



WORKING PAPER

ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 20: No Country Left Behind Initiative

**THE ICAO REGIONAL OFFICE FOR NORTH AMERICA, CENTRAL AMERICA AND THE
CARIBBEAN (NACC) SYSTEMIC ASSISTANCE PROGRAMME**

(Presented by Mexico)

EXECUTIVE SUMMARY

This Working Paper highlights the contribution and assistance that the ICAO Regional Office for North America, Central America and Caribbean (NACC) Systemic Assistance Programme has provided to the Mexico Aviation System in order to increase its Effective Implementation and strengthening in the implementation of international Standards and Recommended Practices (SARPS) throughout the Aviation System.

Action: The Assembly is invited to:

- a) note of the information presented in this Working Paper;
- b) recognize the Systemic Assistance Programme (SAP) as an innovative programme that has brought significant benefits to the States participating in it, highlighting the work done by the NACC Regional Office in its implementation and monitoring; and
- c) consider the replication of this programme in other regions through knowledge exchange and cooperation between regional offices.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives: Safety, Security and Facilitation, and Environment.
<i>Financial implications:</i>	The activities referred to in this paper will be undertaken subject to the resources available in the 2020-2022 Regular Programme Budget and/or from extra budgetary contributions.
<i>References:</i>	Doc 10075, <i>Resolutions in Force of the Assembly</i> Doc 7300, <i>Convention on International Civil Aviation</i>

¹ English and Spanish versions provided by Mexico.

1. INTRODUCTION

1.1 The ICAO Regional Office for North America, Central America and Caribbean (NACC) Systemic Assistance Programme (SAP) was born as a way to implement the ICAO "No Country Left Behind" Initiative (NCLB), established by the Council to help ensure that the implementation of standards and recommended practices (SARPS) is better harmonized globally so that all States have access to the significant socio-economic benefits of safe and reliable air transport.

1.2 To consolidate this objective, the NACC Regional Office developed its own strategy, specifically tailored to the NAM/CAR Region to implement the NCLB initiative in its Member States, which focuses on the priorities identified in collaboration between the regional office and the individual States on increasing the Effective Implementation (EI) of ICAO SARPS and the resolution of significant safety concerns (SSC). This global approach comprises a monitoring methodology that addresses areas of the civil aviation system such as air navigation, safety, facilitation, aerodrome certification and environment.

2. WORK PERFORMED BY THE NACC REGIONAL OFFICE TO ASSIST THE MEXICO AVIATION SYSTEM

2.1 Considering that Mexico hosts the NACC Regional Office, the Mexican State was selected as the first Aviation System of the Region to initiate SAP. In order to meet the requirements of the NACC Regional Office, the Directorate General of Civil Aeronautics (DGCA) organized a multidisciplinary team to meet and respond to the recommendations made by officials that comprise one of each of the subject part of the SAP.

2.2 In the first stage of the SAP for Mexico the meetings were held on a regular basis to review the progress and to make high-level decisions with the authorities of both the NACC Regional Office and the Mexico's DGAC. In the same way, regular meetings will be held between ICAO officials and specialists of the Mexican Aviation Authority to meet the recommendations made and report progress on specific technical subjects.

2.3 On 15 February 2019, the Government of Mexico formalized its participation in the SAP by signing the arrangement submitted by the NACC Regional Office establishing the Technical Assistance Mission to Mexico, designating those responsible for each of the Critical Elements and presenting the corresponding Action Plan.

2.4 In its second stage of SAP of Mexico, the NACC Regional Office's working methodology has shown a substantial improvement in having a more planned mechanism that has a more personalized and technically direct approach between each of the Counterparts. In this way, two high-level follow-up meetings have been held, as well as teleconferences and face-to-face meetings between ICAO officials and DGAC specialists to follow up on the technical issues contained in the Mexico Action Plan.

2.5 The SAP designed by the NACC Regional Office has been harmonized for homogeneous application in all the States of the NAM/CAR Region, which consists of five phases, namely:

- a) political commitment;
- b) data gathering and analysis;

- c) joint State/ICAO action plan development;
- d) implementation and monitoring;
- e) follow-up and sustainability.

3. BENEFITS ARISING FROM MEXICO'S PARTICIPATION IN SAP

3.1 The complexity of Mexico's Aviation System represents a challenge for the Mexican Aeronautical Authority, which by its institutional design is limited to the economic and human resources available to it, the constant mobility of responsible for the areas sometimes results in an impasse in the follow-up to our country's international commitments, therefore, with the formalization of Mexico's participation in the SAP, as an indispensable element of this program, establishes the commitment of the Mexican State to monitor and respond in a timely manner to the recommendations made by the team of officers of the NACC Regional Office under a systematized scheme with specific deadlines and objectives to accomplish, which gives a quantitative shift to the formula used by the DGAC to meet the responsibilities emanating from the application of the SARPS, which allows an objective and measurable record of the level of progress.

3.2 Regular and personalized work with each of the ICAO officers in charge of the SAP Critical Elements has allowed the Mexican Aeronautical Authority to have a parameter to set short- and medium-term targets based on each of the deficiencies identified by which an internal mechanism is activated so that those responsible for each subject are responsible for meeting their obligations and reporting their progress to the national coordinator so that this is reflected in the overall level of compliance.

3.3 Specific topics such as the follow-up to the Universal Safety Oversight Audit Program (USOAP); the Airport Certification Program, the National Performance Based Navigation (PBN) Implementation Program and the State Safety Program (SSP) have made significant progress, obtaining fundamental guidelines and recommendations by NACC Regional Office officials to monitor their proper implementation.

4. CONCLUSIONS

4.1 The SAP has represented for the Mexican Aviation Authority an unbeatable tool to continue strengthening its responsibilities in the application of SARPS, furthermore to becoming a lever that drives the continuity of the activities aimed at to increase the level of Effective Implementation (EI) of the Aviation System of Mexico, which is currently at 86.14 per cent with respect to operational safety standards, which places our country ranked 9th within the Region, in which the current average of implementation is 71 per cent.

4.2 Even though Mexico's Aviation System is above the regional average, the target of the Government of Mexico, accompanied of course by the guidance and support of the NACC Regional Office, is to reach a percentage above 90 per cent of EI in the medium-term in order to continue with an upward curve that allows our country to respond optimally to the growth of the sector and to place itself, in the coming years, in the first places of implementation at the regional level.