A large, stylized yellow satellite dish or antenna structure is positioned on the left side of the slide, curving upwards.

P/10 Agenda Item 4 Decimotercera Reunión de Directores/as de Aviación Civil de Norteamérica, Centroamérica y Caribe (NACC/DCA/13)

Santo Domingo
República Dominicana



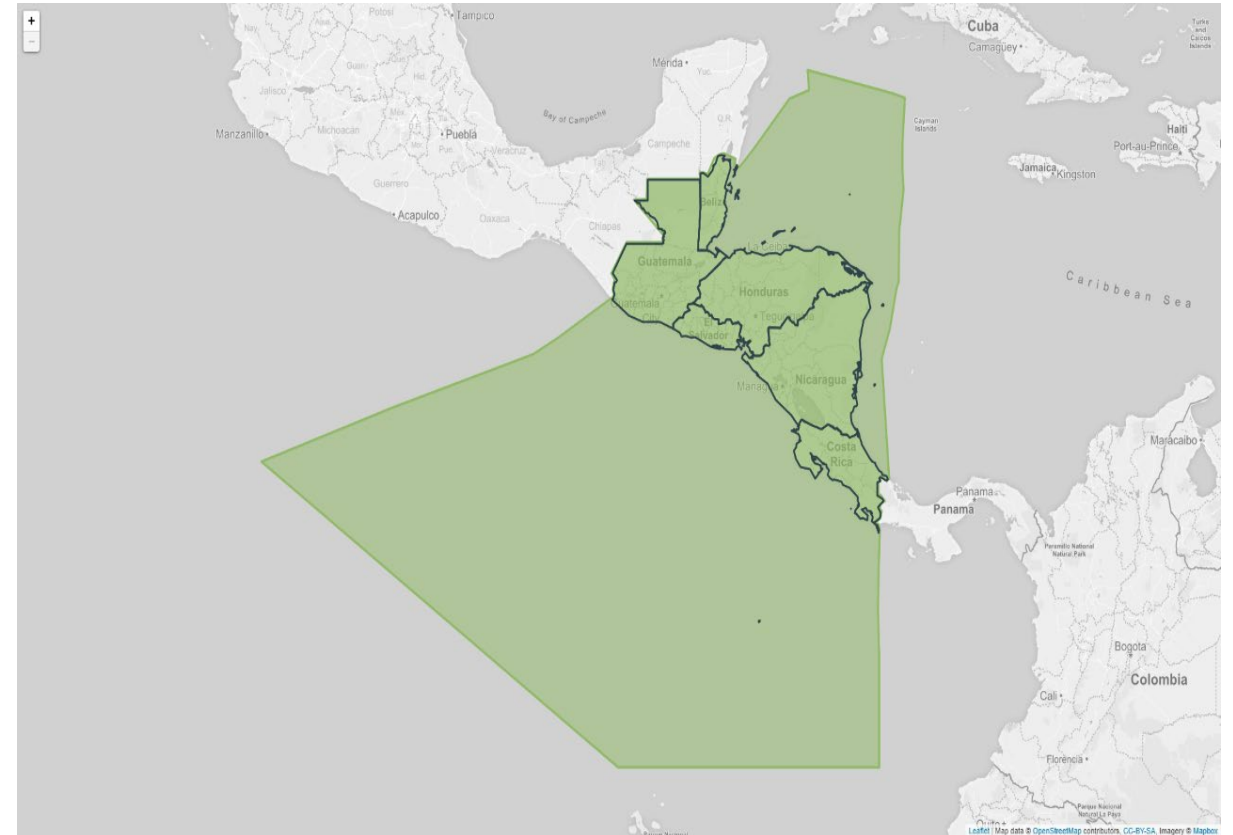
ACSA
Aviation Safety

INTRODUCTION



Central American Corporation for Air Navigation Services (COCESNA) is an International Organization for Central American Integration, non-profit and public service, governed by a Board of Directors, which is its highest collegiate body, which is composed of representatives of the signatory States of its Constitutive Agreement; to whom the provision of the Air Traffic Service (ATS) has been delegated, which includes the upper airspace of its Member States:

- Belize
- Guatemala
- Honduras
- El Salvador
- Nicaragua
- Costa Rica



COCESNA/ACSA - Why are Regional approach necessary?

- States worldwide are finding it increasingly difficult to adapt to ICAO standards and fulfill their safety oversight functions.
- The challenges of the future require more and more expert knowledge and resources.
- The Industry demands greater harmonization in the regions to be more competitive.
- Insufficient financial resources for safety oversight.
- Lack of qualified technical personnel.
- Need to facilitate technical assistance to Member States struggling in the regions.



COCESNA/ACSA - Advantages of a regional system



Improved Effectiveness and Efficiency



Greater harmonization in the sector, promoting economic development



Improved compliance with surveillance obligations



Standard Regulatory Framework



Cost reduction



Improves Operational Safety at a local, regional and global level



Facilitates cooperation between States



The EU-Latin America and Caribbean Aviation Partnership Project (EU-LAC APP) aims to enhance the political, economic and environmental partnership between the EU and Latin America and the Caribbean in the field of civil aviation.

**EUROPEAN UNION
DELEGATION AGREEMENT**

PI/2017/ 392-253
(the "Agreement")

The European Union, represented by the European Commission (the 'Contracting Authority') of the one part,
and

European Aviation Safety Agency (EASA)
Community Agency established by Regulation (EC) 216/2008
Konrad-Adenauer-Ufer 3, D-50668 Cologne, Germany
hereinafter the 'Organisation'

of the other part, (individually a "Party" and collectively the 'Parties') have agreed as follows:

SPECIAL CONDITIONS

Article 1 - Purpose

1.1 This Agreement defines the activities entrusted to the Organisation for the implementation of the Action EU-Latin America cooperation on Civil Aviation as described in Annex I (the "Action"). This Agreement lays down the rules for implementation, for the payment of the EU contribution, and defines the relations between the Organisation and the Contracting Authority.

1.2 The Action is fully financed by the EU contribution.

1.3 In the performance of the activities, the Organisation shall perform the activities to be implemented under

Regional Safety Oversight Organization - RSOO

- SRVSOP
- ACSA
- CASSOS

Partners

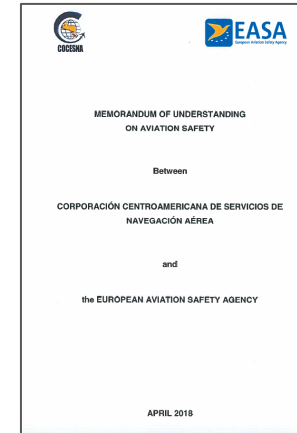
- Industry (Manufacturers, airlines, MRO, FTO, etc)
- ICAO SAM, NACC
- Regional Associations (IATA, CANSO, ACI, ALTA...)
- EUROCONTROL
- FAA



COCESNA/ACSA – EU-LAC APP II

The relationship between COCESNA/ACSA and EASA through the project has been at the highest level; example of this is:

- The signature of the MOU between both parties.
- Opening of the project office at COCESNA/ACSA headquarters.
- Visit and inauguration of the project office in ACSA of the Commissioner for Transport of the European Union.
- EASA actively participates in various COCESNA Boards of Directors.
- Bilateral ACSA / EASA meetings in different international forums.
- EASA participation in aeronautical seminars on community law.



Carreón de la inauguración de oficina Proyecto EU-LAC APP-Connect a bordo Embajador de la UE en Costa Rica, Práxedes Salazar, Ministro de Obras Públicas y Transportes CR, Rubén Méndez Muñiz, Director de Estrategia y Gestión de Seguridad Operacional de EASA, Luc T'ijgat, Presidente Ejecutivo Interno de COCESNA, Mislem Salgado, Comisario de Transporte de la UE, Volodya Bala.



Work Programme ACSA EU-LAC APP II / EASA



→ The Work Programme with ACSA has been grouped into the following domains:

Organization, Rulemaking process and Standardization

AIR OPS Regulation FRMS

Environmental Protection

ATM/ANS Air Traffic Management/Air Navigation Services

UAS – Unmanned Aircraft Systems

SSP State Safety Programme

Aircrew FSTD

Aviation Medicine

Continuing Airworthiness Management Organisation (CAMO)

Evidence Base Training

The role of the Member States is fundamental due to their outstanding commitment, participation, and support.

COCESNA/ACSA – EU-LAC APP II – PROJECT ACTIVITIES

Regulations/GM

- FSTD regional regulation draft
- UAS regional regulation draft
- FRMS regional regulation draft
- EBT regional regulation draft
- UPRT regional regulation draft

OJT

- Regional Systems Standardization
- FSTD Certification
- FRMS implementation
- Aerodrome Certification

Workshops

- Risk Impact Assessment, Monitoring & Evaluation
- UAS Regional Regulation Implementation
- Aerodrome Certification
- ATM/ANS Service Providers Certification
- Safety Performance and Monitoring
- Risk Based Oversight (RBO)
- State Safety Plan (SSP)
- Fatigue Risk Management Systems (FRMS)
- Continuing Airworthiness Management Organization (CAMO)
- Remote Towers

Support

- Translation from Spanish to English and vice versa
- Multidisciplinary Experts



**Federal Aviation
Administration**



APPENDIX 33

TO

ANNEX 1

TO

**TECHNICAL ASSISTANCE AGREEMENT
CON-I-0188**

BETWEEN THE

**FEDERAL AVIATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA**

AND THE

CENTRAL AMERICAN CORPORATION FOR AIR NAVIGATION SERVICES

Technical Assistance Agreement CON-1-0188, as amended (the "Agreement"), between the Federal Aviation Administration ("FAA") of the Department of Transportation of the United States of America and the Central American Corporation for Air Navigation Services ("COCESNA") (collectively, the "Parties"), sets forth the terms and conditions under which the FAA shall make personnel available, on a temporary duty assignment basis, to provide certain civil aviation technical assistance to COCESNA, which includes its six (6) Member States of Belize, Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua (hereinafter, "COCESNA Member States"), and COCESNA's Central American Agency for Aviation Safety (ACSA)

The FAA makes available four (4) specialists(collectively, the "specialists") for each baseline evaluation visit to assist COCESNA and its Member States. The specialists shall comprise one (1) team lead, one (1) operations inspector, one (1) airworthiness inspector, and one (1) attorney, each as needed, and each with backgrounds in applying standards and recommended practices set forth in Annexes 1, 6, and 8 to the Convention on International Civil Aviation, done at Chicago, December 7, 1944 ("the Chicago Convention"). There shall be a maximum of four (4) visits by F AA to conduct these baseline evaluations of all COCESNA Member States.





SSP Implementation Project

- The project was designed to strengthen the capabilities of States within the CAR Region in the development and implementation of their State Safety Programme (SSP). It provided the necessary tools to enhance SSP documentation and supported effective implementation.
- A key component of the project was the promotion of essential training courses to facilitate SSP development. Additionally, Ad-hoc workshops were organized to address the specific needs of States during the implementation process.
- The initiative also took advantage of regional collaboration, leveraging synergies between the Central American Aviation Safety Agency (ACSA) and the NACC SSP Working Groups to foster knowledge sharing and coordinated support.
- Technical assistance was delivered with the collaboration of experts from Champion States and ACSA, ensuring that CAR Region States received targeted guidance to successfully advance their SSPs.

SSP Implementation Project

- ✓ The project involved the active participation of 4 Subject Matter Experts (SMEs) provided by Member States and a Regional Safety Oversight Organization (RSOO): Dominican Republic, Nicaragua, and ACSA.
- ✓ The Evaluation Phase prioritized States based on the ICAO iStars “SSP Foundation” indicator, through virtual meetings over ten business days within six weeks using State Safety Program (SSP) Assessment Tool design by ICG.
- ✓ The Data Collection Phase assessed a 20% sample of CAR Region States to identify common challenges, from the evaluation conducted in the previous step.
- ✓ Findings enabled the design and delivery of an Ad-hoc workshop in May 2024, offering targeted solutions to support SSP development.



SSP Implementation Project benefits for the Central American States

✓ Targeted Support for SSP Development

- The project provided customized guidance based on real challenges identified in the evaluation, enhancing each State's ability to develop or improve its State Safety Program (SSP) effectively.

✓ Enhance Data-Driven Decision Making

- The project helped the States identify common regional challenges, ensuring that actions taken were grounded in actual data and regional needs.

✓ Resource Allocation

- The evaluation and workshop allowed Central American States to identify and to prioritize resources toward the most critical safety areas, avoiding duplication and focusing on areas of impact.

✓ Capacity Building

- The virtual evaluation process and the May 2024 ad-hoc workshop served as training and knowledge-sharing opportunities, enhancing technical capacity to the SSP Coordinators of our region.

SSP Implementation Project - Future Activities

The NACC Regional Office will continue conducting virtual evaluations in the CAR Region States complying with the criteria, in order to provide technical support as needed.



SAFETY OVERSIGHT IMPROVEMENT PROJECT

- After thoroughly evaluating the experience and performance of the inspectors, the SOS project selected 3 inspectors per specialty area to form the group of experts who would evaluate the level of compliance of the states and provide technical support as needed.
- COCESNA – ACSA has provided 2 subject matter experts (Airworthiness and Operations Specialists) to assist ICAO NACC in developing the CRDET Tool and implementing the protocol in the States





SAFETY OVERSIGHT IMPROVEMENT PROJECT

- The tool used to assess states' level of compliance is the Cross Reference Document Evaluation Tool (CRDET), which consists of joint protocol questions developed by NACC safety implementation officers and the experts' group, comprising the USOAP, IASA and SAFA audit criteria, which will help states comply with the requirements of Annexes 1, 6 and 8 from any audit angle.

SAFETY OVERSIGHT IMPROVEMENT PROJECT

- The project has begun the states' evaluation phase with Costa Rica, Honduras and Guatemala in 2024.
- The SOS project is planning to reach the Caribbean states as soon as possible and expand its scope to ANS, AGA and AIG.



SAFETY OVERSIGHT IMPROVEMENT PROJECT

MAIN ACCOMPLISHMENTS FROM THE SOS Project:



- Capacity building
- Development of CRDETs for AIR, PEL and OPS
- Criteria unification of audits methodologies
- Turn the participants and experts into agents of change in their respective authorities.

Some benefits of the SOS Project for Central American States

✓ Audit Readiness

- By using the Cross Reference Document Evaluation Tool (CRDET), States are prepared simultaneously for multiple international audits (ICAO USOAP and/or FAA IASA), increasing their readiness from any oversight body's perspective.

✓ Streamlined Compliance with ICAO Annexes

- The tool is aligned with Annexes 1 (Personnel Licensing), 6 (Operation of Aircraft), and 8 (Airworthiness), helping the States ensure compliance with these three critical areas across all applicable standards.

✓ Enhanced Technical Understanding

- The evaluation process expands States' familiarity with international audit criteria and promotes internal knowledge transfer and institutional strengthening,

✓ Strategic Planning Support

- With comprehensive insights from CRDET, States identified what priority corrective actions needed to be taken.

NATIONAL AVIATION SAFETY PLAN (NASP) IMPLEMENTATION PROJECT

The Project objectives are:

- ✓ to ensure, by the provision of the appropriate training and technical guidance, that CAR States have the required tools and knowledge to develop their NASPs and have them approved by the end of 2024.
- ✓ Increase the number of States with a comprehensive NASP



NASP IMPLEMENTATION Project Activities

To achieve our objective, the project carried out the following activities:

- Provision of “The ICAO National Aviation Safety Plan” virtual training to the personnel of 13 CAR Region States
- Development and deployment of a “NASP implementation workshop” to 25 participants from 12 States. The workshop aimed at assisting the States with a technical review of the NASP preparation guide and the necessary methodologies for its development.



NASP IMPLEMENTATION Project Activities

To achieve our objective, the project carried out the following activities:

- In 2023 the first four States had on-site technical assistance missions, carried out by SMEs, and the ICAO Safety Implementation Regional Officer. Three more missions are planned for 2024 (Belize, Guatemala and Honduras)
- Virtual assistance and follow-up sessions will be conducted as required, carried out by the SMEs. We are in the process of receiving the action plans by the evaluated States.



Some benefits of the NASP Project for Central American States

✓ Enhanced National Aviation Safety Planning (NASP) Capacity

- Through targeted training and technical guidance, States are empowered to develop and implement their NASPs in alignment with ICAO standards.

✓ Increased NASP Approvals

- The project has aim to ensure that the Central American States have an approved NASP by the end of 2025, contributing to regional consistency and compliance.

✓ Improved Safety Governance

- By supporting the NASP development process, the project has strengthened strategic planning and decision-making within the CAAs of Central America.

✓ Capacity Building and Technical Knowledge

- States have been benefitted from a hands-on technical support, enhancing the competencies of their safety planning teams.

✓ Stronger Regional Safety Oversight

- With more States developing and approving a comprehensive NASPs, the region will begin to built a stronger and more harmonized safety oversight system.

NASP IMPLEMENTATION Future Activities

COCESNA seeks to continue the joint work with the NACC Regional Office on conducting NASP evaluation missions in the CAR Region States complying with criteria, in order to provide technical support as needed.



• Challenges



Develop the concept of unified regulatory development for all States



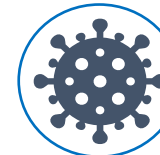
Strengthen the regulatory development capacity of States and compliance with their obligations.



Strengthen the role of ACSA as an actor in the regulatory development of the States and dedicate resources to it.



Strengthen the competence of officials dedicated to regulatory development



Cover the maximum spectrum of aviation domains for regulatory development



Generate a privileged partnership with the EU and EASA for regulatory development



**Federal Aviation
Administration**

- States Effective Implementation (EI) (USAP / USOAP)
- FAA Category 1
- Performance Base Authorities



www.cocesna.org

Thank You!

"La Seguridad Aeronáutica, nuestro compromiso"