ICAO UNITING AVIATION

NO COUNTRY LEFT BEHIND

ICAO NACC Regional Office No Country Left Behind Activities

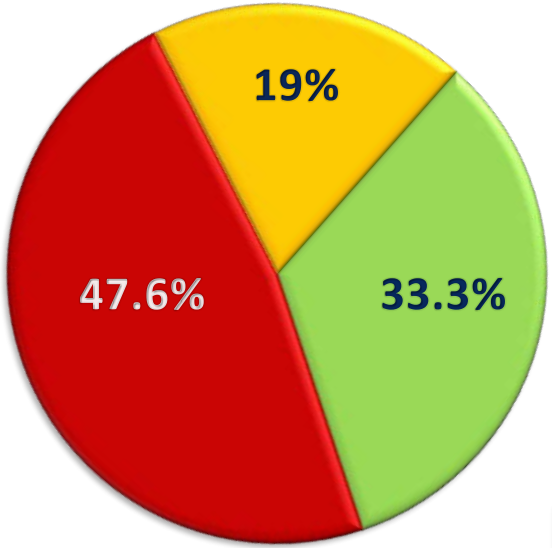
Third Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/3) Meeting

- Background and Status of NACC NCLB Strategy
- Implementation of NACC NCLB Strategy
- Current performance status
  - USOAP-CMA
  - Status of Safety & Air Navigation targets of the Port of Spain Declaration
  - Status of Airport Certification
  - Status of Aviation Security (AVSEC) and Facilitation (FAL)

Background and Status of NACC NCLB Strategy

ICAO

NACC Regional Effective Implementation (EI) % Status



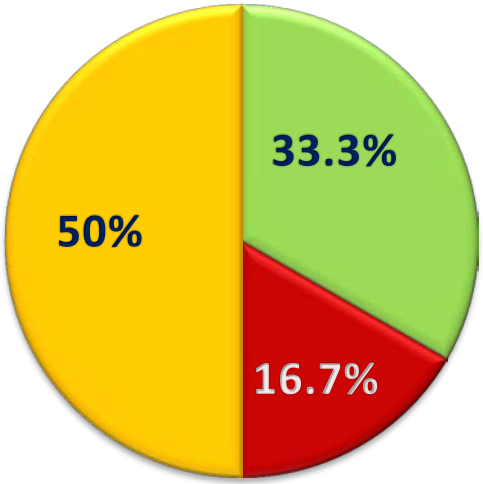
19% of the States have an EI% between 70% and 80%

47.6% of the States have an EI% below 70%

33.3% of the States have an EI% over 80%

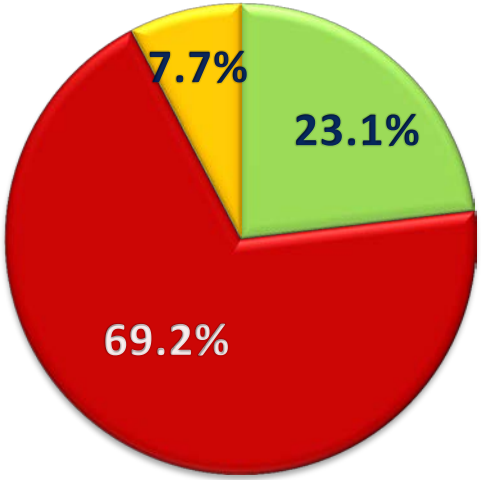
16.7% of the States in Central America have an EI % below 70%

Central America

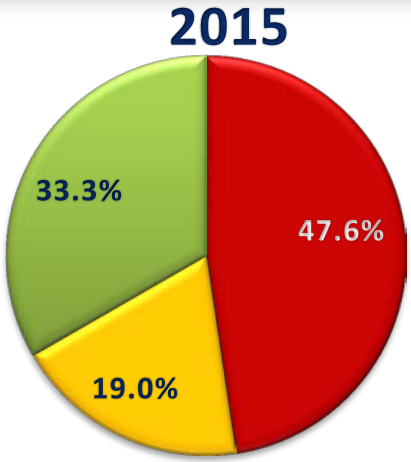


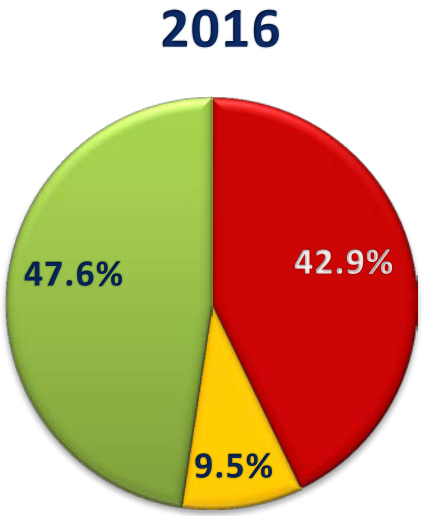
69.2% of the States in the Caribbean have an EI % below 70%

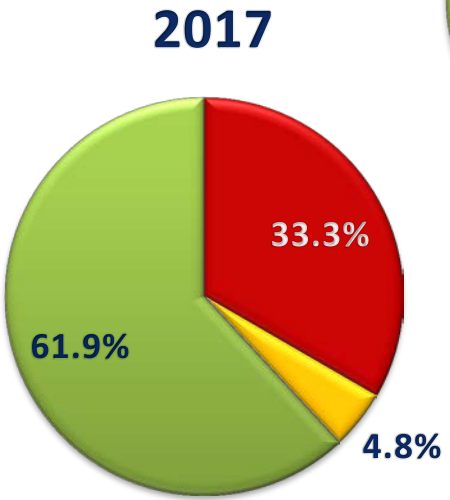
Caribbean

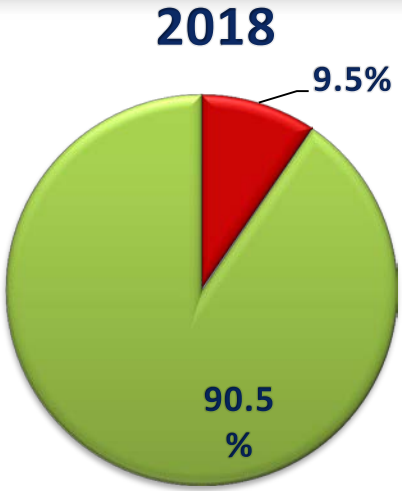


Progress on NACC EI









The ICAO No Country Left Behind (NCLB) Strategy

Initiated on February 2015 in response to the ICAO NCLB Campaign

Assist States in implementing ICAO Standards and Recommended Practices (SARPs)

Also promote ICAO's efforts to resolve Significant Safety Concerns (SSCs)

Allow States to benefit from the socio-economic contributions of safe and reliable air transport

4 Phases of the NACC NCLB Strategy

I	II	III	IV
Senior Management commitment	***Intelligence gathering and analysis***	***Implementation***	***Measuring & Monitoring***
Establish of Assistance Methodology Evolution of Internal and External organizational culture RD Accountability To Foster Political Will	Sending Data - USOAP-CMA, GANDD, PoS, RPBANIP, etc. Teleconferences NACC Office & CAA Tech Teams Actualization of States closed/open PQs etc.	NCLB Multidisciplinary TEAM visit – in situ Verification of PQ resolutions Develop joint NACC-CAA Action / implementation Plan Strategic coordination of priorities between RD and DG (on-going)	Monthly Teleconference NACC & CAA Tech teams Quarterly Video Brief to RD & DG/Minister Biannual Implementation Progress Review
Completed/On-going	80% of States	30 % of States	20 % of States

Continuous Monitoring process and challenges achievements

4 Phases of the NACC NCLB Strategy

I	II	III	IV
Senior Management commitment	***Intelligence gathering and analysis***	***Implementation***	***Measuring & Monitoring***
All States Canada Cuba Nicaragua United States	Bahamas Barbados Belize Costa Rica Dominican Republic ECCAA States	Guatemala Haiti Trinidad and Tobago	El Salvador Honduras Jamaica Mexico
Completed/On-going	80% of States	30 % of States	20 % of States

Continuous Monitoring process and challenges achievements

NCLB Goals and Outcomes

Short Term
(expected outcome)

- Year 1 – Development, initiation and validation of the ICAO NACC NCLB Strategy

Medium Term
(expected outcome)

- Year 2 – all States at NACC NCLB Phase II and increase EI of at least 3 States to 80% +
- Year 3 – all States at NACC NCLB Phase III and increase EI of at least 3 States to 80% +

Long Term
(expected outcome)

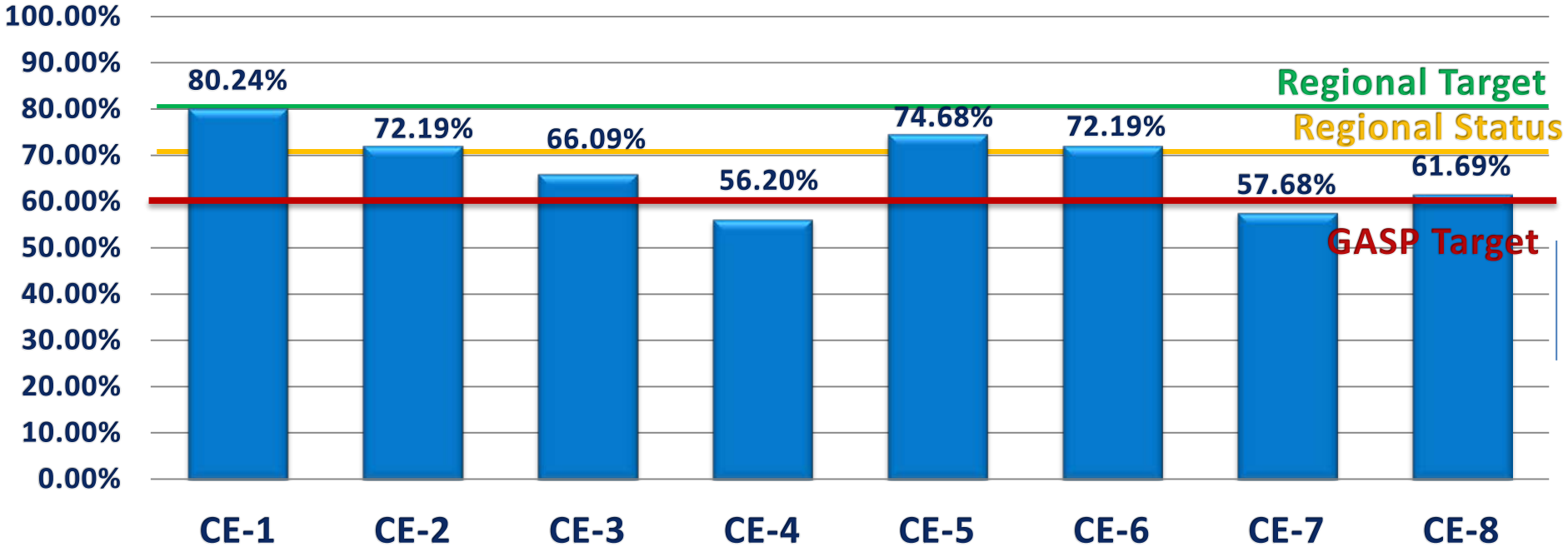
- Year 4 - increase EI of at least 3 States to 80% + GOAL: No more than 2 States below 80% of EI

Implementation of NACC NCLB Strategy

STATE	PHASE I	PHASE II	PHASE III	PHASE IV	REMARKS
Bahamas	X	X			TEAM Nov 2016 / CSA 4Q 2017
Barbados	X	X			
Belize	X	X			
Canada	X	----			
Costa Rica	X	----			
Cuba	X	X			
Dominican Republic	X	X			
El Salvador	X	X	X	X	
Guatemala	X	X	X		
Haiti	X	X	X		TEAM Nov 2016
Honduras	X	X	X	X	TEAM 2015 completed / CSA 4Q 2016
Jamaica	X	X	X	X	
Mexico	X	X	X	X	
Nicaragua	X	----			
Trinidad and Tobago	X	X	X		
United States	X	----			
Eastern Caribbean Civil Aviation Authority / ECCAA (OECS; Antigua and Barbuda, Grenada, Saint Kitts and Nevis, Saint Lucia and Saint Vincent and the Grenadines)	X	X			

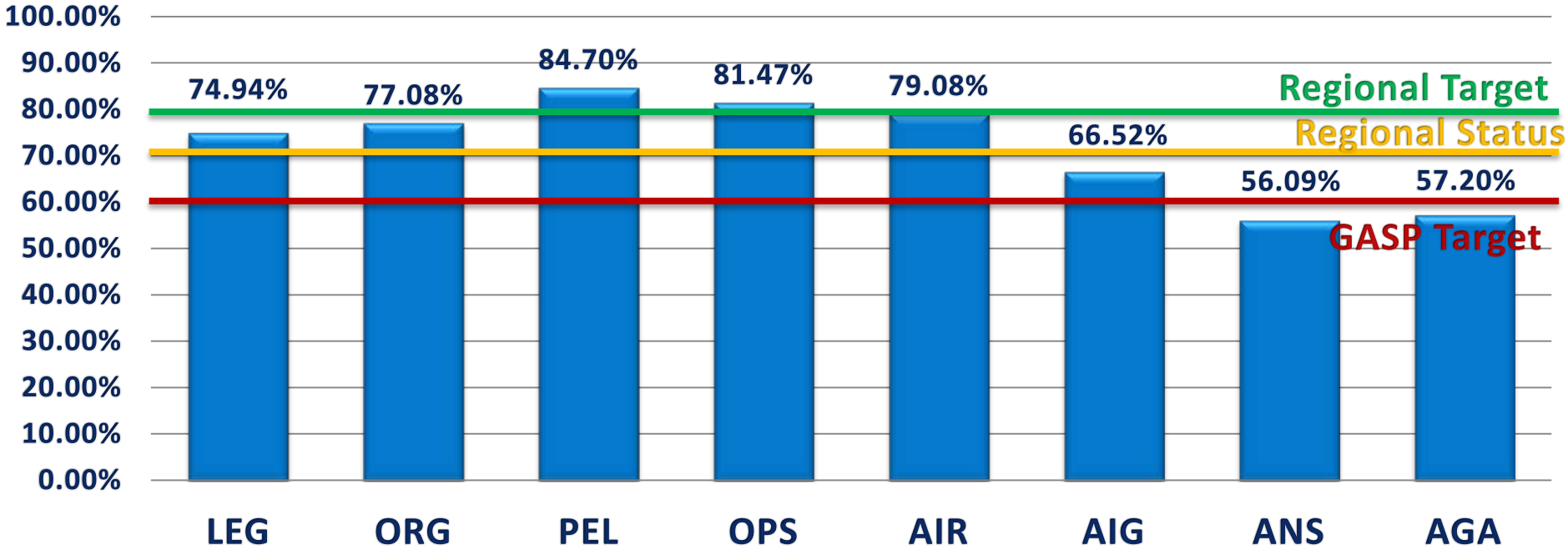
Current Performance Status

NACC Regional EI View by Critical Element (CE)



Source: ICAO SPACE iSTARS 2.0

NACC Regional EI View by Area



Source: ICAO SPACE iSTARS 2.0

Regional representation of challenge Protocol Questions by Area and Critical Element intersection

- The highest number of open protocol questions in the Region is shown in CE-6 in AGA area.
- 48% of States present it as their biggest challenge
- The second biggest challenge in the Region is CE-4 in ANS area

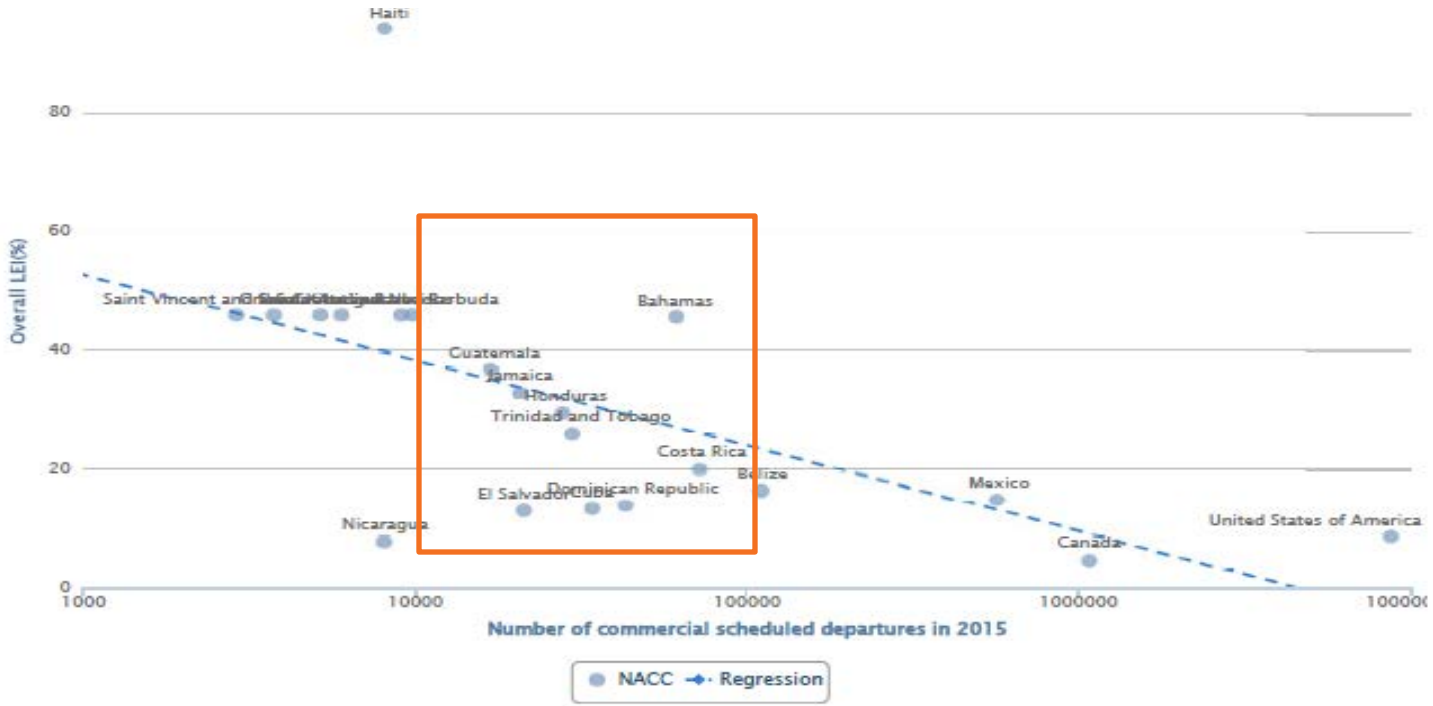
	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
CE-1	42	6		14		46	19	3
CE-2	58		36	43	140	83	100	189
CE-3		36	21	30	16	83	351	47
CE-4		6	57	56	51	52	387	65
CE-5	13	3	18	61	155	289	63	131
CE-6			59	202	113		353	540
CE-7			43	68	44		261	235
CE-8			17	24	18	128	79	98

Number of States with open protocol questions by Area and CE intersection

Safety Oversight per Annexes 1,6 and 8

	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
CE-1	16	6		13		19	10	3
CE-2	20		17	17	19	18	19	20
CE-3		14	7	10	8	18	17	17
CE-4		4	15	19	15	15	19	18
CE-5	12	3	7	14	19	21	14	19
CE-6			15	20	19		21	21
CE-7			16	18	16		21	19
CE-8			10	9	8	21	17	18

Overall Lack of EI versus Traffic by State

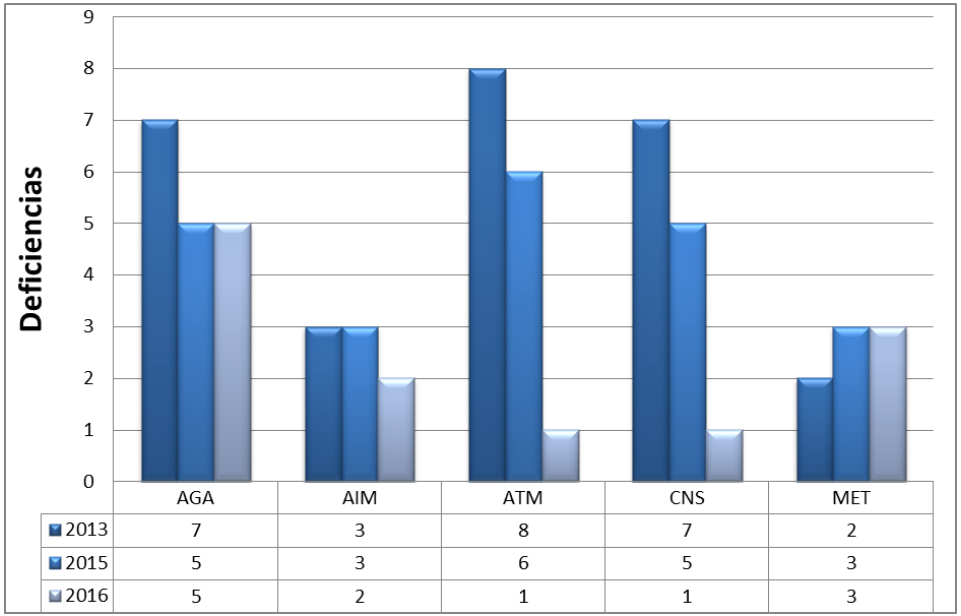


Source: iSTARS

Outstanding Deficiencies in the CAR Region

	Ene 2013	Ene 2015	Feb 2015 – Jun 2016
U	27	22	12
A	600	495	451
B	145	123	99
	772	**640**	**562**

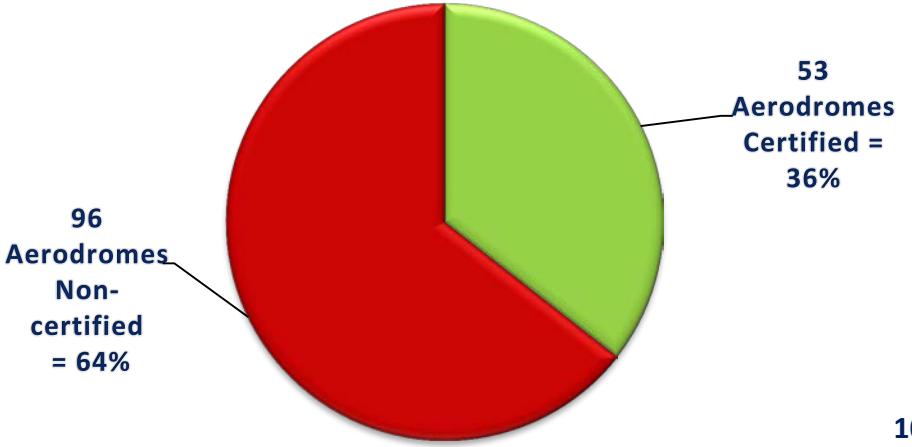
Outstanding priority "U" Deficiencies by field in the CAR Region



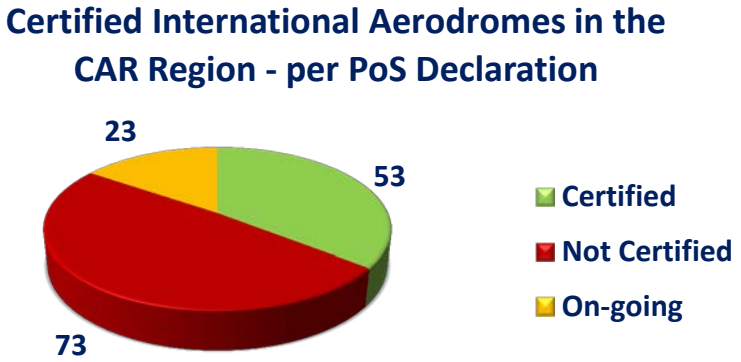
Source: RO/AGA

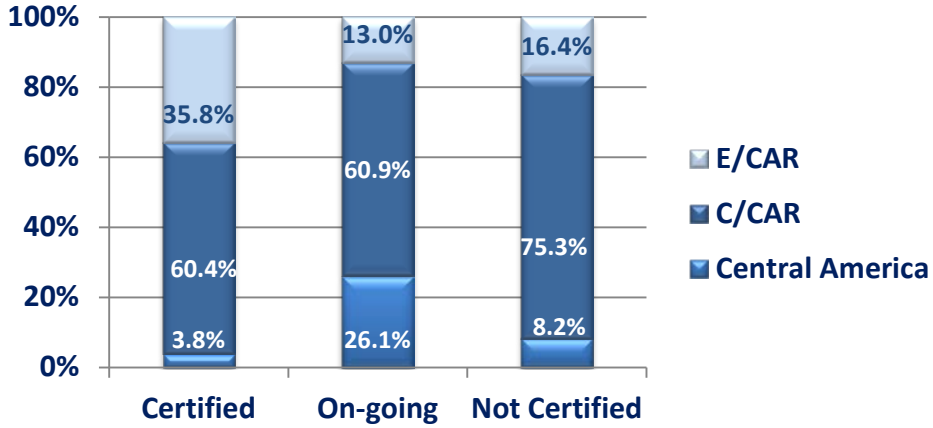
Port-of-Spain Declaration – Regional Safety Target – Aerodrome Certification

48% of international aerodromes in the CAR Region to be certified by December 2016



To reach the 48% goal, there is a need to certify 19 aerodromes in the Region





Aerodrome certification status

31 March 2015 - 32.7 % aerodromes certified

30 April 2016 – 36% aerodromes certified

CAR Region - Aerodrome Certification status April 2016

CAR Region	No of Aerodromes (Doc. 8733)	Certified Aerodromes	Total of Certified Aerodromes	Total of Aerodromes that may be certified (2016-2019)	Aerodromes facing major challenge for certification
Central America	13	2	1.4%	6 (4%)	5
Central Caribbean	101	32	21.7%	67 (45%)	12
Eastern Caribbean	34	19	12.9%	15 (10%)	8
Total	**149**	**53**	**36.0 %**	**88 (59%)**	**25**

Aerodrome certification initiated process

Central America

Belize, Costa Rica and Honduras

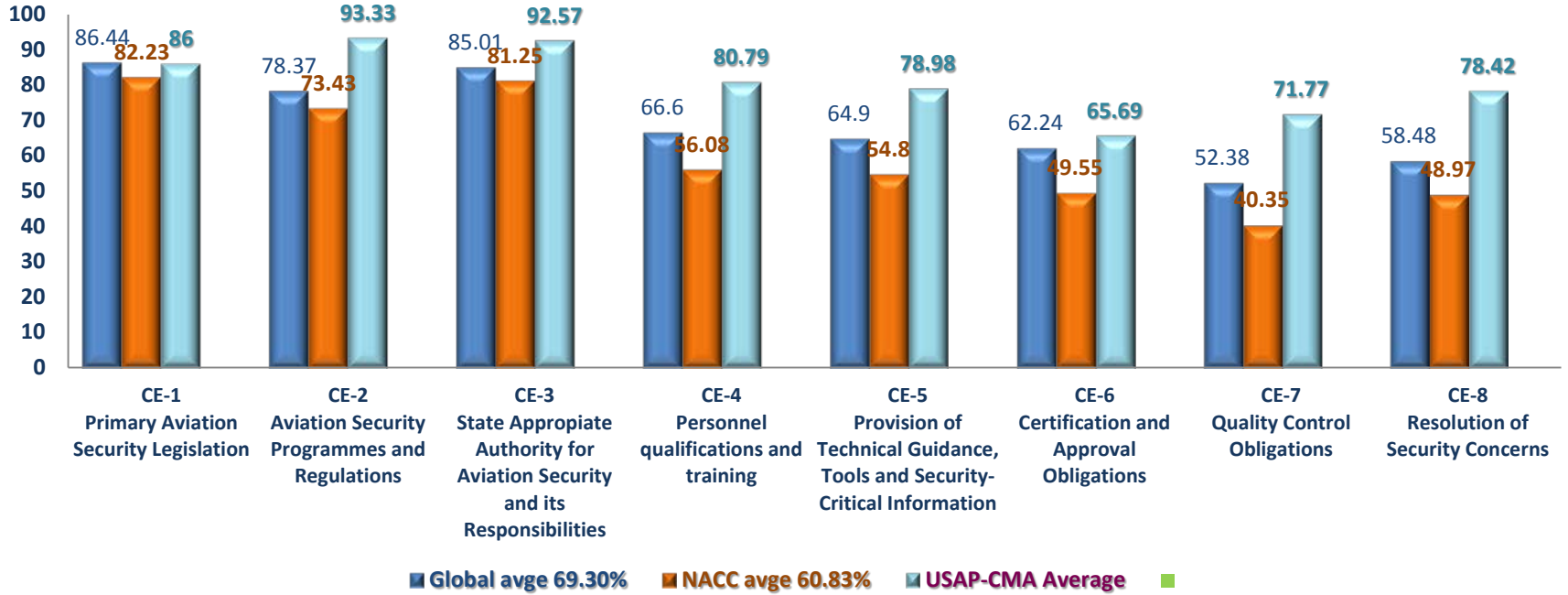
Central Caribbean

Aruba, Cuba (2 airports), Dominican Republic (3 airports for 2016), Jamaica (one airport) and Mexico (14 airports for 2016)

Eastern Caribbean

Saint Lucia, Saint Vincent and Sint Maarten

AVSEC Global average (USAP 2nd Cycle Audit by June 2013) Effective Implementation (EI) by CE: 69.30%
AVSEC NACC average 2nd Cycle E.I. by CE: 60.83% vs Five States audited Sep2014-Nov2015 CMA 81%



Regional Safety Opportunities

With the strength of all, eliminate the challenges of each

- Promote and strengthen collaboration between ICAO, States, RSOOs, and Industry
- Agreement for implementation of NACC NCLB Strategy
- Achieve aviation system effectiveness and benefits for each member State
- Transition from NCLB to future MCAAP

Project RLA/09/801 Evolution

MCAAP - Multiregional Civil Aviation Assistance Programme

- Donor/Industry Support to assist States with critical projects identified as requiring assistance
- Allow the Region to expand the scope of projects/types of assistance in all ICAO Annexes
- With Incorporation of procurement and consulting capability
- Cost savings to member States

NAM/CAR Regional Challenges

- Traffic growth and inability of States to support the growth
- Demand for skilled aviation personnel
- State diversities, sovereignty, languages and cultures
- Infrastructure deficiencies
- Lack of Resources within the Member States and the Regional Office
- Political will and State budget allocations

Solutions

Commitment to implement NCLB/ Support Technical Cooperation Projects **MCAAP**	Address individual needs through implementation of measurable, tailored State Action Plans	Integrating the work of the Regional Safety Oversight Organizations (RSOOs) within the NACC Office NCLB Strategy and within joint RSOO collaboration	"Champion State" Concept	Third Party Funding (Banks, ICAO, etc., …)

Regional challenges → Regional solutions

Potential Regional Projects

Safety Oversight Improvements with Regional Organizations	Regional Accident and Incident Organization (RAIO)	Joint NACC-State Aerodrome certification Programme	Regional Air Navigation Implementations: situational awareness/ ADS-B

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Questions?

THANK YOU