



ICAO

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WORKING PAPER

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Miami, United States, 15 to 17 July 2015

Agenda Item 4: Air Navigation Matters
4.1 Global/Regional Air Navigation Developments

**PORT-OF-SPAIN (POS) DECLARATION AND THE ICAO NACC REGIONAL OFFICE
STRATEGY FOR SUPPORTING THE “NO COUNTRY LEFT BEHIND” (NCLB) CAMPAIGN**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper shows the safety and air navigation targets established in the <i>Port-of-Spain Declaration (POS)</i> for the ICAO NAM/CAR Regions, as well as the ICAO NACC Regional Office initial strategy for the “No Country Left Behind” (NCLB) campaign, that highlights ICAO’s efforts to assist States in implementing ICAO Standards and Recommended Practices (SARPs) and the achievements of these goals.	
Action:	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting Report (NACC/DCA/5), Trinidad and Tobago, 28 to 30 April 2014• Second NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/2), Puntarenas, Costa Rica, 1 to 4 June 2015

1. Introduction

1.1 ICAO decided to establish safety and air navigation targets in support of transparency and information sharing, which are posted on the new ICAO Regional Performance Dashboards. In order to comply with this mandate, the First CAR Region Safety and Air Navigation Directors Meeting (CAR/DCA/OPSAN/1) was convened with the objective to review and agree on the preliminary safety and air navigation targets and respective metrics for the NAM/CAR Regions proposed by ICAO, within the framework of the ICAO Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP). In this regard, the CAR/DCA/OPSAN/1 Meeting adopted Conclusion 1/1 – *Approval of the Port-of-Spain Declaration*.

1.2 The air navigation targets were proposed by the First NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/1), updated by the NACC/WG/4 Meeting and included in the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP), Version 3.1.

1.3 Considering the received input from States/Territories on the safety and air navigation targets, the *Port-of-Spain Declaration* (available at <http://bit.ly/1FHU6v7>) was signed by all NAM/CAR Directors of Civil Aviation, Ministers or their authorized representatives, during the Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5) held in Trinidad and Tobago, from 28 to 30 April 2014. In this regard, the NACC/DCA/5 agreed on the following conclusion:

CONCLUSION
NACC/DCA/5/6

APPROVAL OF THE PORT-OF-SPAIN DECLARATION

That, in order to promote harmonized implementation of safety and air navigation matters in accordance with the ICAO Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP), the North American, Central American and Caribbean Directors of Civil Aviation approve the Port-of-Spain Declaration and commit their respective organizations to achieve the safety and air navigation targets contained within the Declaration.

2. Discussion

Considerations for the achieving of POS targets

2.1 The NACC/DCA/5 emphasized that the agreed targets and metrics will guide the achievement of regional priorities for the future and recognized that in order to achieve the specified targets, States/Territories will need assistance from the ICAO NACC Regional Office through different mechanisms such as the implementation working groups, *Go-Teams*, NACC regular work programme, technical assistance and technical cooperation assistance.

2.2 Therefore, the States/Territories shall assign adequate resources to support implementation and achievement of the safety and air navigation targets in order to meet the agreed targets as outlined in the *Port-of-Spain Declaration*.

2.3 IATA congratulated the NAM/CAR States for instituting the *Port-of-Spain Declaration*, whose principles and objectives will become cornerstones for regional implementation of GANP and GASP priorities, fully supporting their adoption. IATA emphasized its commitment to work with ICAO and all NAM/CAR States to ensure that all goals will be achieved.

“No Country Left Behind” (NCLB) Campaign

2.4 In 2014, ICAO established the NCLB campaign to improve existent discrepancies with respect on how some States implement ICAO Standards and Recommended Practices (SARPs), expecting ICAO to focus its activities in the States with higher rates of accidents or threats to security and to review what the Organization could do for encouraging developed countries to provide the most complete and best assistance to developing countries. Likewise, for ICAO to provide direct assistance to developing countries to have an active role in the coordination among States, helping to generate the necessary political will for the States to obtain resources, participate in the regional efforts, allocating voluntary funds and building capacity.

2.5 The NCLB campaign highlights ICAO’s efforts assisting States to implement ICAO SARPs. The main goal of this work is helping to ensure that SARPs implementation is globally better harmonized so that all States have access to the significant socio-economic benefits of safe and reliable air transport. Further information regarding NCLB campaign is available at <http://bit.ly/1BguAWD>.



2.6 The NCLB effort also promotes ICAO’s efforts to resolve Significant Safety Concerns (SSCs) brought to light through ICAO Universal Safety Oversight Audit Programme-Continuous Monitoring Approach (USOAP-CMA) as well as other safety, security and emissions-related objectives.

2.7 The C/CAR/DCA/14 Meeting noted that ICAO NACC Regional Office has conducted a thorough analysis of the current safety status of CAR States and Territories. This analysis has identified that some States need urgent assistance to improve their Effective Implementation (EI) based on the 8 Critical Elements (CEs) of SSP in accordance with Annex 19 requirements. The results have basically shown 10 States which have not yet increased a 10% in their effective implementation (EI).

2.8 The strategy is aimed at assisting States to achieve an effective implementation of the deficient areas that are critical for the States to have safe and secure civil aviation. The Strategy basic steps will be refined and initiated as of second quarter of 2015 as follows:

- Develop the Strategy
- Communicate with DGs for agreement on the strategy
- Gather factual Data on each State
- Coordinate and communicate data with DG and designated team
- Agree, at highest levels, priorities with each member State to meet State needs

2.9 Another target goal is to work closely with Aviation Training Centres so as to promote ICAO efforts in connection to SARPs implementation harmonization and specific capacity-building objectives. The approach for the application of ICAO NCLB policy includes:

- the State Effective Implementation (EI) is below the Regional target as established in the Port-of-Spain (PoS) Declaration
- the State EI is below the global EI average
- the State EI has been below this average for more than 3 years
- the State had less than 5% increase in its EI over the last 3 years
- the State EI has been below this average for more than 3 years
- the frequency of follow-up engagement between RD and the State Director General of Civil Aviation and/or Minister has been less than three per year

2.10 The ICAO NACC Regional Office will coordinate the entire gathering process and assistance. Bearing in mind the States limited resources, the Meeting recognized that Regional Safety Oversight Organizations, such as CASSOS and ACSA may support the regional strategy. Additional States Subject Matter Experts (SMEs) may eventually be trained to support implementation of the safety oversight 8 Critical Elements (CEs) in accordance with the SSP requirements of Annex 19.

2.11 ANI/WG/02 Meeting supported the NCLB approach and similarly IATA informed the Meeting of their support with data on the performance of Air Navigation Services for the data gathering process..

3. Suggested Actions

3.1 The Meeting is invited to:

- a) take into account the information provided in this working paper;
- b) follow up and actively support POS Declaration targets fulfillment and the RPBANIP;
- c) take the pertinent actions to align the work of the E/CAR/CATG and the NCLB campaign; and
- d) maintain a close coordination with ICAO NACC Regional Office for assistance and support as required.