



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

Regional Analysis USOAP-CMA Results

NACC/DCA/5

Port of Spain, Trinidad and Tobago

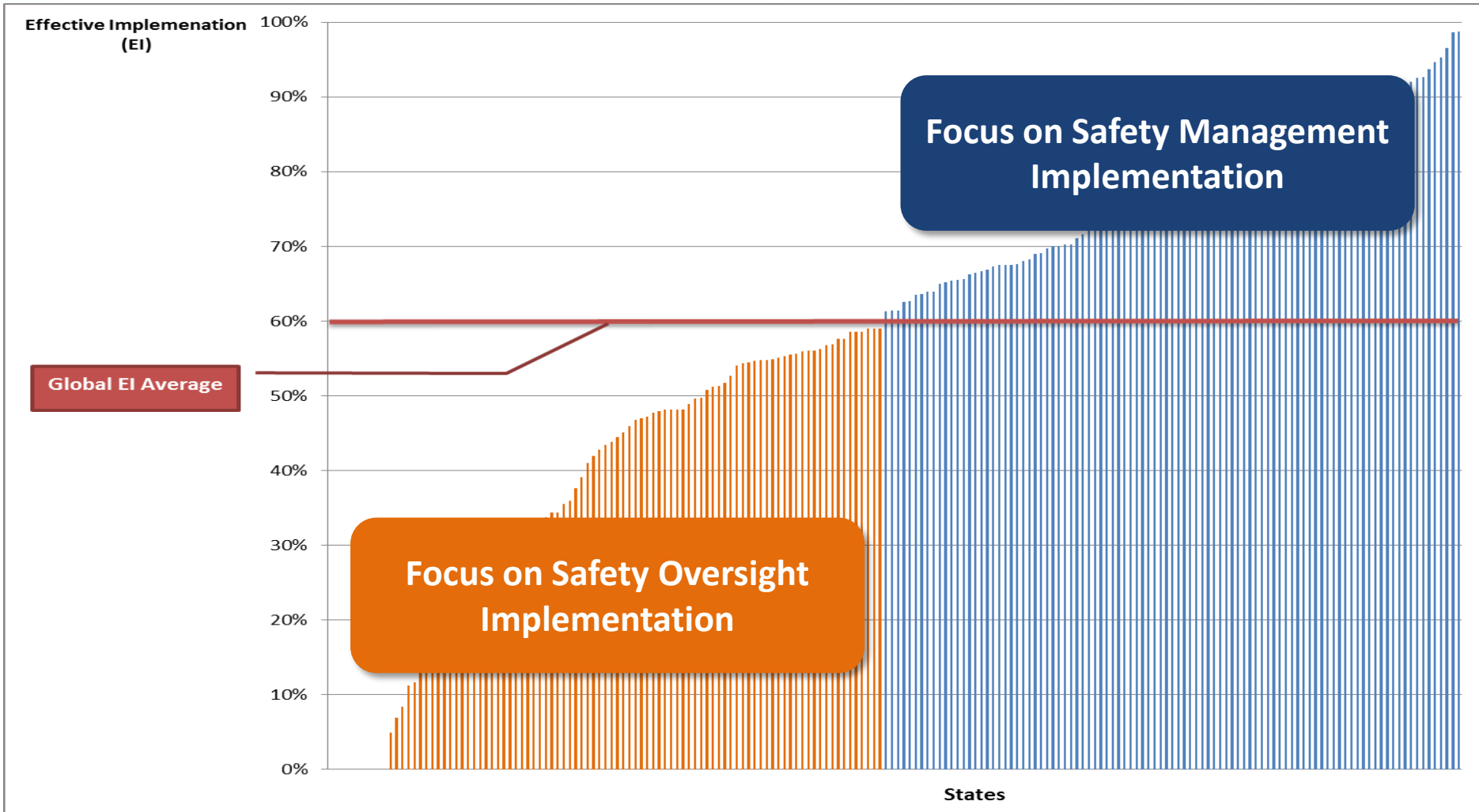
28-30 April 2014

- Global Results
- GASP Objectives
- NACC Results
- Monitoring activities
- What is expected from States

Outline

- Conditions of this analysis:
 - Based on all ICAO Member States that form part of the NACC Region
 - Highlights technical results for Personnel Licensing (PEL), Aircraft Operations (OPS), and Airworthiness (AIR), Air Navigation Services (ANS), Aerodromes (AGA) and Accident and Incident Investigations (AIG)
 - Findings related to Civil Aviation Organization (CE-3) and Training (CE-4) have been excluded from the analysis
 - *Note: these results are just a summary of the detailed results which are available on the ICAO ISTARS (SPACE) <https://portal.icao.int>*

Global results



GASP Objectives

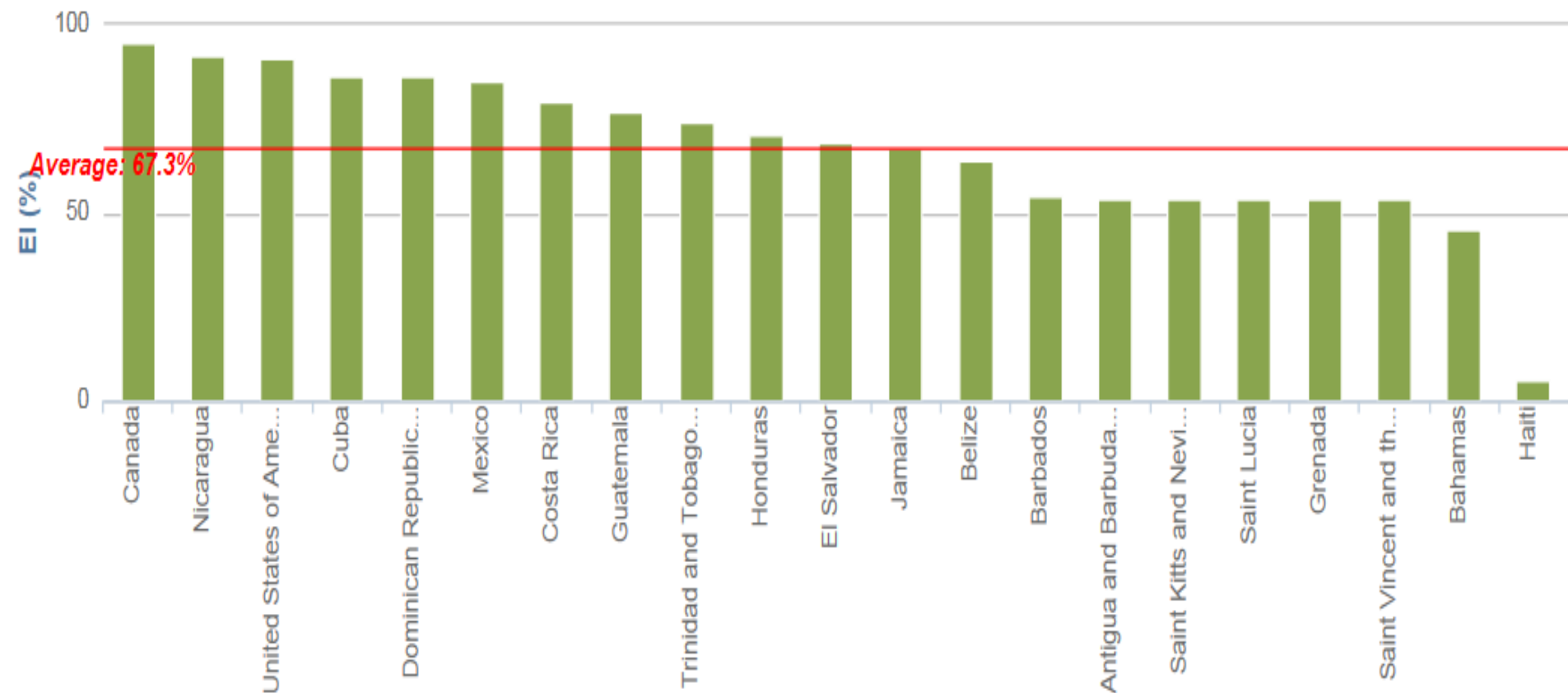


	NEAR TERM	MID TERM	FAR TERM
Milestone	Fundamental State Safety Oversight	Risk Based State Safety Management	System wide Safety Management
Criteria	Prioritized Compliance	Optimized Compliance	Predictive risk modeling
Target Date	2017 60% effective implementation	2022 Full SSP implementation	2027 Predictive risk modeling

EI By State NACC Region



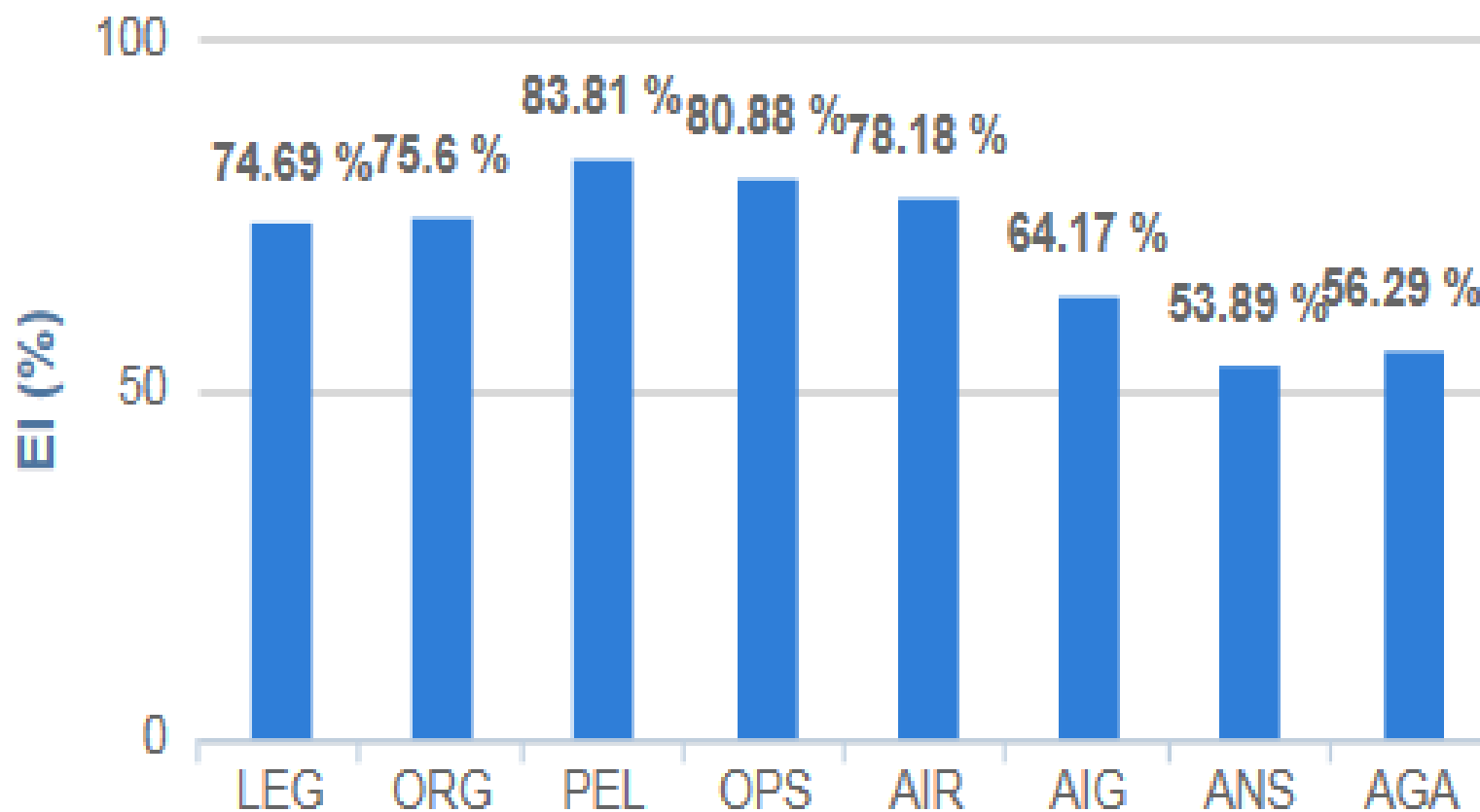
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EI by Area



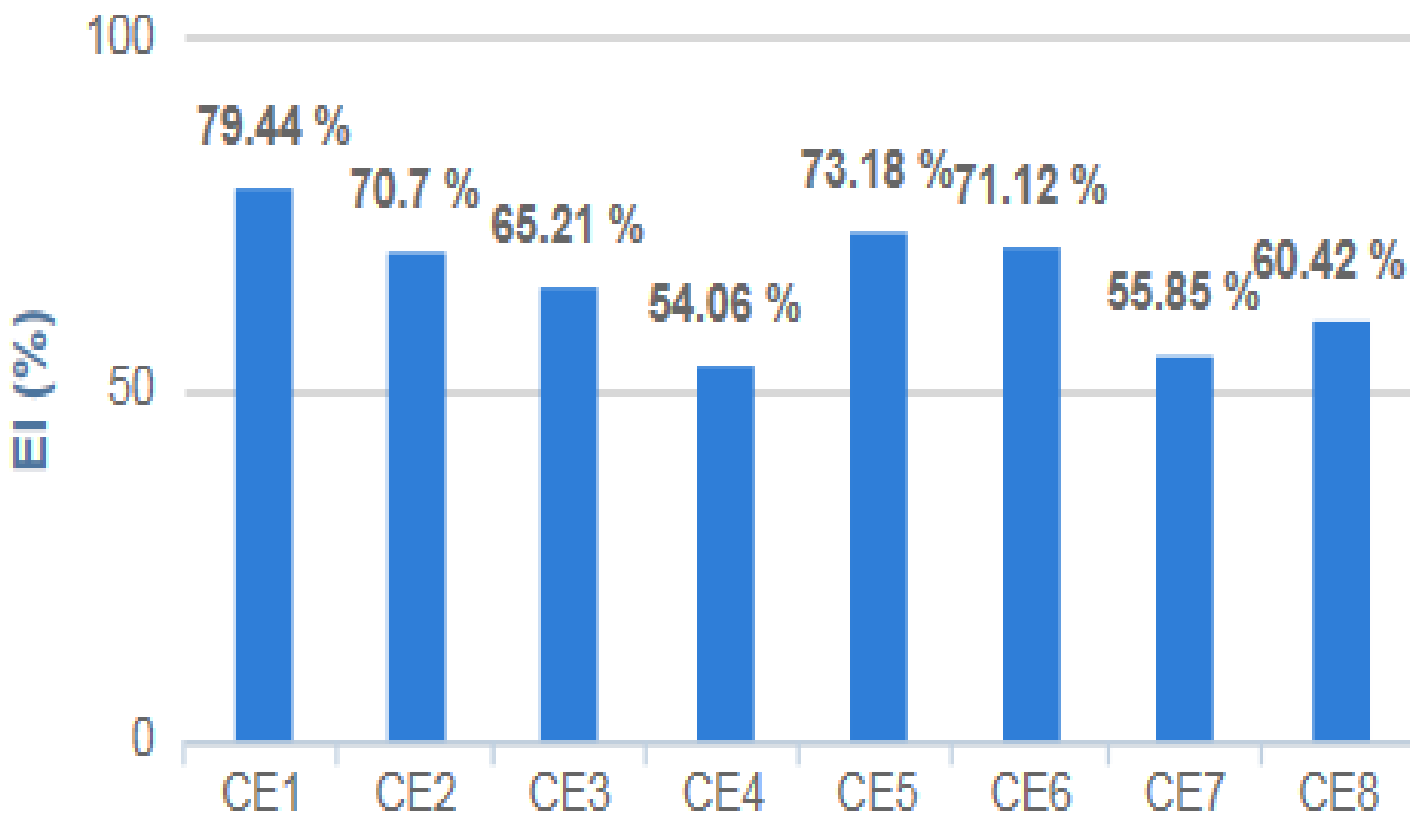
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EI by Critical Element



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PEL Top Findings NACC Region



DESCRIPTION	EI %
Supervision and control of designated medical examiners (DME)	33.3
Promulgation of regulations for aviation personnel to demonstrate their ability to speak and understand the language used for radiotelephony communications?	52.4
minimum qualification requirements for examiners who prepare questions or assess examinations	57.1
evaluation of medical reports submitted by the designated medical examiners (DME)	57.1
Actions taken by the CAA in the event that a practical or flight examiner has not performed his/her duties in accordance with the prescribed procedures?	63.2
A system to ensure the qualification and competency of the instructors of domestic approved training organizations (TOs)	66.7
A system to develop, conduct and/or correct written and oral examinations for the issuance of licences and ratings	68.8
Does the State have a system to ensure that the original licence is in full compliance with Annex 1	75

OPS Top Findings NACC Region



DESCRIPTION	EI
Implement Surveillance Programme for Foreign Air Operators and State AOC Holders	47.6
Performing inspections of all entities, involved in the transport of dangerous goods by air to confirm compliance with Annex 18	50
Regulatory requirements for operators to comply with interception orders from other States	57.2
Development of procedures to approve the dangerous goods training programme of AOC holders; and grant authorization to transport dangerous goods by air	66.7
The State to ensure air operators have established and maintained a flight data analysis programme as part of its SMS	68.4
The process for the issuance of exemptions to air operators.	70
The State to ensure that the air operator has established a safety management system	71.4

AIR Top Findings NACC



DESCRIPTION	EI
Procedures for the validation of a certificate of airworthiness?	36.3
Procedures and approval of modifications and repairs	42.9
Regulations for all aircraft to comply with the noise certification standards in Annex 16, Volume I	42.9
Regulations for operations-derived equipment which are not part of the type certification of aircraft	42.9
Surveillance of Approved Maintenance Organizations (AMOs) and AIR operators	47.9
Availability of comprehensive procedures and checklists to airworthiness inspectors	47.6
Development of international standards for specialized maintenance activities such as welding and non-destructive testing (NDT)	52.4
industry guidelines for the proper usage of parts removed from an aircraft no longer in service	52.4
regulations and procedures for the approval of ETOPS	61.9
Review and approval of the maintenance procedures manual as part of the approval process for a maintenance organization	66.7
Evaluation of the airworthiness-related aspects for RVSM approval	66.7
Review and approval of the airworthiness-related elements of an MEL	66.7

AIG Top Findings NACC



DESCRIPTION	EI
Develop and implement procedures to send incident data reports to ICAO for investigations into incidents to aircraft of a maximum mass of over 5 700 kg?	14.3
Adequate legislation for the independence of the investigation process.	19
Avoiding possible conflict of interest when using experts seconded by the State's CAA or other organizations in the State as investigators.	28.6
Memoranda of Understanding (MoUs) or other agreements with other States or with regional organizations to obtain the necessary personnel in an expeditious manner in the event of an accident to assist in AIG activities	28.6
Analysis of the information contained in its accident/ incident reports and the database to determine any required preventive actions	33.3
Develop and implement procedures to send accident data reports involving aircraft of a maximum mass of over 2 250 kg to ICAO.	33.3
Establishment of a database to facilitate the effective analysis of information obtained, including information drawn from incident reporting systems.	38.1
establish and implement a process for investigating the various types of accidents and serious incidents	38.1
The development of an organizational structure for the investigation of aircraft accidents and serious incidents	38.1
legislation to ensure the non-disclosure of investigation records (other than CVR and CVR recordings) for purposes other than aircraft accident or incident investigation	47.6

ANS Top Findings NACC



DESCRIPTION	EI
Ensuring oversight over procedures specialists or service providers?	14.3
Ensuring that safety reviews are being regularly conducted by the service provider?	14.3
Ensuring that the SMS developed by the air traffic service (ATS) provider includes provisions for safety assessment to be carried out for any significant safety-related change to the ATS system	19
State establish an acceptable level of safety performance to be achieved in the provision of Air Traffic Services (ATS)	19
Ensuring that the entity providing the MET service has established a properly organized quality system	23
Ensuring oversight over the entity providing the cartographic service	23
Ensuring that the air traffic service (ATS) provider has developed and implemented a SMS	23
Has the State established a mechanism/system with time frame for elimination of deficiencies identified by SAR inspectorate staff?	28
Ensuring oversight over the entity operating CNS systems and facilities	28
Ensuring oversight over air traffic service (ATS)	33
Implementation of SMS for the air traffic service (ATS) provider	40

AGA Top Findings NACC



DESCRIPTION	EI
establish and implement a mechanism to assess the outcomes of the conduct of risk assessments or aeronautical studies and issuance of exceptions.	14.3
Ensuring that aerodrome operators have a process for determining that a runway may be slippery when wet, including the minimum friction level for reporting and the type of friction measuring device used	14.3
establish and implement a mechanism to ensure that aerodrome operators maintain good friction characteristics and low rolling resistance on runways	19
Ensuring that aerodrome operators, as part of their SMS, monitor and analyse safety occurrences and trends and take appropriate action	20
CAA taking enforcement actions, if deficiencies found during surveillance activities are not rectified within a reasonable time by the aerodrome operator	28.6
Ensuring that the aerodrome operators provide training for fire fighting personnel, including live fire drills	28.6
A quality system in place to verify the accuracy of aerodrome data to ensure compliance with the regulations, and to ensure that the accuracy, for aeronautical data reported by the aerodrome operator are met throughout the data transfer process	28.6
Establish and implement a mechanism to ensure that all runway surroundings are safe for use by aircraft in the event of an aircraft overrunning or undershooting the runway	30
Ensuring that aerodrome operators implement the requirements that runway strips are free of objects unless they are needed for air navigation purposes and meet frangibility requirements	33.4
Establishment of a surveillance programme for the continuing supervision of the aerodrome operators.	38

NACC Monitoring Activities 2013-2014



YEAR	ICVM	CSA Audit	Off Site Validations	CAP Updates
2013	8	1	-	2
2014	1	-	1	3

What is Expected?

- States to update their corrective action plans if not already done.
- The majority of States in the Region to perform a self assessment on all Protocol Questions, particularly the new questions related to recent Annex amendments and now Annex 19 related to safety management provisions and the establishment of an SSP.



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Thank you

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Overall LEI versus Traffic by State

