



**ASSEMBLY — 39TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 33: Aviation safety and air navigation monitoring and analysis**

**COMPLIANCE WITH THE PORT-OF-SPAIN DECLARATION**

(Presented by Trinidad and Tobago with the support of Antigua and Barbuda, Aruba, Bahamas, Barbados, Belize, Canada, Costa Rica, Cuba, Curaçao, Dominican Republic, El Salvador, France (French Antilles), Grenada, Guatemala, Haiti, Honduras, Jamaica, Mexico, Netherlands (Bonaire, Saba and Sint Eustatius), Nicaragua, Saint Kitts and Nevis, Saint Lucia, Sint Maarten, Saint Vincent and the Grenadines, Trinidad and Tobago, United Kingdom (Anguilla, Bermuda, British Virgin Islands, Cayman Islands, Montserrat and Turks and Caicos Islands) and the United States)

**EXECUTIVE SUMMARY**

This working paper presents the progress made by the North American, Central American and Caribbean (NAM/CAR) States through their commitment for the achievement of the safety and air navigation goals set forth in the Port-of-Spain Declaration.

**Action:** The Assembly is invited to:

- a) take note of the information provided regarding to the progress and commitment made for the implementation of the safety and air navigation goals established in the Port-of-Spain Declaration, including the sub sequential follow-up after 2016;
- b) recommend any action to enhance the achievements of the Port-of-Spain Declaration regional goals; and
- c) urge ICAO to ensure that the Declaration commitments that have not been accomplished should still be considered valid and planned within future activities.

Note: While many items under the Port-of-Spain Declaration were not covered, they are still relevant and should continue to be pursued within the Bahamas Declaration of Intent, which has now been signed, and identifies State specific action plans that are inclusive of commitments not will not be accomplished by the December 2016 timeline.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
<i>Financial implications:</i>	N/A
<i>References:</i>	Port-of-Spain Declaration ( <a href="http://www2010.icao.int/NACC/Documents/Meetings/2014/NACCDCA5/POSDeclarationEN_SP.pdf">http://www2010.icao.int/NACC/Documents/Meetings/2014/NACCDCA5/POSDeclarationEN_SP.pdf</a> )

## 1. INTRODUCTION

1.1 Following-up on the States' commitment to comply with the ICAO Chicago Convention, the objectives established within the ICAO Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP), and recognizing that the joint approach to problem resolution of common interest adopted with the successful implemented regional cooperation mechanisms, the North America, Central American and Caribbean Civil Aviation Directors in their Fifth Meeting (NACC/DCA/5) held in Port-of-Spain, Trinidad and Tobago, from 28 to 30 April 2014, agreed on the establishment and commitment for accomplishing the safety and air navigation goals indicated in the Port-of-Spain Declaration (POS). These goals became the set of indicators and metrics, and performance dashboards for the NAM/CAR Regions.

1.2 The monitoring and reporting of the POS goals is conducted periodically and the corresponding actions and improvements are agreed to ensure that the benefits attained with these goals are obtained.

## 2. DISCUSSION

### 2.1 POS Safety Goals

**Safety Oversight:** 80% Effective Implementation (EI) regional average by December 2016

2.1.1 Since the initial Universal Safety Oversight Audit Programme-Comprehensive Systems Approach (USOAP-CSA) audits, 13 NAM/CAR States have received an ICAO Coordinated Validation Mission (ICVM), and 2 USOAP audit missions. Since 2015 tailored assistance by the NACC Office as part of the NACC No Country Left Behind (NCLB) strategy has been provided to almost all of the States.

2.1.2 Dedicated actions to resolve the current Significant Safety Concern (SSC) have been carried out through the NCLB strategy. In 2014, the Regional EI was approximately 67% and in June 2016, the EI is 69.02%. Since the implementation of the NACC NCLB in 2015, with the assistance and the results of one of the ICVMs of 2016 still to be reflected in the regional EI and three off-site validations activities still to be completed in 2016, an increase of at least 6 points is expected.

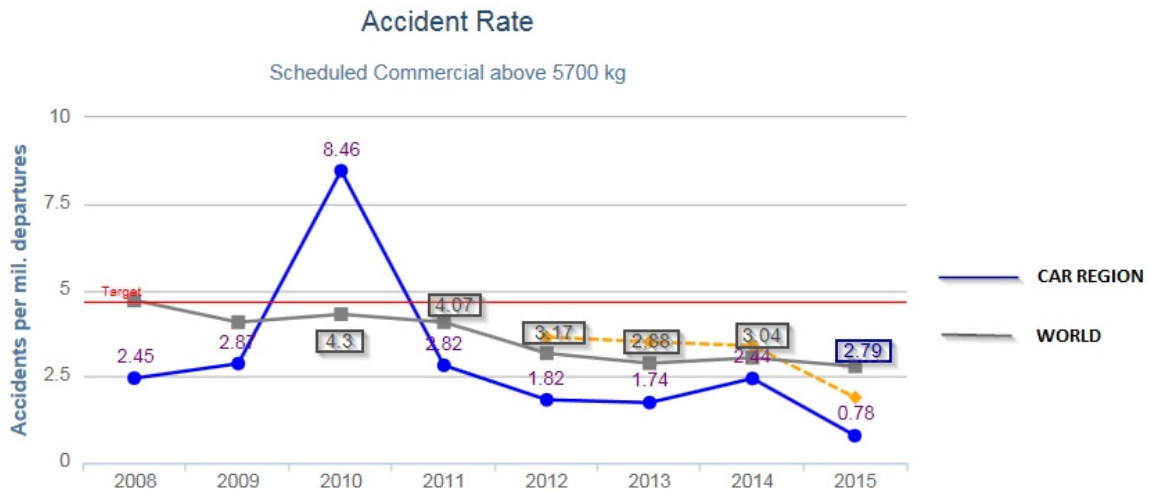
2.1.3 Currently, 13 NAM/CAR States are above the GASP goal of 60% EI.

**Safety Oversight:** No state in the Region to have EI of ICAO USOAP Critical Element 3 (CAA Staff) and Critical Element 4 (Inspector Competency) below 70% by December 2016

2.1.4 Similarly to the EI regional average goal, the EI of CE3 and CE4 are expected to increase. The current EIs of CE3 and CE4 in the NAM/CAR Regions are 68.36% and 59.15% respectively.

**Accidents:** Using 2010 as the baseline, reduce fatality risk for accidents in the CAR Region for Part 121 or like commercial air transport operations by 50% by the year 2020.

2.1.5 The following table (source: iStars) shows that the accident rate in the CAR Region (blue line) for aircraft above 5 700 kg conducting scheduled commercial air transport operations has been gradually decreasing, reaching a rate of 0.78 accidents per 1,000,000 departures in 2015 trending down. Based on this performance, the goal continued to be exceeded in 2015. This accident rate for the CAR Region is in line with the global rate.



**Runway excursions (RE):** Reduce the rate of runway excursions by 20% relative to the 2007-2012 regional average by December 2016

2.1.6 Runway excursions have been addressed through the Regional Aviation Safety Group–Pan America (RASG-PA) Safety Enhancement Initiatives (SEIs) and other regional safety activities by the adoption of mitigating measures by regulatory and airport authorities. These are focused on frequent friction measurements to maintain good surface pavement conditions, reduce declared distances to provide Runway End Safety Areas (RESAs) and reporting conditions of the runway when wet or with irregularities. Complete RE information is not available at this time. The final evaluation of this goal will be calculated based on the ADREP information.

**Aerodromes:** 48% of international aerodromes in the CAR Region to be certified by December 2016

2.1.7 By 31 March 2015, - 32.7% of international aerodromes were certified. By 30 April 2016, – 36% aerodromes were certified. It is expected to reach 48% for December 2016, considering the current certification process initiated by several States as follow-up within the NACC NCLB strategy.

**State Safety Programme (SSP) and Safety Management System (SMS)**

**Implementation:** 60% of States to have SSP- Phase 1 implemented, service Provider SMS Performance indicator accepted and an initial Accepted Level of Safety Performance (ALoSP) established by December 2016

**SSP and SMS Implementation:** 60% of Service Providers to have Phase I of their SMS implemented with a minimum of Reactive Phase functional risk management procedure by December 2016

2.1.8 Currently 95.24% of the NAM/CAR States have completed Level 1 of the SSP and 42.86% the respective Level 2 of the SSP. A close follow-up with States Points of Contact (PoCs) for SSP implementation is ongoing to check this progress, noting that States should build upon fundamental safety oversight systems to implement SSPs and that the requirement for implementation of SMS by service providers is included in the SSP.

2.2 POS Air Navigation Goals

**Approach - Performance-Based Navigation (PBN):** 80% of 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

2.2.1 Following Assembly Resolution A37-11 for the implementation of instrument approach runways to have Approach Procedures with Vertical Guidance (APV) with Barometric Vertical Navigation (Baro VNAV) up-to-date, 85.4% has been achieved, compared to the expected 80%, but below the 2016 PBN target of 100%.

**Air Traffic Flow Management (ATFM):** 100% of Flight Information Regions (FIRs) within which all Area Control Centres (ACCs) to have ATFM measures available by December 2018

2.2.2 Currently, 60% of implementation on this goal has been reported. Tailored assistance and several meetings have been scheduled to ensure meeting the target date.

Aeronautical Information Management (AIM) Transition 100% of Aeronautical Information Services (AIS) to implement AIM Roadmap - Phase I required elements by December 2016

2.2.3 By July 2016, 85% of the NAM/CAR States had implemented Phase 1 of the AIS-to-AIM transition, which involves the implementation of Aeronautical Information Regulation and Control (AIRAC) adherence monitoring, monitoring of States' differences to Annex 4 and Annex 15, World Geodetic System – 1984 (WGS-84) implementation and quality management.

**Ground-Ground Digital Coordination/Transfer:** 50% of FIRs within which all applicable ACCs to have implemented 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

2.2.4 From the 44 Flight Information Regions (FIRs) in the NAM/CAR Regions, 37 of them had implemented AIDC through the exchange of flight plan data and using the North America Procedures

for Air Navigation Services (NAM/PANS ICD). This implementation represents 84.09% superseding the original goal of 50%.

**Environmental Benefit:** Reduce regional CO<sub>2</sub> emissions by 40,000 tons per year through PBN implementation by December 2016

2.2.5 As a result of the route network optimisation process in the CAR Region during 2015, the annual goal of 40,000 tonne reduction of CO<sub>2</sub> is still under evaluation, and dependant on the final implementation of the PBN, whereas it is estimated that more CO<sub>2</sub> annual savings will be achieved during the course of 2016 if the implementation plans foreseen for this year are fulfilled. Most States have used the ICAO Fuel Savings Estimation Tool (IFSET), while others have calculated these savings in collaboration with air service operators.

2.3 Sub sequential follow-up to Post Port-of-Spain Declaration Goals

2.3.1 As part of the performance-based implementation in the NAM/CAR Regions, the States/Directors of Civil Aviation have already agreed during the NACC/DCA/6 Meeting that the sub sequential follow-up to the safety and air navigation goals after 2016 will be made through the NACC NCLB Strategy.

2.3.2 Under the NACC NCLB strategy the assessment and identification of the existing/planned operational and safety improvements/goals as well as the enhancement of the implementation toward the existent POS goals are being carried out.

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