANP to help prioritize international engagement.</p> <p><b>Recommendation:</b> 1. Due to the differences in maturity levels between States, we would recommend allowing for a phased in approach, with timelines that take into account the maturity of the States.</p>	<p>X</p>	

	<p>CANSO - ATM efficiency</p>	<p>CANSO - ATM efficiency</p>	<p><b>Background:</b>                  This paper highlights the benefits that RNP AR procedures and operations provide to all stakeholders in the aviation industry. The paper will also identify some key milestones in RNP AR procedure development and operational applications that has seen RNP AR becoming the cornerstone and key enabler of the PBN airspace concept and supporting efficiencies in the global ATM system.</p> <p><b>Context:</b>                  The continued development and implementation of Required Navigation Performance Authorisation Required (RNP AR) procedures has been a key enabler in supporting States to move to a modern, Performance Based Navigation (PBN) airspace model. The precise and predictable track containment of RNP AR procedures has seen its application evolve from providing improved accessibility to terrain and obstacle challenged airports, to a variety of airspace and operational contexts and considerations, with safety, environmental and efficiency benefits across the entire ATM system.</p> <p><b>Recommendations:</b>  <b>Action:</b> The Assembly is invited to:</p> <ol style="list-style-type: none"> <li>1. take note of the information and benefits regarding the implementation of RNP AR;</li> <li>2. take note of the efficiency that can be obtained by implementing RNP AR for ATM efficiency, and reduced flight distances, fuel burn and CO2 emissions;</li> <li>3. take note of recent benefits of the application of new ICAO separation standards incorporated into PANS ATM, specifically related to Established on RNP AR;</li> <li>4. recognise the work of CANSO and its Members in introducing RNP-AR;</li> <li>5. recommend that ICAO create guidance material for States on implementing RNP-AR based on the information in this WP; and</li> <li>6. advise States to consider introducing RNP-AR where applicable based on the expertise of CANSO and its Members</li> </ol>	<p>X</p>	
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