



International Civil Aviation Organization

WORKING PAPER

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ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 23: Technical Assistance Programme

TAILORED ASSISTANCE TO HAITI

(Presented by Canada)

EXECUTIVE SUMMARY

This information paper highlights Canada's ongoing technical assistance efforts in Haiti. Following a direct request from ICAO, Canada was asked to provide guidance in safety oversight for the Haitian National Office of Civil Aviation (OFNAC). Beginning onsite in April 2018, the goal of this developmental assistance initiative is to share guidance and training material, expertise, regulations, lessons learned and best practices to guide in a collaborative manner the enhancement of certification and other related activities in Haiti. The project deadline has been extended to December 2020.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency ICAO Strategic Objectives.
<i>Financial implications:</i>	N/A
<i>References:</i>	A40-WP/129, Strengthening Technical Assistance Initiatives

¹ English and French versions provided by Canada.

1. INTRODUCTION

1.1 The ICAO North American, Central American and Caribbean (NACC) Regional Office requested Canadian technical assistance in Haiti over the course of 18 months, beginning April 2018. The mission realized a number of objectives over the course of the last year, resulting in Canadian participation in the project being extended to December 2020. Thus far, Haiti's immediate significant safety concern (SSC) is well on the road to being mitigated and the country's National Office of Civil Aviation (OFNAC) is making distinguished progress in its safety and oversight capabilities.

1.2 Under the direction of the ICAO NACC Regional Office, Canada has played a key leadership role in this project by facilitating valuable developments and promoting an all-encompassing safety culture. By way of Canadian technical assistance efforts and expertise, accomplished in coordination with Direction des Services de la Navigation Aérienne (DSNA, France), Haiti, ICAO and other groups, the safety and sustainability of the Haitian civil aviation system is expected to enjoy productive results.

2. CONTEXT

2.1 A 2012 Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) audit identified several deficiencies in the safety and efficiency of the Haitian civil aviation system. An absence of experienced subject-matter experts, coupled with a lack of resources and oversight capabilities, resulted in findings of one SSC and an overall effective implementation score of 5.96 per cent. In order to support Haiti in addressing the safety issues identified by the USOAP CMA audit, Canada committed to provide technical assistance targeted at raising Haiti's compliance with ICAO Standards and Recommended Practices.

2.2 The primary objectives of the assistance project include: resolution of the SSC; enhancement of Haiti's regulatory, safety and oversight capabilities in airworthiness (AIR) and operations (OPS) certification activities; establishment and implementation of guidance material; as well as promotion of an overall safety-cognisant culture through a strong partnership and mentoring of OFNAC technical personnel. Canadian subject-matter experts committed to providing guidance, training and assistance in order to strengthen and mature what is presently in place, developing standards to meet Haiti's objectives and addressing their challenges and gaps.

2.3 A year into the project, significant progress has been made through collaboration at ICAO, as well as continuous work being done between visits. The recent political and social situation in Haiti has prevented the team from travelling to Haiti due to security reasons; consequently, meetings were held in Mexico City at the ICAO NACC Regional Office. Over the course of four missions, Canada and partners worked with Haiti to mitigate the immediate safety concerns, implemented the ICAO audit protocol questions review process, initiated the Sunrise Airways certification process, began development of guidance material, and contributed to an overall culture change in the capabilities of OFNAC inspectors. Canada wishes to highlight the importance of the progress achieved in Haiti thus far, as technical assistance missions necessitate time, resources, as well as the dedicated cooperation of several parties in order to realize success (ref: A40-WP/129).

2.4 Haiti and Canada continue to work in partnership toward attainment of all safety-related objectives in the development of the Haitian civil aviation system. Haiti continues to lack a number of financial and human resources necessary for the effective operations of its civil aviation authority. Going forward, Haiti and partners are expected to develop measures supporting the country's adoption of their Code de l'Aviation civile (civil aviation regulations). Key operational documentation will also be

developed, along with the implementation of an electronic documentation reference center, as well as continued preparations toward the Sunrise Airways certification process.

3. CONCLUSION

3.1 In support of Haiti, ICAO and the *No Country Left Behind* initiative, Canada is committed to the provision of assistance strengthening the safety and robustness of the Haitian civil aviation structure. While there remain objectives to realize ahead, our countries continue to work in partnership to actively support the progression of Haiti's regulatory, safety and oversight capabilities in aeronautical matters. Haiti requires the continued support of Canada and other international partners in order to continue making advances in its role in promoting and ensuring a safe, sustainable and forward-looking international air transport system.

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