

## NACC PROJECTS

ICAO REGIONAL OFFICE	TITLE	NAME	SCOPE	COMMENTS / NEEDS
NACC	CASSOS	Enhancement of the Caribbean Aviation Safety and Security Oversight System	<p>The ICAO NACC Regional Office proposes a solution for strengthening CASSOS consisting of several components:</p> <ul style="list-style-type: none"> <li>• Multi-disciplinary (safety and security) gap analysis of the current situation in Member States and the development of an action plan;</li> <li>• CASSOS organizational study focused on staffing and procedural improvements;</li> <li>• Analysis of the legislative and regulatory framework for CASSOS;</li> <li>• Development of a structure and process for implementation of CASSOS' oversight activities for safety and security, which would include funding for initial oversight activities;</li> <li>• Onsite development and implementation of requirements to execute the “Built-in Agenda” of the MASA agreement including the development of a protocol for the implementation of “single security checks for direct transit passengers on multi-stop intra-Community flights” and the formulation on a domestic airspace;</li> <li>• System and surveillance training system software and hardware infrastructure implementation within CASSOS, which could be used each Member State (<i>if additional funding is made available</i>); and</li> <li>• Funding to hire two inspectors for CASSOS for a period of two years with the commitment from CASSOS to fund three others inspectors, establishing the critical staffing and capacity building for operation of CASSOS.</li> </ul>	<p>Interaction with IADB has been made to cover a great part of the project.</p> <p>System and surveillance training system software and hardware still requiring funding</p>
NACC	ECCAA	Strengthening the Eastern Caribbean Civil Aviation Authority (ECCAA)	<p>The ICAO NACC Regional Office proposes a solution of four work streams for the strengthening of ECCAA and the establishment of an effective and sustainable State Safety Oversight System.</p> <p>1- Technical assistance for building the Safety Oversight Capabilities of the Eastern Caribbean ICAO member States:</p> <ul style="list-style-type: none"> <li>- Elevate States political will and commitment in establishing aviation as a national priority</li> <li>- Maintain liaison with Contracting States to ensure the execution of necessary actions</li> </ul> <p>2- Identification of potential improvements to the legal framework and national practices:</p>	<p>The project would benefit from in-kind contribution with experts in the areas of LEG, ORG, OPS, AIR, ANS, and AGA.</p>

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			<ul style="list-style-type: none"> <li>- Proper understanding of the Chicago Convention privileges and obligations of all Eastern Caribbean ICAO Contracting States, particularly the responsibility to regulate and supervise all their aviation activities to ensure the safe, efficient and regular operation of air services.</li> <li>- Proposals for the amendment to the States' primary civil aviation legislation, including the provisions for Harmonized Regulatory framework and the establishment of an accident investigation authority for the OECS, or for each State</li> <li>- Training course dedicated to Senior and Middle manager of CAA</li> </ul> <p>3- Strengthening of the ECCAA Safety Oversight Capabilities:</p> <ul style="list-style-type: none"> <li>- Ensure an appropriately organized, funded and empowered civil aviation organization, structured to effectively carry out its safety oversight functions and duties, including technical personnel and support staff.</li> <li>- Proposal for a mechanism for identifying quantitative human resources needs for each technical area of the CAA</li> <li>- Proposed requirements for hiring of human resources for the CAA, including job descriptions, professional experience and qualifications</li> <li>- Ensure organizational Infrastructure adequate for ECCA to have the ability to execute it's Roles and responsibilities as a Civil Aviation Authority.</li> </ul> <p>4- Strengthening of the training and competency of inspectorate personnel</p> <ul style="list-style-type: none"> <li>- Training programs including all technical areas</li> <li>- Training plans for inspectorate body</li> <li>- OJT for Inspectors</li> </ul>	
NACC	BARBADOS	Barbados Safety Oversight System Enhancement	<p>To assist Barbados in the transition from its current organizational structure of the Civil Aviation Department (BCAD) under the Ministry of Tourism and International Transportation, into a new Aviation Authority that is appropriately empowered, and capable of meeting the obligations under the Chicago Convention and its associated Annexes, so as to ensure that all elements necessary for the establishment of new aviation authority are considered, from the planning of changes in primary legislation, through the structuring of the new entity until its entry into operation. Similarly, the assistance also aims to support the establishment of strengthened aviation safety oversight system. This will include the</p>	<p>The project would benefit from in-kind contribution with experts in the areas of LEG, ORG, OPS, AIR, AIG, ANS, and AGA. Those experts will:</p> <ul style="list-style-type: none"> <li>- draft amendment proposals to the civil aviation primary legislation (covering the establishment of a CAA and an AIIA);</li> <li>- develop proposals for the provision of the appropriate resources to the relevant aviation authorities (including: funding, facilities, personnel and documentation);</li> </ul>

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			<p>development of necessary documentation, procedures, manuals and other elements, as required, as well as the resolution of deficiencies identified by the USOAP activities. This groundwork will in the long run contribute to the sustainable capacity building of discharging safety oversight obligations.</p> <p>The project also aims to establish a legal framework to support the future creation of an independent accident and incident investigation authority capable of complying with the obligations under the Annexes 13 and 19 to the Chicago Convention</p>	<ul style="list-style-type: none"> <li>- assist on the drafting of missing regulations, procedures and guidance materials for all Safety Oversight areas of the CAA;</li> <li>- assist in the development of training programmes, plans and related documentation; and</li> <li>- provide training to State's inspectors.</li> </ul>
NACC	SOS	Assistance to improve the safety oversight system (SOS) of NACC States	The measurement of the Effective Implementation (EI) of ICAO SARPs on site for those States that have not received USOAP audits in the past 7 years, to establish the current status from the authorities, and further assistance in the preparation of work plans to solve the findings. The measurement will be made by teams composed of Experts trained in the auditing methodologies of IASA FAA, IATA, USOAP and EASA	<p>The project would benefit from in-kind contribution with OPS, PEL and AIR experts experienced and qualified in at least one of the audit methodologies (IASA FAA, IATA, USOAP and EASA), receiving complementary training in the other methodologies.</p> <p>•The minimum qualifications of the candidates are the following:</p> <ol style="list-style-type: none"> <li>a. At least 5 years of experience as inspectors, with participation in airline certification processes and maintenance workshops.</li> <li>b. Participation in approval of special operations.</li> <li>c. Knowledge of the ICAO annexes and documents.</li> <li>d. Desirable that they are qualified as USOAP auditors.</li> <li>e. Industry experience in accordance with ICAO.</li> <li>f. for PEL experts is required experience in the issuance of licences, authorization and surveillance of designated examiners, certification of aeronautic schools, evaluation and management of medical exams, among others.</li> <li>g. All the experience will assessed and verified by the NACC office.</li> </ol>
SAM	Suriname	Strengthening of the Civil Aviation System of Suriname	Suriname has the lowest effective implementation (EI) score in the South American Region, based on the USOAP CSA audit from 2009 and the ICAO Coordinated Validation Mission (ICVM) from November 2012. Since the ICVM (7 years ago), Suriname has not shown any progress in the implementation of their Corrective Action Plan (CAP).	<p>The assistance will be provided by a multidisciplinary team of specialists in the areas of LEG/ORG, AT (economist), AIG, ANS, and AGA. The team of specialists will be composed by five members according to the list that follows:</p> <ul style="list-style-type: none"> <li>- One specialist for LEG/ORG;</li> <li>- One specialist for AT (economist)</li> </ul>

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			<p>Suriname is in need of extensive technical assistance in several areas: legislative, organizational, financial and technical. The project outlines the assistance necessary to assist Suriname effectively implement their safety oversight responsibilities and improve their EI.</p> <p>The project would provide assistance and guidance in the following areas:</p> <ul style="list-style-type: none"> <li>- Legislation</li> <li>- Organization</li> <li>- Financial</li> <li>- Regulations/training (ANS, AGA)</li> <li>- Accident Investigation activities and possible establishment of separate AIO</li> </ul> <p>Expected benefit: With a robust legal framework in place and properly allocated and funded organizational structures for CASAS, CAD and possibly an AIO, as well as the necessary technical assistance, Suriname may be able to achieve the targets established under the SAMSP: achieve an EI in the short term of 70% in 2020, in the medium term of 75% in 2022, 80% in 2024, and increasing its EI up to 95% in the long term (2030).</p>	<ul style="list-style-type: none"> <li>- One specialist for AIG;</li> <li>- One specialist for ANS; and</li> <li>- One specialist for AGA.</li> </ul> <p>The total estimated amount is CAD 214,000; including the costs of assistance missions.</p> <ul style="list-style-type: none"> <li>-</li> </ul>
SAM	CASSOS States (focus on Suriname and Guyana)	Sustainable Solution to the Lack of Qualified and Experienced Helicopter Inspectors in Operations and Airworthiness	<p>During recent years, helicopter operations have increased considerably in countries such as Guyana and Suriname due to mining activities and deep-water exploration projects. These new types of operations require that the CAA's have the capability to certify and oversee the helicopter operations. The main objective of the project is to build safety oversight capability among CASSOS States for helicopter operations so they can certify and oversee the increasing number of applicants for helicopter air operator certificates.</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>- Implementation of a sustainable solution to the lack of qualified and experience helicopter inspectors in CASSOS States;</li> <li>- Increased safety (due to better assessment and control risks);</li> <li>- Increased compliance of SARPs;</li> <li>- Contribution to SSP implementation;</li> </ul>	<p>Project will be defined by stages and considering State's assessment, but will cover 12 months.</p> <p>Project will consist of a phased approach including ground training and OJT and is contingent upon inspectors from the region in order to build the helicopter inspector cadre.</p> <p>Total estimated costs for the project is USD\$ 72,422 which covers DSA and travel only. It is expected that the salary for SMEs would be covered by the providing State.</p>

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			<ul style="list-style-type: none"> <li>- Reduced safety oversight costs (due to better oversight planning);</li> <li>- Benefits (economic, insurance) due to increased compliance;</li> <li>- Economy of scales: will identify opportunities for States to work together in a harmonized way on similar matters to have a more efficient use of available resources.</li> </ul> <p>Main Outcomes:</p> <ul style="list-style-type: none"> <li>- Availability of a pool of helicopter inspectors;</li> <li>- Certification of helicopter air operators;</li> <li>- Implementation of risk-based surveillance (RBS);</li> <li>- Risk identification and implementation of common mitigations</li> </ul>	