



ICAO

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North American, Central American and Caribbean Office

INFORMATION PAPER

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**Sixth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation
(NACC/DCA/06)**

Nassau, Bahamas, 10-12 May 2016

- Agenda Item 4: Accountability Report of the ICAO NACC No Country Left Behind (NCLB) Strategy**
4.2 Regional Air Navigation/Safety Developments and Achievements
4.2.2 Report of the States on the compliance with the Safety and Air Navigation Targets of the Port-of-Spain Declaration

STATUS OF COMPLIANCE OF HAITI WITH THE POS DECLARATION

(Presented by Haiti)

EXECUTIVE SUMMARY	
This information paper relates the actual progress of Haiti to comply with the targets defined by the POS declaration	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Port of Spain Declaration• Report of the 5th NACC/DCA Meeting (NACC/DCA/5) Port of Spain Trinidad & Tobago, April 28-30, 2014• Report of the 12th CCAR/DCA, Meeting , Kingston, Jamaica, May 11-13, 2015

1- Introduction

1.1 – Following the Port of Spain Declaration in 2014 where all states in the CAR Region agreed to dedicate resources to comply with specific targets, Haiti undertook some activities to fulfil the required objectives.

2. Discussion

2.1 – The following table describes for each target the progress and update in regard to the reaching of the targets.

Targets	Process / Update
Regional Safety Targets	
<p><i>RT – 1</i> <i>Safety Oversight</i></p> <ul style="list-style-type: none"> • <i>80% Effective Implementation (EI) regional average by December 2016</i> • <i>No state in the Region to have EI of USOAP Critical Element 3 (CAA Staff) and critical Element 4 (Inspector Competency) below 70% by December 2016.</i> 	<p>Haiti started working on the restructuration of its safety system since May 2015 with a French firm emanated from French DGAC and expects to fulfil effective implementation in accordance with the following:</p> <ul style="list-style-type: none"> • Year 1: 20% • Year 2: 62% • Year 3: 79% • Year 4: 100%
<p><i>RT – 2</i> <i>Accidents</i></p> <ul style="list-style-type: none"> • <i>Using 2010 as the baseline, reduce fatality risk for accidents in the CAR Region for Part 121 or like commercial air transport operations by 50% by the year 2020</i> 	<p>Haiti has had one accident of commercial Air Transport Operations since 2010.</p>
<p><i>RT – 3</i> <i>Runway Excursions</i></p> <ul style="list-style-type: none"> • <i>Reduce runway excursions by 20% relative to the 2007-2012 regional average by December 2016.</i> 	<p>Haiti has had one runway excursions since 2012.</p>
<p><i>RT – 4</i> <i>Aerodrome Certification</i></p> <ul style="list-style-type: none"> • <i>48% of international aerodrome in the CAR Region to be certified by December 2016.</i> 	<p>It is foreseen airport certification will be undertaken with the implementation of the new safety oversight structure and in accordance with the previous timeline, one of the two airports certification is due to start in 2017</p>

<p><i>RT – 5</i> <i>State Safety Program (SSP) / Safety Management System (SMS) Implementation</i></p> <ul style="list-style-type: none"> • <i>60% of States to have SSP – Phase 1 implemented, service provider SMS safety performance indicators accepted, and an initial Acceptance Level of Safety Performance (ALoSP) established by December 2016.</i> • <i>60% of service providers to have phase 1 of their SMS implemented with a minimum of Reactive Phase functional risk management procedures by December 2016.</i> 	<p>A draft of SSP is currently to be adopted by the State, which is expected by the end of this year..</p> <p>30% of service providers are considered to have implemented phase 1 of their SMS programs.</p>
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<i>Regional Air Navigation Targets</i>	
<p><i>RAN – 1</i> <i>Approach – Performance – Based Navigation (PBN)</i></p> <ul style="list-style-type: none"> • <i>80% of instrument approach runways to have Approach Procedures with Vertical Guidance (APV) with Barometric Vertical Navigation (Baro VNAV) implemented by service providers and users by December 2016.</i> 	<p>This target has been completed at 100% for both international airports.</p>
<p><i>RAN-2</i> <i>Air Traffic Flow Management (ATFM)</i></p> <ul style="list-style-type: none"> • <i>100% of Flight Information Regions (FIRs) to have ATFM measures available by December 2018.</i> 	<p>Haiti is participating into the regional task force within the ANI / WG and is contemplating to undertake ATFM measures before December 2016 to support Air Traffic within its FIR.</p>

<p><i>RAN – 3</i> <i>Aeronautical Information Management Transition (AIM)</i></p> <ul style="list-style-type: none"> • <i>100% of Aeronautical Information Services (AIS) to implement AIM Roadmap – Phase I required elements by December 2016.</i> 	<p>Taking advantage of the RPBANIP implementation a GO Team has provided the first phase of the AIM Roadmap.</p> <p>The administration is expecting to:</p> <ul style="list-style-type: none"> • Adopt the roadmap • Provide resources to implement the different projects <p>Additionally, Haiti has taken the step to realign its air navigation projects in accordance with ICAO ASBU concept which also describes AIM implementation projects timeline.</p>
<p><i>RAN – 4</i> <i>Ground-Ground Digital Coordination / Transfer</i></p> <ul style="list-style-type: none"> • <i>50% of FIRs within which all applicable ACCs to have implemented at least one interface to use Air Traffic Services Inter-Facility Data Communication (AIDC) / On-Line Data Interchange (OLDI) with neighbouring ACCs by December 2016.</i> 	<p>No significant progress.</p> <p>Additionally, Haiti has taken the step to realign its air navigation projects in accordance with ICAO ASBU concept which also describes AIDC/OLDI implementation projects timeline.</p>
<p><i>RAN – 5</i> <i>Environmental Benefit</i></p> <ul style="list-style-type: none"> • <i>Reduce regional CO₂ emissions by 40,000 tons per year through PNB implementation by December 2016.</i> 	<p>Calculation to be performed taking into account the implementation of new PBN terminal procedures.</p>

3. Conclusion

3.1 The Meeting is invited to take note of this information paper.