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Accountability and Performance Report of ICAO NACC Regional Office to Member States
















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Regional Director, ICAO NACC Regional Office






Agenda Item 3.1- P/01

Fourth Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/4)
Saint George, Grenada, 6-7 September 2018

 **E/CAR - Eastern Caribbean**
Caribe Oriental

-  **Anguilla (UK)**
Anguilla
-  **Antigua and Barbuda**
Antigua y Barbuda
-  **Barbados**
Barbados
-  **British Virgin Islands (UK)**
Islas Vírgenes Británicas
-  **French Antilles**
Guadeloupe, Martinique,
Saint Barthélemy (France)
Antillas Francesas
Guadalupe, Martinica,
San Bartolomé
-  **Grenada**
Grenada
-  **Montserrat (UK)**
Montserrat
-  **Saba (Netherlands)**
Saba
-  **Saint Kitts and Nevis**
San Kitts y Nevis
-  **Saint Lucia**
Santa Lucia
-  **Saint Vincent and the Grenadines**
San Vicente y las Granadinas
-  **Sint Eustatius (Netherlands)**
Sint Eustatius
-  **Sint Maarten (Netherlands)**
Sint Maarten
-  **Trinidad and Tobago**
Trinidad y Tabago
-  **United States**
Puerto Rico, Virgin Islands
Estados Unidos
Islas Vírgenes, Puerto Rico



 **C/CAR - Central Caribbean**
Caribe Central

-  **Aruba (Netherlands)**
Aruba
-  **Bahamas**
Bahamas
-  **Bonaire (Netherlands)**
Bonaire
-  **Cayman Islands (UK)**
Islas Caimanes
-  **Cuba**
Cuba
-  **Curaçao (Netherlands)**
Curacao
-  **Dominican Republic**
República Dominicana
-  **Haiti**
Haití
-  **Jamaica**
Jamaica
-  **Mexico**
México
-  **Turks and Caicos Islands (UK)**
Islas Turcas y Caicos
-  **United States**
Estados Unidos


 **CA - Central America**
Centroamérica


-  **Belize**
Belice
-  **Costa Rica**
Costa Rica
-  **El Salvador**
El Salvador
-  **Guatemala**
Guatemala
-  **Honduras**
Honduras
-  **Nicaragua**
Nicaragua


 **NAM - North America**
Norteamérica


-  **Canada**
Canadá
-  **Saint Pierre et Miquelon (France)**
San Pedro y Miquelón
-  **United States**
Estados Unidos
-  **CAR - Caribbean**
Caribe
-  **Bermuda (UK)**
Bermuda
-  **Mexico**
México


NAM/CAR Regions


 **21 States**

 **19 Territories**

 **26 Civil Aviation Authorities (CAAs)**

 **44 Flight Information Regions (FIRs)**

 **29 FIRs in NAM**

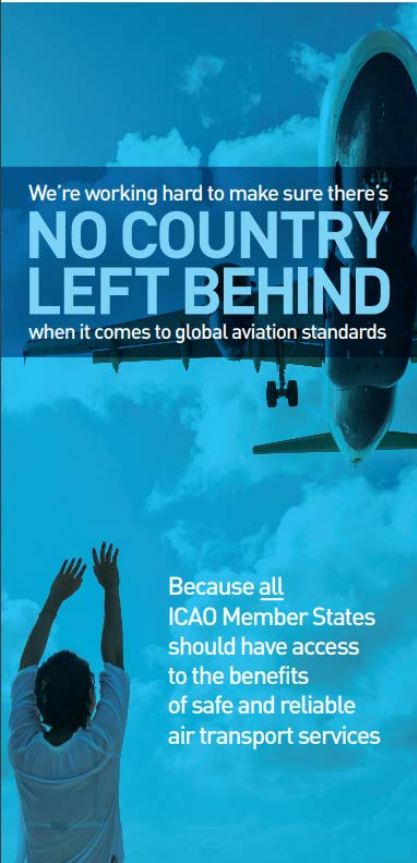
 **15 FIRs in CAR**



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✈ What is the ICAO No Country Left Behind (NCLB) Campaign?

ICAO's response to the problem of too many Member States not achieving desirable levels of Effective Implementation of ICAO Standards and Recommended Practices (SARPs).

www.icao.int/about-icao/NCLB/Pages

✈ What is the ICAO NACC Response to NCLB Campaign?

The implementation of the ICAO NACC Systemic Assistance Programme (SAP).



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✈ What is the ICAO NACC Systemic Assistance Programme?

The ICAO NACC Regional Office strategy which encompasses main working areas in order to ensure desirable results and SARPs compliance within the NAM/CAR Regions.

We're working hard to make sure there's
NO COUNTRY LEFT BEHIND
when it comes to global aviation standards

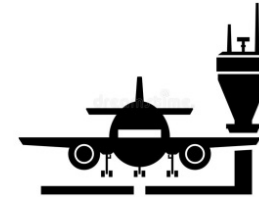
Because all ICAO Member States should have access to the benefits of safe and reliable air transport services



Safety



Air Navigation Services



Aerodrome certification



Security



✈ Core Elements of the ICAO NACC Systemic Assistance Programme

We're working hard to make sure there's
NO COUNTRY LEFT BEHIND
when it comes to global aviation standards

Because all
ICAO Member States
should have access
to the benefits
of safe and reliable
air transport services

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
Concerns (SSCs
and SSeCs)

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



Phases of the NACC Systemic Assistance Programme (SAP)

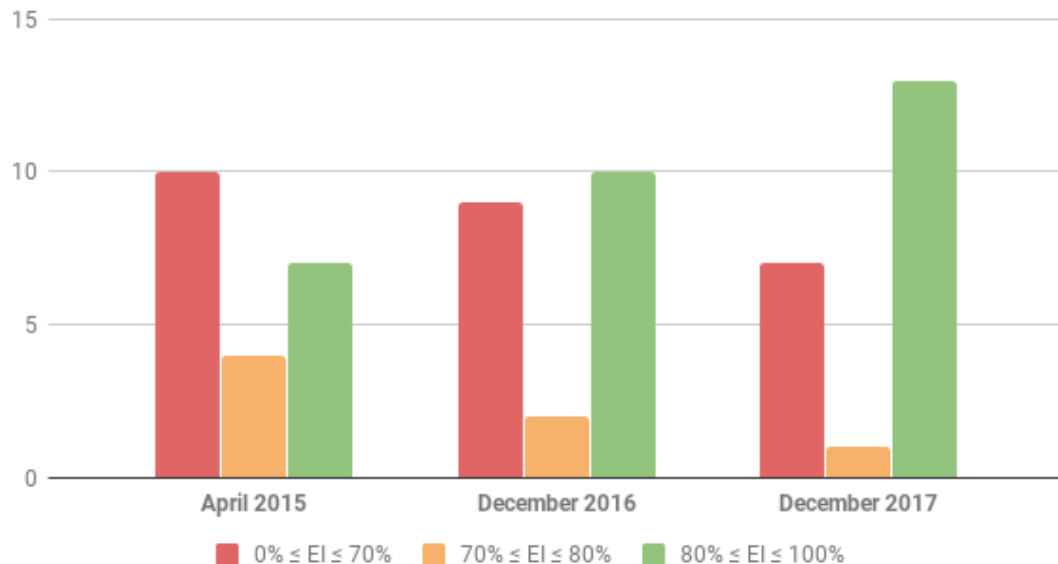
<p>Political Commitment</p> <p>Completed/ On-going</p> <p>I</p>	<p>Data Gathering and Analysis</p> <p>100% of States</p> <p>II</p>	<p>Joint State/ICAO Action Plan Development</p> <p>100% of States</p> <p>III</p>	<p>Implementation and Monitoring</p> <p>2018 Objective: 100% of States</p> <p>IV</p>	<p>Follow-up and Sustainability</p> <p>2019 Objective: 100% of States</p> <p>V</p>
<ul style="list-style-type: none"> ✈ Establish strategy to implement NCLB initiative ✈ High Level Government Outreach (Ministerial Level) ✈ Paradigm shift in assistance methodology (more hand-holding), direct engagement at the technical level ✈ Root cause approach 	<ul style="list-style-type: none"> ✈ Analyse all available ICAO data on deficiencies of each NACC State ✈ Notify the State of its deficiencies and compliance status ✈ Mutual communication for agreement (Technical teleconferences) 	<ul style="list-style-type: none"> ✈ Multidisciplinary or High Level visits – some States did not need a visit ✈ Develop joint action implementation plan <ul style="list-style-type: none"> • Who? • What? • When? ✈ Agreement of State Action Plan priorities at General and Regional Director level 	<ul style="list-style-type: none"> ✈ Monthly teleconference NACC & CAA technical teams ✈ Quarterly Videoconference Brief to Regional Director & DG/Minister ✈ Annual implementation progress review ✈ Continuous adjustment of action plan based on audit results ✈ RD seeks engagement of financial institutions 	<ul style="list-style-type: none"> ✈ Continuity of Phase IV ✈ Prioritization of SSP, SMS and SeMS in Action Plans ✈ Tracking of AAs institutional strength ✈ Greater emphasis in political will and commitment ✈ Set air transport in the political agenda of the States ✈ ICAO involvement in high level regional meetings



Major deficient areas and Critical Element (CE) challenges: **AGA** (CE-6), **ANS** (CE-4) and **AIG** (CE-5)

USOAP EI(%)		States	% Total
April 2015	0% ≤ EI ≤ 70%	10	47.62%
	70% ≤ EI ≤ 80%	4	19.05%
	80% ≤ EI ≤ 100%	7	33.33%
December 2016	0% ≤ EI ≤ 70%	9	42.86%
	70% ≤ EI ≤ 80%	2	9.52%
	80% ≤ EI ≤ 100%	10	47.62%
December 2017	0% ≤ EI ≤ 70%	7	33.33%
	70% ≤ EI ≤ 80%	1	4.76%
	80% ≤ EI ≤ 100%	13	61.90%

USOAP Effective Implementation (%) in NAM/CAR

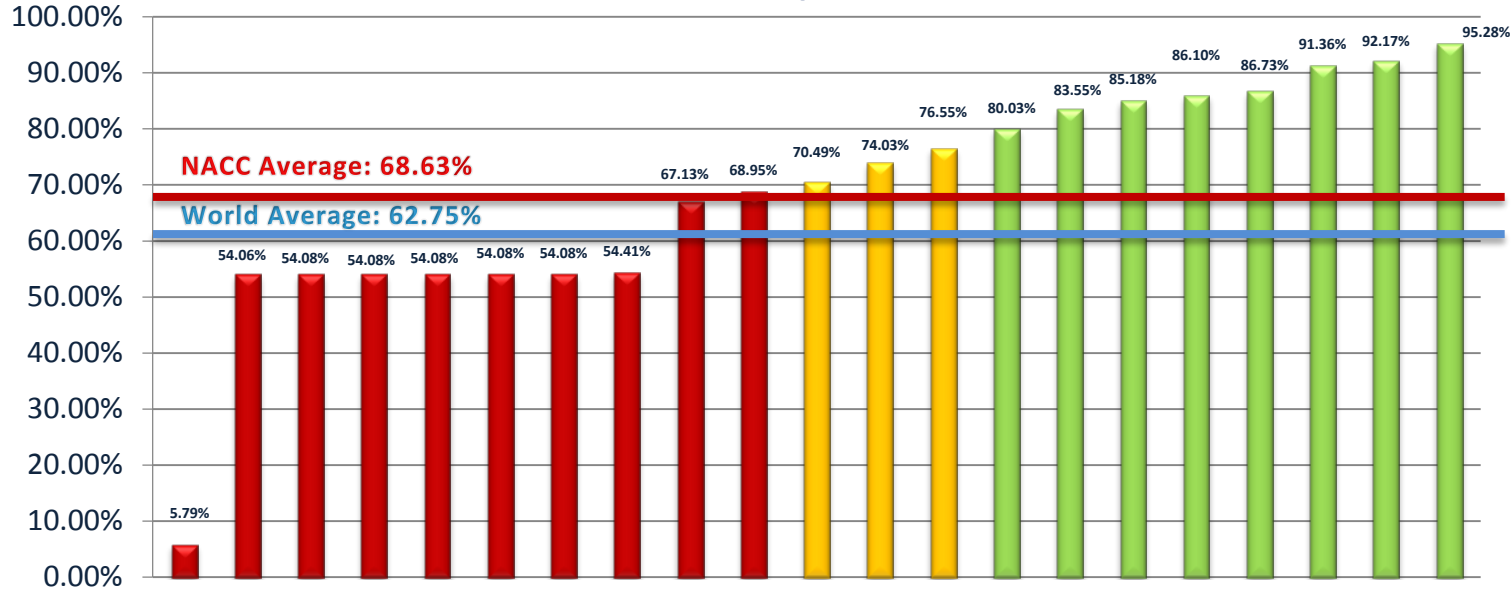


After the NACC Systemic Assistance Implementation Plan, the number of States with an EI ≥ 80% almost doubled



Status of USOAP Effective Implementation (EI) - 2015

NAM/CAR States EI %

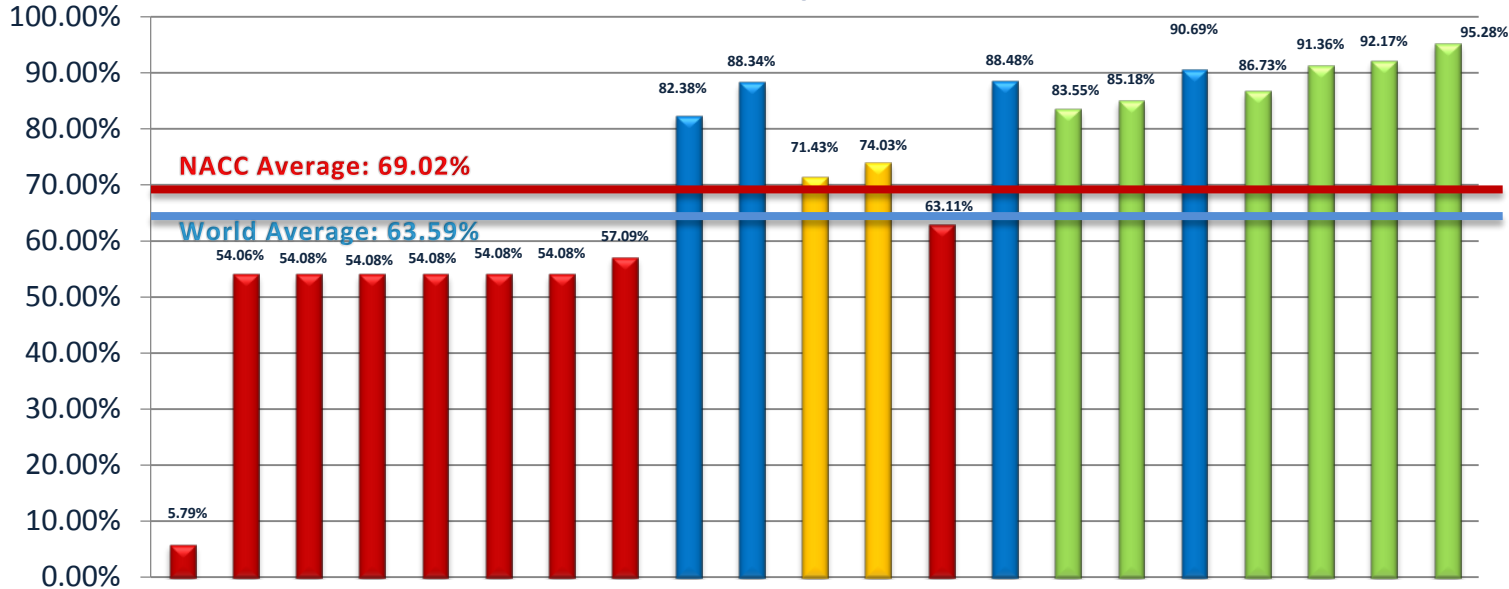


- Antigua and Barbuda
- Bahamas
- Barbados
- Belize
- Canada
- Costa Rica
- Cuba
- Dominican Republic
- El Salvador
- Grenada
- Guatemala
- Haiti
- Honduras
- Jamaica
- Mexico
- Nicaragua
- Saint Kitts and Nevis
- Saint Lucia
- Saint Vincent and the Grenadines
- Trinidad and Tobago
- United States



Status of USOAP Effective Implementation (EI) - 2016

NAM/CAR States EI %

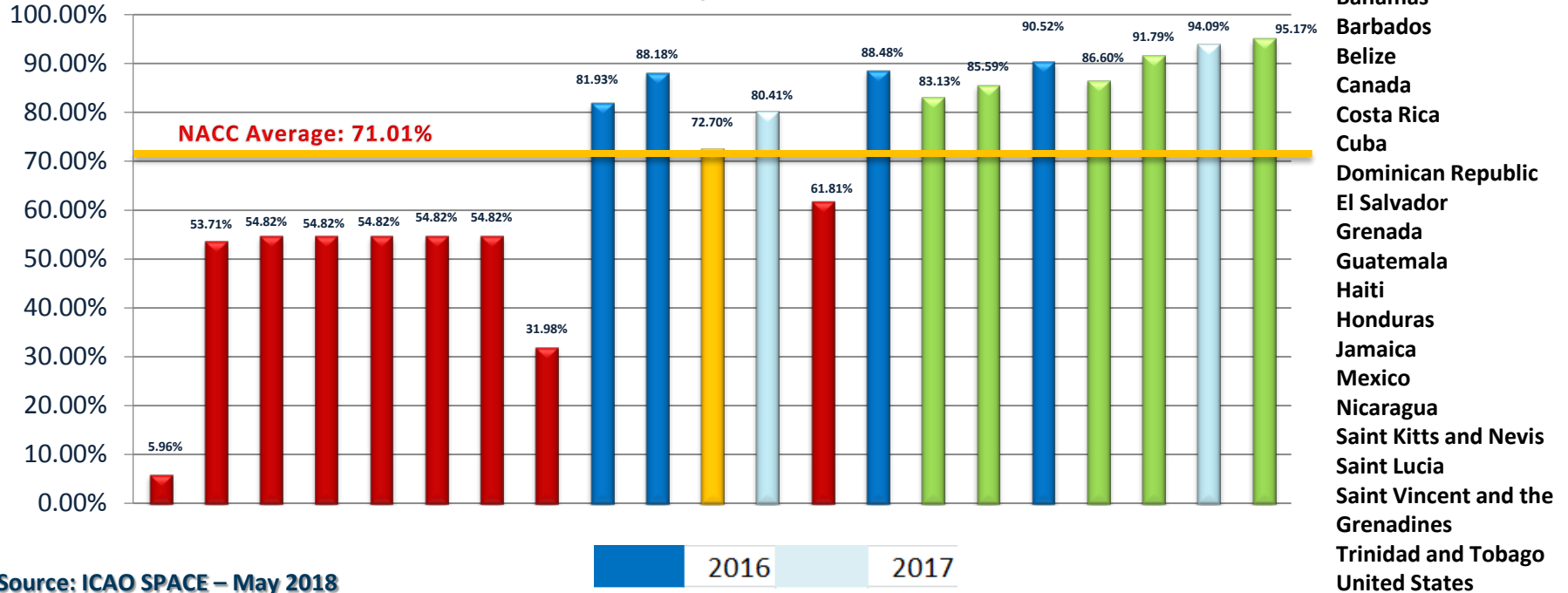


- Antigua and Barbuda
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Status of USOAP Effective Implementation (EI) – 2017

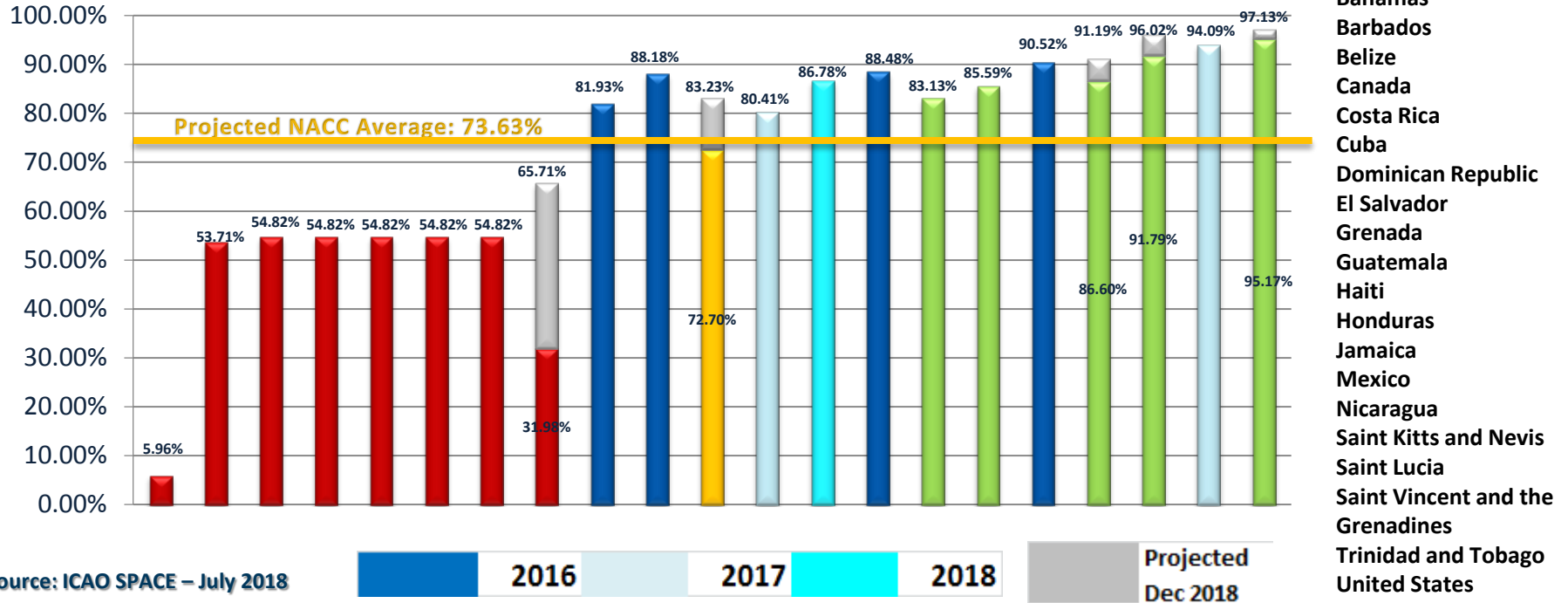
NAM/CAR States EI %





Status of USOAP Effective Implementation (EI) – Projected End 2018

NAM/CAR States EI %



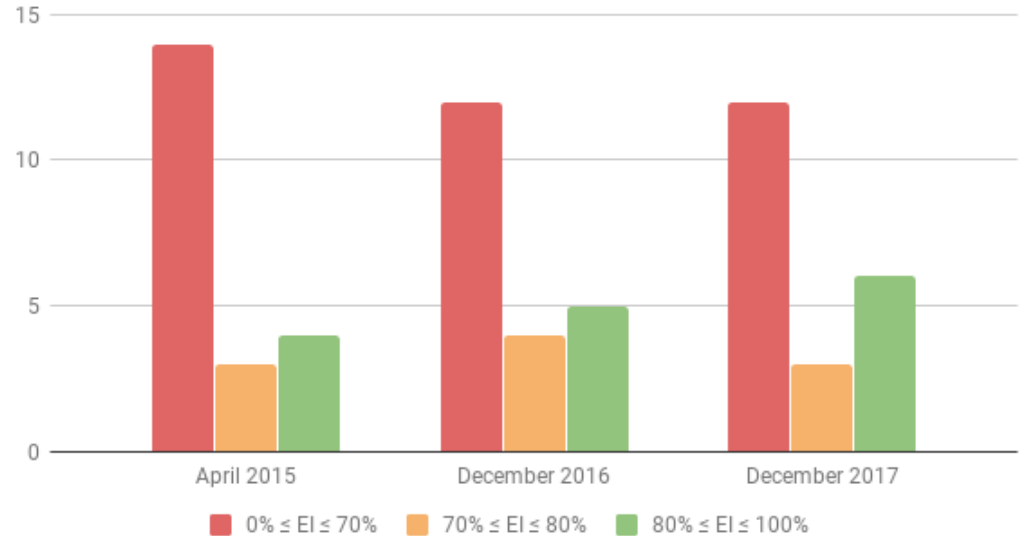


USAP EI(%)		States	% Total
April 2015	0% ≤ EI ≤ 70%	14	66.67%
	70% ≤ EI ≤ 80%	3	14.29%
	80% ≤ EI ≤ 100%	4	19.05%
December 2016	0% ≤ EI ≤ 70%	12	57.14%
	70% ≤ EI ≤ 80%	4	19.05%
	80% ≤ EI ≤ 100%	5	23.81%
December 2017	0% ≤ EI ≤ 70%	12	57.14%
	70% ≤ EI ≤ 80%	3	14.29%
	80% ≤ EI ≤ 100%	6	28.57%

NACC USAP EI prior NACC SAP = **60.68%**
 NACC USAP EI after NACC SAP = **74.22%**

5 USAP-CMA audits scheduled for 2018 and results are still not available. However, **7 States** in the NAM/CAR regions have not yet received an USAP-CMA audit

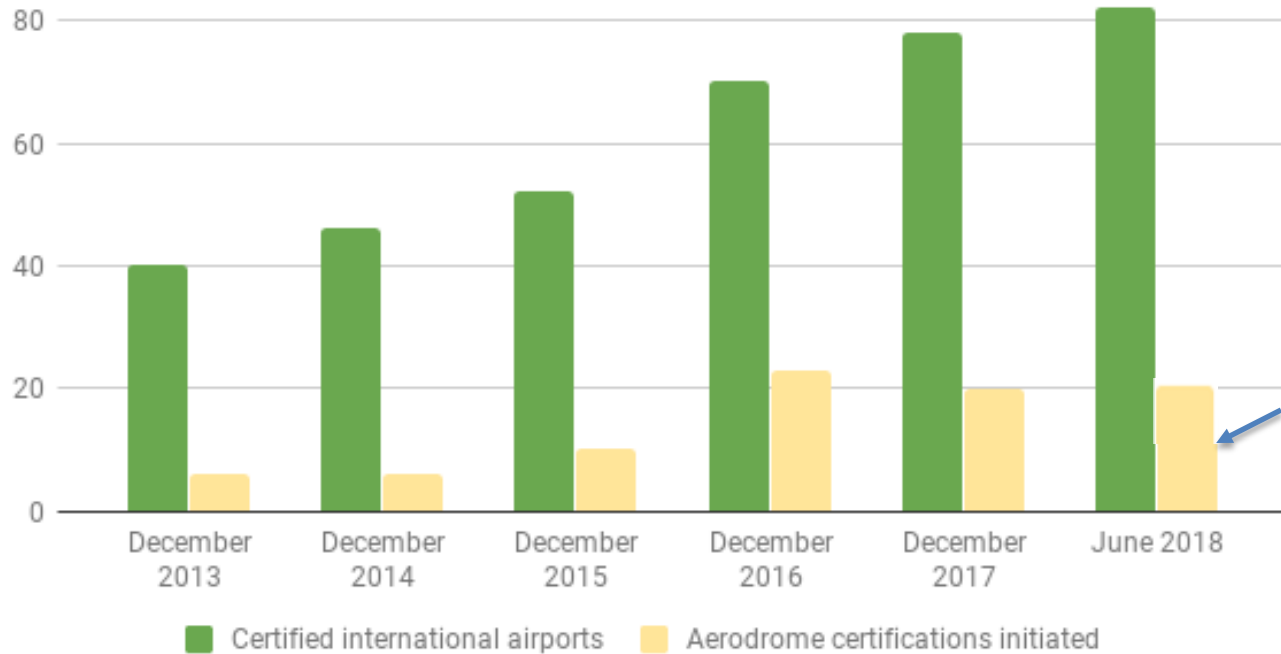
USAP Effective Implementation (%) in NAM/CAR



States which received an USAP-CMA audit improved an average of 13.56% versus previous audit results



Aerodrome Certification in NAM/CAR



***As of June –
15 already initiated
20 minimum by
December 2018**

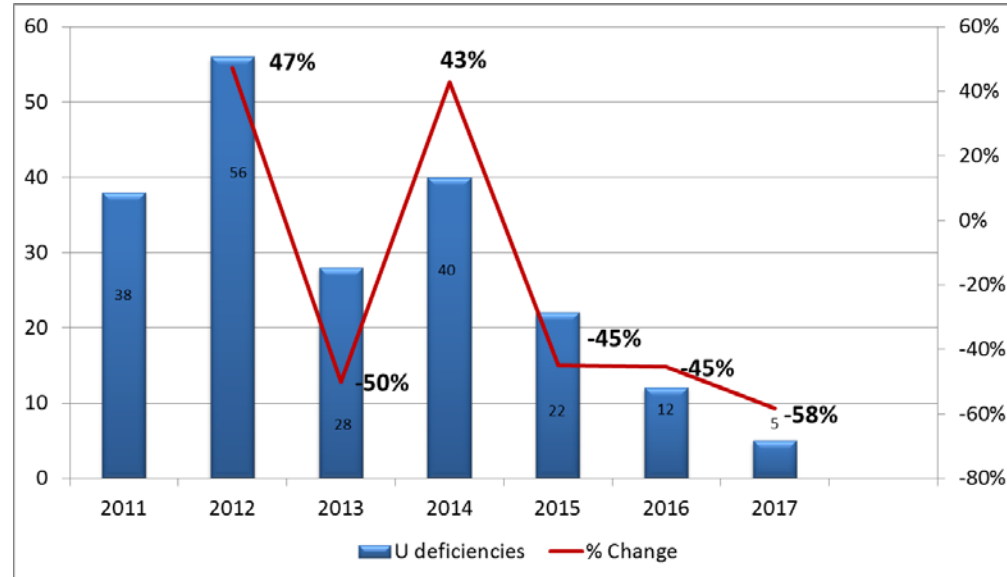


Annual Resolution of Air Navigation Deficiencies

Outstanding Deficiencies in the CAR Region

	2013	2014	Jan 2015	Estrategia NACC NCLB		
				Feb 2015 – Jun 2016	May 2017	Sep 2017
U	28	40	22	12	12	5
A	600	591	495	451	409	388
B	145	140	123	99	82	79
	773	771	640	562	503	472

% Resolution of U Priority Deficiencies





Performance Level - Last Year's Red

Pending Caribbean States (EI ≤ 80%) projected to have major progress in 2018

- Devastating hurricane season delayed assistance actions and results are projected at least one year out
- CARICOM's renewed focused support and commitment in partnering with ICAO will be instrumental for success

Resolution of existing SSC and SSeC

- 1 open SSC and 1 open SSeC
Restricted mitigation implemented in both
- SSC mitigated with restrictions to the operator
- Measures in place to reduce the SSeC impact in 90%

AIG development and implementation that was projected to be formalized by 2017

- Working with Central America for Regional Aviation Accident Investigation Group (GRIAA) deployment
- Coordination with TSB and others for AIG assistance common activities
- ECCAIRS and AIG training courses ongoing with Mexico DGAC
- Hiring of AIG expert by ICAO: ongoing
- New RAIO C Planning (RAIOC)



Performance Level - Last Year's Red

The creation of a NAM/CAR Regional Training Centres Association

- Declaration of Intent on Regional Collaboration on Training
- Memorandum of Understanding (MOU) signed during the NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/WG/4) from 6 to 8 June 2018

PBN, Air Traffic Flow Management (ATFM) and Search and Rescue (SAR) advancements have fallen short of what was projected

- Previously slower progress than expected on ATFM and SAR, 2018 renewed focus
- ATFM and SAR meetings scheduled for 2018

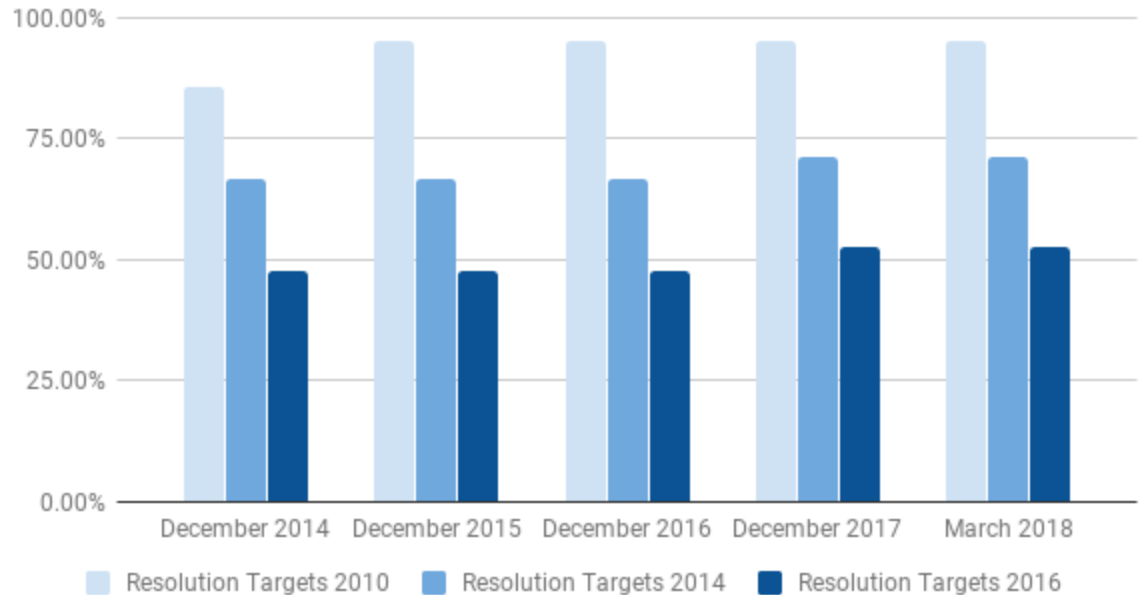
Focus on providing stronger support for the Territories

- Not enough resources to appropriately assist NAM/CAR Territories



- PBN Implementation is Air Navigation's **first priority**
- Currently **88.6%** of total runways comply
- Major deficiencies detected:
 - No formal ANS inspectorate
 - Establishment of a formal surveillance programme in all ANS areas
 - ANS inspectorate staffing and training
 - Performance of safety reviews in ATS provision
 - Establishment of a provider for SAR services

PBN Implementation in NAM/CAR





PBN IMPLEMENTATION



ICAO can help tailor
a solution for your needs!

- Through the **Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme** the NACC Office carried out a sub-project to develop and implement a PBN airspace concept document for the CAR Region
- Main outcomes of the **3rd ICAO/IATA/CANSO PBN meeting** (2-6 July 2018, ICAO NACC Regional Office):
 - Continuous work to enhance interregional Air Traffic Services (ATS) route structure
 - **New PBN route network agreed with 34 route optimization initiatives, 7 new routes added and 3 existing routes deleted**
 - **Agreement of 20 NM for longitudinal separation on transferred air traffic operating in CAR FIRs and adjacent SAM FIRs**
 - Follow-up to support implementation



Contingency Planning and Response

In 2017 and 2018 saw States facing contingency situations, mostly related (but not limited) to natural phenomena, like hurricanes, floods, earthquakes, volcanic eruptions, etc. that may threaten air transport operations

The critical need and the benefit of contingency plans were demonstrated

However, the need for more coherent and aligned contingency response plans was also identified



Main challenge identified is that FIRs have planned their ATS contingency individually. So, what can we do?

For 2018 and 2019 the updating of State ATS Contingency Plans and the development of a Regional Contingency are priorities for the NACC Regional



Regional Aviation Safety Group — Pan American (RASG-PA)

Purpose

- Addresses safety issues from a regional perspective
- Focal point to mitigate risks at regional level
- Employs risk analysis methodology consistent with Annex 19/SMS requirements
- Delivers measurable safety improvements

Benefits

- Joint State/Industry safety programmes that reduce redundancy and save scarce resources
- RASG-PA outputs can be used to enhance State safety programs/strategies
- Strengthens regional partnerships
- Provides States with real-time safety data analysis
- Encourages use of State Collaborative Safety Teams (CSTs)

Improvement Lines of Action

- a) Communication scheme
- b) Website improvement
- c) Project Management approach
- d) Visibility of deliverables



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GREPECAS new Secretariat assumed by ICAO NACC Regional Office

- ✈ New GREPECAS Chairmanship was elected
 - ✈ Dominican Republic
- ✈ ICAO NACC Regional Office assumed the Secretariat of GREPECAS, while RASG-PA Secretariat has been assumed by ICAO SAM Regional Office
 - ✈ feasibility study to implement standard project methodology for GREPECAS and RASG-PA
 - ✈ GREPECAS Performance Review proposal lead by Chairmanship:
 - ✈ 4 years plan for performance review
 - ✈ More integration of CAR and SAM projects
 - ✈ Strategic approach and strict Project Management
 - ✈ Result oriented Programme/ Project – New Projects



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NACC OVERALL REGIONAL PLANNING

**ICAO Global
Aviation Safety Plan
(GASP)**

**Global Air
Navigation Plan
(GANP)**

**ICAO Global
Aviation Security
Plan
(GASeP)**

NACC Systematic
Assistance
Programme: USOAP
goals and priorities

SSP/SMS Regional
Implementation
Strategy

NACC Systematic
Assistance
Programme: USAP
goals and priorities

Update RPBANIP-
ANS target,
timelines and work
programmes



2019 & New Triennium Plan (2020-2022)

Complete metric of 90% Member States in the NAM/CAR regions at or above 80%

- Concentration in Barbados, ECCAA States and Haiti
- Sustainability activities
- Ensure systematic approach and system development
- Risk-based management and analysis

SSP implementation

- SSP Implementation based on a regional and tiers approach
- SM awareness
- ATS SMS enhancements
- AIG Collaboration

Air Navigation development

- ANS goals and work programmes following operational improvements-RPBANIP/ANP Vol III
- Unmanned Aircraft System (UAS)/ Remote Piloted Aircraft Systems (RPAs)
- Emerging issues



Joint Assistance activities to NACC States

- ✈ UK Safety Partners Safety Enhancements
- ✈ EASA – Project for Latin America
- ✈ FAA-Runway Safety Team (RST)/SMS/ANS Inspector training/ ADS-B and AIDC events
- ✈ Canada/COCESNA/ CASSOS- Haiti Assistance Project
- ✈ RASG-PA: Collaborative Safety Team (CSTs) implementation
- ✈ CARICOM-ICAO: Air transport development activities
- ✈ ALTA- ICAO: Regulatory Framework Harmonization Project



ICAO Outreach to NGOs/Government Funding Entities/Industry



- ✈ Funding of studies for equipment/infrastructure needs
- ✈ Aerodrome certification study (SAFE Fund)
- ✈ Potential Projects to improve infrastructure and development of regional initiatives with different international organizations and industry stakeholders



Economic and social impact of aviation

When a passenger/tourist arrives:

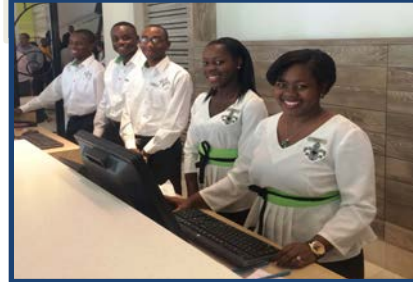
Takes a Taxi
Provides Job for taxi
Driver



Provides Job for
person that puts
Gasoline in the taxi



Provides Jobs for
hotels and staffs



Provides Job for the
farmer, who may never
travel on an airplane but
their fruits and
vegetables are
consumed by tourists,
etc.



Stimulates
commerce





62.7 MILLION

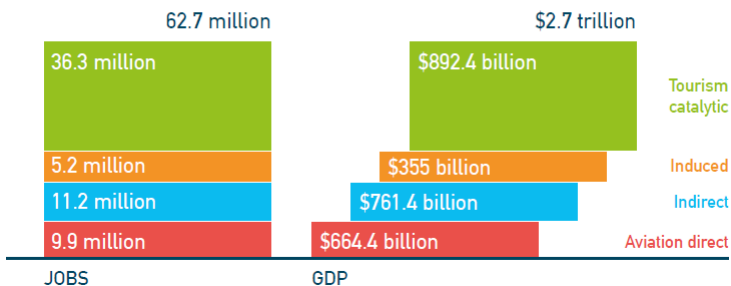
Jobs supported by aviation worldwide

\$2.7 TRILLION

Aviation's global economic impact

3.5%
of global GDP supported by aviation

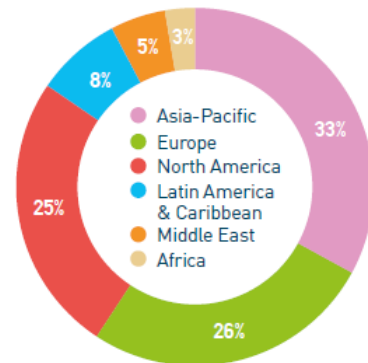
Beyond the industry
Aviation's global employment and GDP impact, 2014*



1402
commercial airlines

3883
airports

Regional traffic split





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Questions?

THANK YOU!