



# 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 CURAÇAO  
Report on the compliance with the POS;  
Significant updates for the compliance with the SARPS; and  
Other developments**

(Presented by Curaçao)

<b>EXECUTIVE SUMMARY</b>	
This information paper presents an update on the status of implementation of the Port-of-Spain Declaration by Curaçao and compliance update with the SARPs. In an effort to achieve the goal of >80% compliance with the SARPs, the Curaçao Civil Aviation Authority (CCAA), is making several changes and improvements to its oversight system to ensure sustainability in compliance.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Security &amp; Facilitation</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Report of the 5th NACC/DCA Meeting (NACC/DCA/5) Port of Spain Trinidad &amp; Tobago, April 28-30, 2014</li><li>• Port-of-Spain Declaration</li><li>• USOAP/CMA Online Framework</li><li>• ICAO Doc 9735 Universal Safety Oversight Audit Programme Continuous Monitoring Manual</li></ul>

**1. Introduction**

1.1 The Port-of-Spain declaration signed by Curaçao in 2014, and expiring December 2016, has set Regional Safety and Air Navigation targets. A brief update on the status of implementation by Curaçao is presented in this information paper.

1.2 Curaçao is as per October 10, 2010, an autonomous country within the Kingdom of the Netherlands. With this constitutional reform The Netherlands Antilles ceased to exist. USOAP Audit conducted on the Netherlands Antilles in 2008, is applicable to country Curaçao. This audit has produced deficiencies in the establishment (CE1 – CE5) of an effective safety oversight system, which directly impacted the implementation (CE6 -

CE8) on an effective safety oversight system. In overcoming these deficiencies, Curaçao is taking measures to improve its safety oversight system, to ensure sustainable compliance with the ICAO SARPs.

## 2. Status of Implementation

2.1 Status of implementation of the POS Declaration to the NACC/DCA06 Meeting is outlined below:

### 2.1.1 Regional Safety Targets

Areas	Status & Timeline
<b>Safety Oversight</b>	Business Plan for autonomous CAA approved by Government in July 2015. Target CE 3 >70% by 2016 will be achieved. 2 Flight Ops, 2 Airworthiness, 1 Aerodrome Inspector, 1 Medical Assessor & 1 Dangerous Goods Inspector/Instructor hired. They are currently undergoing training and OJT.
<b>Accidents</b>	No accident in the last 6 years.  Implementation of ECCAIRS in progress for the monitoring and analysis of incidents and accidents. To be completed Q3 2016.
<b>Runway Excursions</b>	1 runway excursion by foreign registered light aircraft in December 2015 owing to brake failure.  Establishment of the Runway Safety Team in progress. 1 <sup>st</sup> meeting convened. Next step development of a ToR.
<b>Aerodrome Certification</b>	The Curaçao International Airport is undergoing certification.  To be certified by Q4 of 2016. Currently in documentation phase.
<b>State Safety Programme</b>	Gap Analysis completed.  By Q4 2016, safety policy in place, accountable persons identified. A special unit will be in-charge of the SSP development and implementation phases.

2.1.2 Regional Air Navigation Targets. Update presented by the Dutch Caribbean Air Navigation Services (DC-ANSP)

Areas	Status	Timeline
<b>ADS-B (Automatic Dependent Surveillance Broadcast)</b>	An agreement has been signed by DC-ANSP in Punta Cana with AIREON for the use of Spaced based ADS-B and is evaluating if a ground based system can be pursued in close cooperation with Aruba.	
<b>AFTM (Air Traffic Flow Management)</b>	Phase 1 has been completed and beginning next year, will initiate with the second phase. In Oct 2016 an ICAO Go Team is requested for the guidance of the implementation.	DC-ANSP has a Roadmap to have ATFM operational in 2018, as agreed in the Port of Spain declaration.
<b>PBN (Performance Based Navigation)</b>	The PBN system is in place. DC-ANSP created and published RNAV approach charts for CUR (TNCC) and BON (TNCB)	The charts will be updated in the 3 <sup>rd</sup> quarter of 2016 with de-conflicted SID's and STAR's.  Training for CCAA, ANS, Ops and Airworthiness Insoectors
<b>Transition AIS to AIM (Aeronautical Information Service to Aeronautical Information Management)</b>	In order to pass through the phases to reach AIM, the AIM goal must be kept and maintained. The goal is to keep uniformity and Consistency in the provision of aeronautical information, information/data which is essential for operational use by ICAO.	<ul style="list-style-type: none"> <li>Phase 1 is 80% completed. Pending QMS SMS audit.</li> <li>Phase 2 is already in progress. A few items are open, but we are on track.</li> <li>Phase 3 deadline for the CAR region has to be confirmed by ICAO.</li> </ul>
<b>AMHS (Automatic Message Handling System)</b>	DC-ANSP is using IDS AMHS system, it has been updated to the latest ip based version, and coordination is going to hook up the NADIN system with the ip version.	
<b>CPDLC (Controller Pilot Data Link Communication)</b>	DC-ANSP is part of the ICAO GOLD workgroup that is planning the CPDLC functionality for the Caribbean and will make progress with the group.	
<b>Implementation from MEVA II to MEVA III</b>	This system has been upgraded to the latest MEVA III system and the system is already operational.	Done
<b>AIP (Aeronautical Information)</b>	The new format of the AIP is in place	This Digital AIP has been

<b>Publication)</b>	and is under the authority of CAA of Curaçao, Sint Maarten and IENM for the BES-islands. It has been created according to ICAO DOC 8126 Annex 15 and 4, which is divided in three parts, GEN, ENR and AD.	published in Feb2015 and the eAIP is now available online on <a href="http://www.dc-ansp.org">www.dc-ansp.org</a>
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## 2.2 Effective Implementation target

2.2.1 The Curaçao Civil Aviation Authority has set, in addition to the POS declaration, its objective in achieving the following targets:

Target	Area	Timeline
> 90% EI	LEG, PEL, OPS, AIR	2016
> 80% EI	ORG, ANS, AGA	2016
> 70% EI	AIG	2017
<b>Total &gt; 80% overall EI</b>		2017

These targets will allow for initial completion of the Corrective Action Plan of the 2008 USOAP Audit. Self-Assessment of the Protocol Questions using the USOAP-CMA Online framework, conducted on a regular basis, assist in identifying and prioritizing areas of attention for immediate or short-term remedial.

## 2.3 Significant updates: achievements

### 2.3.1 Area of LEG (CE 1, CE 2)

In the area of LEG, Curaçao has made significant improvement and updated its operating regulations pertaining to Annexes 1, 6, & 8. These are known as Curaçao Civil Aviation Regulations (CCARS) Parts 1-11.

In addition to the specific operating regulations, the Civil Aviation Act, as primary law has been amended in accordance with MCARS Part 0 and is awaiting promulgation by the Parliament for enactment in 2016. All LEG related areas have been deemed compliant with ICAO requirements by the FAA under a technical assistance project.

### 2.3.2 Area of ORG (CE 3)

A new Authority will be established after enactment of the legislation. This self-sufficient authority, with its approved Business Plan 2015-2018, allows for a 300% expansion of staff in the new Authority. Technical personnel increases by 214%. Augmentation of technical capacity where needed will be via regional cooperation.

In order to use resources effectively, the new organization will include a Unit in-charge of the State Safety Programme (SSP), where risk management and analysis of data will allow for the use of less or effective use of available human resource.

Implementation of the Business Plan is already in progress, including hiring of new qualified technical personnel. (CE 4).

### 2.3.3 Area of PEL

The area of PEL has the major financial investment so far, with investments of over \$100.000 in equipment and technology. The CCAA has introduced a dedicated PEL office and operates now an electronic knowledge testing system for the sitting of exams using

EASA curriculum, and for the issuance of credit card format licenses compliant with Annex 1.

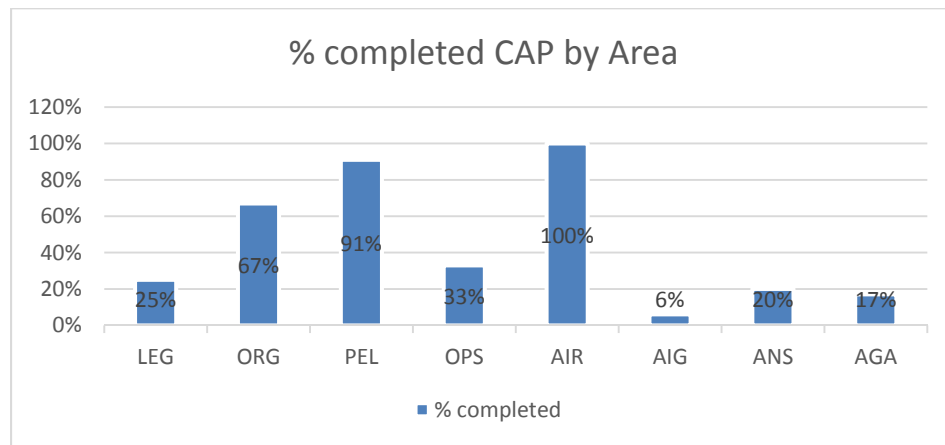
The CCAA recognizes the assistance of the Netherlands with partial funding for the electronic knowledge testing system.

Curaçao has hired a Civil Aviation Medical Assessor and with this, closes the identified deficiencies identified by ICAO in this area.

#### 2.4 Corrective Action Plan USOAP Audit 2008

The following update is based on the audit findings and the Corrective Action Plan formulated at that time. The target is to achieve 100% completion of the CAP by December 2016.

Data to be provided on the CMA to reflect the progress.



Remarks:

*LEG: Upon enactment of amended Legislation, 100%*

*ORG: Upon enactment of Civil Aviation Act, 100%*

*OPS: Upon completion of projected Q3 2016 guidance material, > 90%*

*AIG: Upon passing of the regulations for Annex 13 and updating of related manuals, policies, circulars and procedures, to be completed by 100%.*

*AGA: With the certification of the Aerodrome at least 80% of the open items for AGA will be completed.*

### 3. Conclusion

3.1 Curaçao is committed to not be left behind and works assiduously to achieve full compliance and excellence in its safety oversight system.

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