



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

WORKING PAPER

NCMC/5 — WP/05

13/11/22

**Fifth NAM/CAR Regional Meeting for National Continuous Monitoring Coordinators  
(NCMC/5)**

Mexico City, Mexico, 15 to 16 November 2022

**Agenda Item 4: Status of USOAP Effective implementation (EI) in the NAM/CAR Regions**

**EFFECTIVE IMPLEMENTATION STATUS IN THE CAR REGION**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

This Working Paper outlines the situation of the Effective implementation in the Region in accordance with the ICAO Online Framework (OLF) and intelligence information gathered in the past two years in order to inform our states and help them to decide the appropriate way to go based on the provided information

The ICAO NACC Regional Office continuously monitors the status of the effective implementation of the SARPS through the OLF and Systemic Assistance Program (SAP), RASGPA dashboard, and intelligence information which allows the production of valuable information shared in this Working Paper.

<b>Action:</b>	Please see section 4 of this WP.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Strategic Objective 1 – Safety</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• ICAO on line Framework</li><li>• ICAO doc 9735</li><li>• Intelligence information</li></ul>

**1. Introduction**

1.1 The ICAO NACC office continuously monitors the status of the effective implementation of the SARPS through the evaluation of OLF in accordance with the Systemic Assistance Program SAP, and RASGPA dashboard.

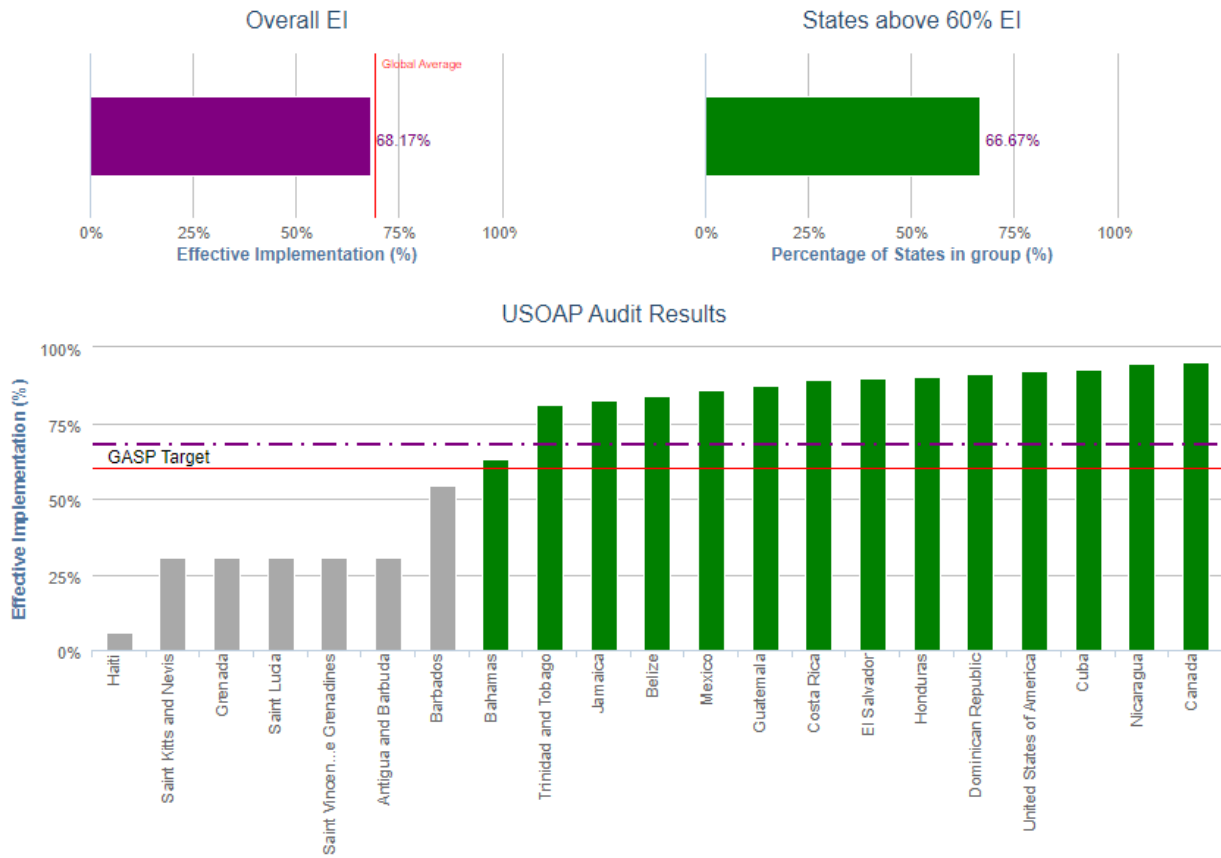
1.2 The information gathered shows the trends within the region and where the focus should be applied.

1.3 Since commercial operations are slowly coming back to normal after the pandemic, the aviation authorities should increase their efforts to do a strong evaluation of their safety performance regardless of the Effective Implementation reached during the last round of USOAP audits. The CAR states are been requested to work on their self-assessment in order to update the information available in the OLF.

2. **EI STATUS in the region**

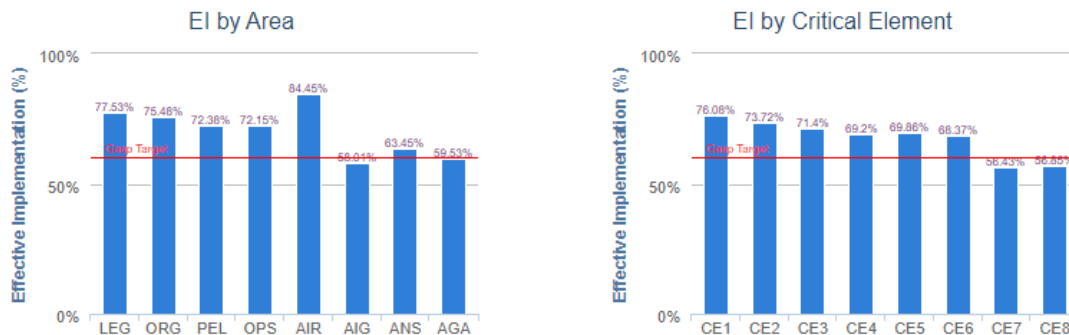
2.1 The status of the region in accordance with the OLF and the RASGPA dashboard is the following:

66.67% of the States in North American, Central American and Caribbean Region have achieved the target of 60% EI, as suggested by the Global Aviation Safety Plan (GASP)



## USOAP Results by Area and Critical Element

6 areas and 6 critical elements are above the target of 60% EI.



### 3 Updated SAP intelligence information

3.1 The numbers show that the critical areas are AIG, AGA, and ANS, on the other hand, the critical elements most affected are CE 7 and 8. The intelligence information differs from these numbers due to:

- a) The time since the last full audits in 83% of our states (the years average in this layer is 12.5 years without full audit)
- b) Only three states have received full audits in the past 7 years.
- c) The CAPs on these states are no longer valid.

3.2 In accordance with the information gathered as part of the updated SAP, there are some other areas that have to be taken into consideration, such as OPS, PEL, and, AIR.

The critical areas requiring our attention are:

- CE 4 The training programs from some states are been leaf outdated and changed to better accommodate the economic situation, leaving aside the ICAO requirements.
- CE 5 The guidance material has not been revised since the last audits
- CE 6 As a result of the previous issues the certification processes are not been done in the proper manner.

### 4. Suggested Actions

4.1 The participants are invited to take note of the information shared in this WP and take advantage of the safety improvement projects and support provided by the regional office in order to ease the straightening process of the safety oversight system in our region.