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WORKING PAPER

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**Eighth North American, Central American and Caribbean Working Group Meeting (NACC/WG/8)**

Mexico City, 29 August - 1 September 2023

**Agenda Item 3: Follow-up to NACC/WG 2022-2023 Action Plan**

**3.1 Presentation of the Basic Building Blocks (BBB) analysis by the Task Forces (TFs) in the different areas of air navigation**

**IDENTIFICATION OF INCONSISTENCIES IN THE ICAO GUIDANCE DOCUMENTS ON THE UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAM (USOAP) BASIC BUILDING BLOCKS (BBB) AND PROTOCOL QUESTIONS (PQ)**

(Presented by Cuba)

**EXECUTIVE SUMMARY**

During the evaluation of our State's compliance with the implementation of the Basic Building Blocks (BBB) Framework and its link with the USOAP protocol questions, a number of inconsistencies have been detected in the ICAO guidance document published on the GANP Portal, in relation to the latest USOAP protocol in force since 2020.

Because of the above, the document prepared by the Second Meeting of Rapporteurs of the NACC WG, carries these inconsistencies.

<b>Action:</b>	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• 2020 Edition of Protocol Questions (PQs) and States' effective implementation score, Nov. 2021, EB 2021/36.</li><li>• Global Air Navigation Plan (GANP) seventh edition: <a href="https://www4.icao.int/ganpportal/BBBsUSOAPPQs">https://www4.icao.int/ganpportal/BBBsUSOAPPQs</a></li><li>• Second Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group (NACC/WG/RAP/02), Mexico City, Mexico, March 28-31, 2023. NACC/WG/RAP/02 - NE/02REV.</li></ul>

## **1. Introduction**

1.1 In November 2021, ICAO published its Electronic Bulletin No. 36, updating protocol questions (PQs) and states' effective implementation (EI) score to the 2020 Edition on its USOAP-CMA website.

1.2 Among the most significant changes in the 2020 edition compared to the 2017 edition include a reduction in the number of questions and the consequent adjustment of the questions to the corresponding critical element, especially in CEs 6, 7 and 8.

1.3 During the 41st ICAO Assembly in September 2022, the Seventh Edition of the Global Air Navigation Plan (GANP) was approved. This edition updates the way to identify states' compliance with the BBB Framework by linking it to the USOAP protocol questions.

1.4 The WP/02 REV presented during the Second Meeting of Rapporteurs of NACC WG, states that: the ICAO NACC Regional Office developed a first evaluation format for these services in 2022 and independent exercises were conducted with some States with the objective of identifying their level of implementation, their understanding of the services and monitoring how States evaluated these services. With the exercise, it was recognized that the States had problems identifying the implementation of services in the aerodromes area, since they were more familiar with the other ANS services.

1.5 Consequently, the ICAO NACC Regional Office has developed a new format for the evaluation of these mandatory services. The format includes, in addition to the references to ICAO documentation, the USOAP protocol questions (PQ) related to the implementation of these services.

## **2. Development**

2.1 Currently, the ICAO NACC Regional Office, through the ICAO Regional Technical Cooperation Project - Implementation of Performance Based Air Navigation Systems (RLA09801) in the CAR Region and the work developed by each Regional Specialist of the ICAO NACC Office according to their area of expertise, is supporting the development of the CAR States' Air Navigation Plans, where the evaluation of the BBBs is a primary first step.

2.2 Since last July 20, the interaction of the ICAO Team with our State began, based on a proposed schedule, which should conclude with the preparation of the e-NANP of the Republic of Cuba in December 2023.

2.3 Assessing our State's compliance with the implementation of the BBB Framework and its link to the USOAP protocol questions, a number of inconsistencies have been identified in the ICAO guidance document published on the GANP Portal, in relation to the latest USOAP protocol in force since 2020.

2.4 As a consequence, the document prepared by the Second Meeting of Rapporteurs of the NACC WG, carries these inconsistencies.

2.5 Inconsistencies detected in the document published in the ICAO GANP Portal.

a) Meteorological Services

2.5.1 ANS protocol question 7.459 Does the State ensure that wind sensors used for routine local reporting are properly positioned to provide the best possible indication of conditions along the runway or in the touchdown zone? corresponds to Critical Element (CE) 7 under the 2020 Edition of the USOAP PQs. ICAO documents linking BBB & USOAP PQs identify it with CE 6.

2.5.2 ANS protocol question 7.467 Does the State ensure that the MET service provider has established criteria regarding special observations and reports? corresponds to Critical Element (CE) 7 under the 2020 Edition of the USOAP PQs. ICAO documents linking BBB & USOAP PQs identify it with CE 6.

b) Aeronautical Information Services.

2.5.3 ANS protocol question 7.291 Does the State ensure that aeronautical data and information initiators and AIS agree on formal arrangements for the timely and complete provision of aeronautical data and information? corresponds to Critical Element (CE) 7 under the 2020 Edition of the USOAP PQs. ICAO documents linking BBB & USOAP PQs identify it with CE 6.

2.5.4 In the new format of the document developed by the ICAO NACC Office for the evaluation of aeronautical information services, references to USOAP protocol questions (PQs) related to the implementation of these services are not included.

c) Search and rescue services.

2.5.5 No inconsistencies were identified.

d) Air Traffic Management Services

2.5.6 The ANS 7.075 protocol question was deleted in the 2017 Edition of the USOAP PQs. The question that comes closest to what the ICAO documents ask is the new question in the 2020 Edition of the USOAP PQs: ANS 7.062 Has the State arranged for the establishment and provision of ATS in accordance with the provisions of Annex 11?

2.5.7 Protocol question ANS 7.189 Does the State ensure the establishment and implementation of a runway safety program? corresponds to Critical Element (CE) 7 of the USOAP 2020 Edition PQs. ICAO documents linking BBB & USOAP PQs identify it with CE 6.

e) Aerodrome operation services.

2.5.8 No inconsistencies were identified.

f) Necessary CNS infrastructure to provide all of the above services.

2.5.9 The ICAO document linking BBBs to USOAP PQs integrates the necessary CNS infrastructure to provide all the services, although CNS is not identified as a service within the BBB.

2.5.10 It was identified that the ANS 7.392 protocol question does not exist in the 2017 and 2020 editions of the USOAP PQs. The question that comes closest to what the ICAO document asks is the new 2020 Edition USOAP PQs question: ANS 7.390 Has the State arranged for the provision of CNS systems and facilities in accordance with the provisions of Annex 10?

2.5.11 The new format of the document developed by the ICAO NACC Office does not include the elements for the assessment of the necessary CNS infrastructure to provide all services, and consequently, it does not include the references to the USOAP protocol questions (PQ) related to its implementation.

2.5.12 The purpose of making these inconsistencies visible is to propose the correction of the BBB & USOAP PQs document to ICAO and to avoid future discrepancies among the States and the ICAO NACC Regional Office Implementation Team, within the framework of the BBB & USOAP PQs implementation assessment.

2.5.13 Clarification is needed, since it is not the same to evaluate a question from the point of view of CE 6 (obligations of approval of licenses, certifications, and authorizations) as from the point of view of CE 7 (surveillance obligations).

### **3. Suggested actions**

3.1 The Meeting is invited to take the following actions:

- a) the ICAO NACC Regional Office will bring the inconsistencies detected in the BBB & USOAP PQs guidance document to the attention of ICAO;
- b) the ASBU Task Force (NACC/WG/ASBU) will update the working document developed, once the BBB & USOAP PQs guidance document has been corrected; and
- c) any other relevant actions.