North American, Central American and Caribbean (NACC) States Civil Aviation Authorities Directors General Virtual Meeting on COVID-19 Aviation Recovery and Restart
14 April 2021

Agenda Item 5: **Other Business**

NACC REGIONAL OFFICE 2021 PRIORITIES AND PROJECTS

(Presented by the Secretariat)

EXECUTIVE SUMMARY
This paper presents an overview of the priorities for 2021 and the assistance projects currently carried out by the NACC Regional Office.

Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Security & Facilitation • Economic Development of Air Transport • Environmental Protection
References:	• Resource Mobilization Platform – available for Council Members and ICAO Staff (accessible at https://oaci.sharepoint.com/sites/SPCPSite/ResourceMobilization/SitePages/Home.aspx)

1. **Introduction**

1.1 The ICAO North American, Central American and Caribbean (NACC) Regional Office (RO) is committed to ensure that all member States and Territories receive support for the implementation of ICAO Standards and Recommended Practices (SARPs) for the safe and efficient growth of its aviation endeavours.

1.2 Among other tools, included the assistance provided through the NACC Systemic Assistance Programme (SAP), which was born as a way to implement the ICAO "No Country Left Behind" (NCLB) Campaign in the region, the establishment of assistance projects is being greatly used in the provision of the aforementioned support.

1.3　　　　　It is important to mention that the NACC assistance projects are not to be confused with the equally important technical cooperation projects managed by the ICAO Technical Cooperation Bureau (TCB). However, differently from the latter, all assistance projects require extensive fundraising.

1.4　　　　　This paper aims at presenting to the Meeting the NACC Regional Office priorities established for 2021, as well as the status of each of the initiatives carried out by the Office under the assistance project format.

2.　　　　　NACC Regional Office Priorities for 2021

2.1　　　　　The priorities established by the NACC Regional Office for 2021, while being linked to the ICAO strategic objectives, took into consideration the impacts of the COVID-19 in the NAM/CAR Regions' aviation environment.

2.2　　　　　Safety Priorities

2.2.1　　　　　State Safety Concern (SSC) Resolution – Eastern Caribbean Civil Aviation Authority (*ECCAA)*

2.2.1.1　　　　　The NACC Regional Office carried out assistance missions to Antigua and Barbuda (ECCAA) for the mitigation of the SSC, maintaining coordination with the ICAO Headquarters Audit Section (OAS) , which is responsible for the continuous monitoring of the actions established by the authority in its SSC Action Plan. Additionally, at the end of 2020, an evaluation of the ECCAA's safety oversight and regulatory system was carried out through the ICAO Programme for Aviation Volunteers (IPAV), with assistance from Jamaica, Trinidad and Tobago and United States as SAP Champion States. For 2021, the assistance and support to mitigate and resolve the SSC will have a high priority.

2.2.2　　　　　Bahamas, Barbados, Haiti and Organization of Eastern Caribbean States (*OECS)*

2.2.2.1　　　　　Due to the less Effective Implementation (EI) status, the NACC Regional Office keeps these States a high priority in providing technical support to assist them in establishing and improving their safety oversight system.

2.2.3　　　　　Self-assessment to well advanced States (Cuba, Nicaragua, Trinidad and Tobago, etc.)

2.2.3.1　　　　　Following the NACC Regional Aviation Safety Plan (RASP), the NACC Regional Office will continue to support and foster the periodical Universal Safety Oversight Audit Programme (USOAP) self-assessment by all the States of the NAM/CAR Regions, but with more emphasis to those that have reached the highest level of EI, promoting the establishment of sustainable processes for their continuous improvement and the development of their State Safety Programmes (SSP).

2.2.4   *Accident and incident investigation (AIG) Strategy*

2.2.4.1   The assistance in the AIG domain will focus on three main streams:

- Build national capacity through the provision of tailored assistance to individual States in order to improve and maintain a minimum level of efficiency in the activities related to accident and incident investigation.
- Develop regional cooperation through the establishment/improvement of mechanisms of cooperation (MoC) in the AIG domain and supporting the regional initiatives like the Regional Aviation Accident Investigation Group (GRIAA) and the Caribbean Aviation Security and Safety Oversight System (CASSOS).
- Establish a Regional Accident and Incident Investigation Organization (RAIO), in the long term, after all the previous conditions are implemented, this initiative will assist in the evolution of the MoC to a RAIO.

2.2.4.2   More details on the AIG Strategy can be found in the IP/07 - AIG Assistance to Central American and Caribbean States.

2.2.5   *Regional Aviation Safety Group – Pan America (RASG-PA)*

2.2.5.1   The NACC Regional Office will work on a project to improve the analysis of safety data and the resolution of safety problems with States and Industry, to timely and effective support RASG-PA Safety Enhancement Initiatives (SEIs) and work on critical points (hot-spots) and other safety issues that must be addressed promptly in order to eliminate and/or mitigate the identified risks.

2.2.6   *Implementation of the NACC Regional Aviation Safety Plan (RASP)*

2.2.6.1   The NACC RASP is the regional strategic document in alignment with the Global Aviation Safety Plan (GASP) that provides a path for the NAM/CAR Regions States to comply with the GASP requirements taking into account the challenges within the regions. The RASP is a living document and should be seen as the cornerstone for the development of strong and sustainable aviation safety for NAM/CAR States. Its implementation at the regional level (indicators, monitoring, etc.) and the State development of their corresponding National Safety Plans are a goal for 2021.

2.2.6.2   The NACC-RASP will contain:

- the strategic approach of the NACC Regional Office to address the safety risks identified in the NAM/CAR Regions;
- the objectives and targets for a three-year period, aligned with the GASP and in coordination with the RAGS-PA; and

- the safety improvement initiatives that the NACC Regional Office in conjunction with the States, Regional Safety Oversight Organizations (RSOOs) and the industry should take to improve safety in the NAM/CAR Regions.

2.2.7   *Coordination and Joint Activities Enhancement of the RASG-PA and the CAR/SAM Planning and Implementation Regional Group (GREPECAS)*

2.2.7.1   The GREPECAS and RASG-PA Secretariats (NACC and SAM Regional Offices, respectively) recently committed to ensure efficient coordination between both Regional Groups to avoid duplication efforts and maximize benefits to the Member States of each regional group.

2.2.7.2   Since 2020, an improvement in coordination between RASG-PA and GREPECAS began, which continues during this year through the following mainly activities:

- RASG-PA and GREPECAS Teams Coordination Meeting (Online, 25 March 2021)
- Back-to-back meetings between RASG-PA and GREPECAS (second semester 2021)

2.2.7.3   Therefore, it is highlighted that both regional groups are complementary in promoting the implementation of the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP) at the regional level in order to seek to achieve sustainable growth and improve the safety of the air transport system. The expected result is the definition of responsibilities and mutual support to carry out the coordination in a more specific way, as well as avoid duplication of efforts.

2.2.8   *RASG-PA Organizational Structure (GASP indicators)*

2.2.8.1   In order to accomplish its mandate, RASG-PA established the following organizational structure:

- Executive Steering Committee (ESC);
- Pan American — Regional Aviation Safety Team (PA-RAST); and
- Safety Monitoring and Report Team (SMRT)

2.2.9   *RSOO Enhancement*

2.2.9.1   A project for the enhancement of CASSOS will be resumed in 2021, seeking for financial support from the Inter-American Development Bank (IDB) as well as NACC Regional Office assistance for its development and performance as RSOO. Similar support is envisioned for COCESNA in Central America

2.2.10 *More participation from States and Data Exchange (i.e. Central American Safety Events Analysis Programme [PASOC])*

2.2.10.1 The NACC Regional Office has as one of its goals for the EI of its RASP, to promote the provision and exchange of safety information at the regional level, in close coordination with the RASG-PA, for its analysis, risk detection and the establishment of the necessary mitigation measures of the same.

2.2.11 *Action Plan for the SSP Regional Implementation*

2.2.11.1 The Action Plan for the SSP Regional Implementation in the NAM/CAR Regions was affected by the COVID-19 pandemic during 2020, due to the restrictions of social distancing and the change of priorities in each of the States. This Action Plan will be resumed as of second quarter of 2021, according to the levels of compliance achieved according to the SSP Foundation and the SSP gap analysis. At the end of 2020, the Safety Management Implementation Packages (iPacks) were deployed in Barbados, Belize, Jamaica and Trinidad and Tobago. In the second week of April 2021, these iPacks will be also deployed in Costa Rica, Guatemala, El Salvador, Honduras, Mexico and Nicaragua.

2.2.12 *Inspector Database continues with more States participating*

2.2.12.1 The NACC Regional Office is in the process of implementing the database of inspectors at the regional level (*Electronic COSCAP Capacity Building Matrices [E-CCBM]*), which will start with voluntary States of the NAM/CAR Regions. The database was developed with a web base, and can be fed by personnel from the participating authorities in order to establish the amount of resources in all the technical areas of said institutions. That will facilitate the exchange of inspectors in the NAM/CAR Regions and help to strengthen their safety oversight systems.

2.2.13 *National Continuous Monitoring Coordinators (NCMC) – Putting a structured work plan in action and enhancing activities*

2.2.13.1 The NACC Regional Office will continue to promote the development of structured work plans for national coordinators, as well as the establishment of working groups, as tools for assistance and coordination between States, to solve common problems in the development of their corrective action plans. The Regional Office is in constant communication providing advice and periodic updating of all issues related to USOAP, as well as COVID-19 Contingency Related Differences (CCRDs) and return to normal operations in accordance with the provisions of the Council Aviation Recovery Taskforce (CART).

2.2.14   Aerodrome certification

2.2.14.1   To date in the CAR Region there are 145 international airports, designated in the Air Navigation Plan, from which 89 are certified representing 61% of airports certified. Currently there is a joint effort project with United States (FAA) and ACI-LAC to continue assisting States/airports in the certification of aerodromes. To date, the NACC Regional Office coordinates the planning and development of several events together with the FAA and ACI-LAC along with the two GREPECAS subsidiary groups, which are CAR/SAM Regional Bird/Wildlife Hazard Prevention Committee (CARSAMPAF), dealing with wildlife control, management, and the Latin American and Caribbean Association of Airfield Pavements (ALACPA), which deals with airport maintenance. There is a planned webinar for the CAR/SAM Regions on Airport Collaborative Decision Making (A-CDM) with the main objective of raising awareness of the common situation that facilitates the improvement of decision-making, without exempting decision-making responsibilities and select the airport for a pilot project.

2.2.14.2   A NAM/CAR Webinar on Runway safety (RS) and Global Reporting Format (GRF) for Runway Conditions was carried out (11 March 2021) aimed at preparing States and the industry in advance of the 4 November 2021 applicability date of the new ICAO methodology for assessing and reporting runway surface conditions. This new methodology, commonly known as the Global Reporting Format (GRF), ensures a harmonized assessment and reporting of runway surface conditions and a correspondingly improved flight crew assessment of take-off and landing performance.

2.2.15   Safety Oversight System (SOS) Project

2.2.15.1   In 2021, the SOS Project will be resumed as soon as travel is restored to normal, in order to allow the training of inspectors and other activities of the Project.

2.2.16   Development of training by the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG)

2.2.16.1   The activities of the *NAM/CAR/CATC/WG* will also be resumed in 2021, through the revision of its working plan in support of the Civil Aviation Authorities of the NAM/CAR Regions.

2.3   Capacity and Efficiency Priorities

2.3.1   GREPECAS Leadership – Improvements and actions

2.3.1.1   The NACC Regional Office will promote the establishment of a new Data analysis Group and the implementation of several of the improvements planned for the GREPECAS Projects revision and indicators/monitoring.

2.3.2   Performance-Based Navigation (PBN) Implementation (Airspace Optimization)

2.3.2.1   It is intended to continue supporting the implementation of the concept model structure for airspace and Terminal Areas (TMAs) of the CAR Region (CAR/SAM PBN Airspace concept implementation), which allows continuous flow in the upper and lower airspace of contiguous Flight Information Regions (FIRs) and TMAs, proposing a possible solution to the complex structure of the existing FIRs in the CAR Region.

2.3.2.2   ATS routes optimization planning

- Support the implementation of a new version of ATS routes optimization project for the CAR and SAM Regions.
- Given the difference in the publication dates requirements for the CAR and the SAM Regions, two sets of implementation dates were agreed, in order to meet both operational requirements.
- The first set of routes will be published on 25 March 2021 and effective date 20 May 2021.

2.3.3   Air Traffic Flow Management (ATFM) – Civil/Military Coordination

2.3.3.1   Work is focused on indicators development, monitoring, and procedures enhancement.

2.3.4   Search and Rescue (SAR) Organization

2.3.4.1   Work is focused on SAR agreements and enhancements, indicators development, monitoring, and the Global Aeronautical Distress and Safety System (GADSS) implementation.

2.3.5   System Wide Information Management (SWIM)

2.3.5.1   For 2021, under this topic the NACC Regional Office seeks to support the:

- Aeronautical Information Management (AIM) - Block 1-SWIM Performance Improvement by Applying SWIM Infrastructure and Applications (2019-2025)
  o Standard data models, Internet-based protocols to maximize interoperability. Most air-ground data exchanges will remain based on point-to-point communication.

- Aeronautical Meteorology (MET) - The Sixth Edition of the GANP and the analysis of the Meteorology Panel (METPANEL) implemented a restructuring of the thread of Advanced Meteorological Information (AMET), Blocks 0 and 1, including a different distribution and organization of the elements to highlight the planned transition from a product-centric environment to an information-centric environment, as well as the migration to include MET in the SWIM. In this context, the implementation of the ICAO Meteorological Information Exchange Model (IWXXM) initiated from 2013 with amendment 76 to Annex 3 and subsequent amendments, is crucial.

2.3.6 *Flight Procedure Programme (FPP)*

2.3.6.1 In order to accelerate the implementation of PBN, thereby realizing the significant safety, access, efficiency, and reduced environmental impact benefits of PBN, a group of Civil Aviation Authorities in the CAR Region, with the assistance of ICAO, will establish the Flight Procedure Programme (FPP) in 2021. As endorsed by the FPP, participant States and International Organizations will cover the period 2021-2025.

2.3.7 *Remote piloted aircraft system/Unmanned aircraft system(s) (RPAS/UAS) Assistance*

2.3.7.1 Events have been held in order for States to know the ICAO SARPs that apply to RPAS and UAS operations. The goal for 2021 is to support at least five CAR Region States in the update or development of their regulation.

2.3.8 *Automatic dependent surveillance – broadcast (ADS-B) implementation*

2.3.8.1 Three ADS-B workshops have been developed, a technical event to become familiar with the technical and operational data of ADS-B, in conjunction with United States (FAA), and two events with the Industry. The goal for 2021 is to support States like Barbados in the implementation of operational ADS-B.

2.3.9 *Infrastructure activities linked to the implementation of the Global navigation satellite system (GNSS) and the Aviation System Block Upgrade (ASBU1)*

2.3.9.1 Infrastructure activities link to GNSS and ASBU1 implementation are foreseen, together with the Air Navigation Services (ANS) planning (CAR/SAM Air Navigation Plan [ANP], Vol. III), the development of the North American (NAM) Air Navigation Plan (ANP) and specific projects.

2.3.10   Aeronautical Information Management (AIM)

2.3.10.1   AIM is the dynamic and integrated management of aeronautical information and data services through the provision and exchange of quality-assured digital and electronic aeronautical data, in collaboration with all parties. AIM Tracking implementation is foreseen.

2.3.11   Aeronautical Meteorology (MET) Work Programme and Targets

2.3.11.1   As part of the technical assistance activities performed by the NACC Regional Office under the SAP, to assist States improving the effective implementation of the SARPs contained in the Annex 3 to the Chicago Convention, the MET programme is working based on the following objectives:

- Promote the implementation of MET Service for international air navigation as provided by Annex 3 (including OPMET/SIGMET performance), included in the electronic Air Navigation Plans (e-ANPs) and under the Basic Building Blocks (BBBs) and ASBU frameworks.
- Ensure the continuous and coherent development of the MET component of the NAM and CAR/SAM e-ANPs and its harmonized implementation within adjacent regions.
- Develop effective methods to determine the implementation status of the ASBU Block-0 and Block-1 elements and BBBs, to monitor the performance of the MET Services on a cyclical annual basis.
- Enhance the State's capabilities for the safety oversight of Meteorological Service providers.
- Identify and support the resolution of air navigation deficiencies in the aeronautical meteorological (MET) services.

2.3.11.2   A series of Webinars entitled *Regional Seminar on the foundational cores of Meteorological Service for International Air Navigation and its evolution*, will be conducted to develop the MET Programme; the webinars will be conducted on: 21 May 2021, 20 August 2021 and 22 October 2021.

2.3.11.3   The NACC Regional Office is encouraging Member States to continue their efforts to ensure the efficient and effective implementation of the SARPs, particularly those contained at the Amendment 79 to ICAO Annex 3, and to comply with World Meteorological Organization and ICAO requirements, pertaining to the qualification and competency of aeronautical meteorological personnel and the implementation of a properly organized Quality management system (QMS) for aeronautical meteorological service provision.

2.3.12   Contingency- Emergency Response Centre

2.3.12.1   For 2021, the implementation of the NACC Command Centre is foreseen.

2.4 Aviation Security and Facilitation (AVSEC/FAL) Priorities

2.4.1 AVSEC/FAL COVID-19 Review Activities

2.4.1.1   In 2020, the NACC Regional Office organized several events, most of them marked by the impact of the COVID-19 pandemic in the compliance of AVSEC/FAL. The two NAM/CAR and SAM ICAO/LACAC Regional Group Extraordinary virtual meetings (AVSEC/FAL/RG/VM/Ex) had the COVID-19 at the centre of the debate. In May 2020, the NACC Regional Office organized the "ICAO NACC Webinar on Aviation Security after COVID-19 Pandemic." Simultaneously, the Office also participated in several AVSEC/FAL events organized by other organizations such as ACI, CANSO, etc.

2.4.1.2   The trend continues in 2021, where the Regional Officers, Aviation Security and Facilitation already participated in the AVSEC Symposium organized by the *Grupo Aeroportuario del Pacífico* (GAP) of Mexico (22-24 March 2021).

2.4.2 AVSEC/FAL COVID-19 Strategic Programme

2.4.2.1   The NACC Regional Office continues providing assistance, support and guidance to all NACC States. The particular activities promoted by the Regional Office are in line with the decisions taken at the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG), like the Webinar on Unruly and/or disruptive passengers, an emerging issue - AVSEC/FAL/RG Working Group, organized on 25 March 2021. The focused areas of assistance will be on: AVSEC NCMC Group deployment, Global Aviation Security Plan (GASeP) Implementation- targets, Significant Security Concern (SSeC) Resolution, mitigation action and Risk management promotion. Similarly, assistance will be focused on Bahamas, Barbados and ECCAA for enhancing Universal Security Audit Programme (USAP) EI.

2.4.2.2   Simultaneously, ICAO has designated 2021 as the "Year of Security Culture" and this means more activities (e.g. webinars, training, iPacks) funded by ICAO Headquarters and oriented to promote AVSEC Awareness among the States.

2.4.3 AVSEC/FAL One Stop Security (OSS) Activities

2.4.3.1   In 2020, the Regional Officers, Aviation Security and Facilitation of the NACC and SAM Offices participated in a One-Stop Security Webinar organized by ACI on 10 July 2020. For 2021, the NACC Regional Office seeks to continue the support to States on the initiatives for OSS at Central American States and CARICOM Member States.

2.4.4 Disability Project

2.4.4.1   For 2021, this Project is planned to start as resources allow it.

2.4.5   *Cybersecurity*

2.4.5.1   In December 2020 took place an ATM cybersecurity webinar jointly organized with CANSO. The webinar was recently repeated with new material on 16-18 March 2021. ICAO Headquarters plans to launch a cybersecurity training during the second half of the year through the Global Aviation Training (GAT) portal.

2.5   **Economic Development of Air transport**

2.5.1   Within the air transport State assistance, the NACC Regional Office envisages the following initiatives for 2021:

- The support to the COVID-19 Best Practices on Economic Recovery/Restart by States.
- Work Programme to promote Pan-American air transport plan for connectivity, working with the IDB.
- Air Cargo Collaboration Group activities.
- Air Transport events, ICAO Air Services Negotiation Conference (ICAN), etc.
- The promotion of the Dominican Republic Case Study.
- The promotion of CARICOM Multilateral Air Services Agreement (MASA) and LACAC activities.

2.6   **Environment protection Priorities**

2.6.1   Continued collaboration between ICAO HQ and the Regional office is ensuring ICAO Member States are receiving the necessary assistance for the establishment of a strategy on climate change for the international aviation sector. This ultimately, enable ICAO to compile global progress towards meeting the two global aspirational goals for the international aviation sector: 2% annual fuel efficiency improvement through 2050, and carbon neutral growth from 2020 onwards as established at the 37th Assembly in 2010 and reiterated by the ICAO Assembly at its 40th Session in 2019.

2.6.2   The main activities are focus on two priorities:

- The preparation and update of the States' action plans on CO2 emissions reduction activities including the calculation of the expected results of implementing mitigation measures and the identification of innovative mitigation measures for the decarbonisation of the aviation and the submission of the action plan to ICAO preferable by the end of June 2021, and

- The implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), in accordance with Annex 16 Volume IV provisions, recognizing the urgency of pending actions from 2020 and CORSIA deadlines for 2021 by States and aeroplane operators.

2.6.3   More details on the ENV activities for consideration of the meeting are in IP/04 - Environmental Protection Matters.

3.   Assistance Projects Currently Conducted by the NACC Regional Office

3.1   Currently, the NACC Regional Office has a portfolio of nine active assistance projects (not TCB-related), in different states of implementation.

3.2   As a general characteristic, these assistance projects require resources normally received from voluntary donors, which, in some cases, require a complementary contribution from the project's own beneficiary State.

3.3   Consequently, among the present difficulties for the implementation of the project, the availability of financial resources is, without a doubt, the most frequent.

3.4   In addition, it is important to note that COVID-19 imposed an additional series of obstacles to advances in assistance activity in general, significantly affecting some of the projects in progress.

3.5   Status of implementation

3.5.1   The table provided in the **Appendix** presents in details each of the NACC Regional Office assistance projects, including their level of funding and the status of implementation.

3.5.2   Any questions or suggestions may be directed to nacc-tc@icao.int.

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ICAO NACC REGIONAL OFFICE ASSISTANCE PROJECTS

	TITLE	OBJECTIVE	STATUS	NET ESTIMATED BUDGET (USD)	FUNDING GAP (USD)
1	Barbados safety oversight system enhancement	Provision of technical assistance to assist Barbados in the transition from its current organizational structure of the Civil Aviation Department (BCAD) under the Ministry of Tourism and International Transportation, into a new Aviation Authority, from the planning of changes in primary legislation, through the structuring of the new entity until its entry into operation. Similarly, the assistance also aims to support the establishment of strengthened aviation safety oversight system.	Pending implementation	USD100,985	YES (USD31,000 still needed)
2	ICAO Risk Assessments in the Caribbean Region	To adopt a more guided approach with specific missions to each targeted State, with the objective of completing a risk assessment and, at the same time, allow for the exchange of knowledge and good practice between aviation security experts and the harmonization of the methodology.	Implementation was interrupted due to COVID-19	USD70,000	YES (USD5,000 still needed)
3	Development of Caribbean Flight Procedures Programme (FPP)	Provision of the necessary training that State staff has to comply with, to create a mechanism to: develop designing national and regional procedures, increase the number of States procedures and their implementations and complete the training requirements for its staff.	Implementation in progress	USD186,000	YES (USD140,000 still needed)
4	Development of Caribbean Regional Accident Investigation Organization (RAIO)	The creation of a Regional Accident Investigation Organization (RAIO) for Caribbean Aviation Safety and Security Oversight System (CASSOS) member States and other CAR Region States	Under revision (It is necessary to reaffirm the commitment of the States)	USD170,000	YES (USD140,000 still needed)
5	Enhancement of CASSOS	To implement a set of actions to ensure the enhancement of CASSOS, as follows: • Multi-disciplinary (safety and security) gap analysis of the current situation in Member States and a development of an action plan: • CASSOS organizational study: staffing and procedural improvements; • Analysis of the legislative and regulatory framework for CASSOS; • Development of a structure and process for implementation of CASSOS' oversight activities for safety and security, which would include funding for initial oversight activities; • System and surveillance training system software and hardware infrastructure implementation within CASSOS, which could be used each Member State (if additional funding is made available); and • Funding to hire three inspectors for CASSOS for a period of two years with the commitment from CASSOS to fund three others inspectors, establishing the critical staffing for operation of CASSOS.	Planning (postponed by request of CASSOS)	USD1,057,000*	YES (USD1,057,000 still needed) * This project requires additional USD840,000 apportion from the beneficiary (CASSOS) through the allocation of human resources
6	Harmonization of legal Framework in CAR	To conduct the harmonization of the regulatory framework in the CAR Region, in order to make viable the establishment of a mechanism to share inspectors to	Proposal	USD560,000	YES (USD542,000 still needed)

	TITLE	OBJECTIVE	STATUS	NET ESTIMATED BUDGET (USD)	FUNDING GAP (USD)
		conduct safety oversight activities, thus maximizing technical resources within the CAR Region.			
7	General Guidelines and Good Practice on Passengers with Disabilities	To collect best practices regarding assistance to passengers with disabilities and elderly people, improve ICAO recommendations on this area and promote the establishment of minimum services at the airport and on board an aircraft.	Pending implementation	USD66,000	YES (USD5,000 still needed)
8	Strengthening of ECCAA	To strengthen the operations and performance of ECCAA as an RSOO, so that OECS States can benefit from safe air transport system in the region.	Implementation in progress (*probably will require more funding)	USD195,000*	YES (USD50,000 still needed)
9	Improvement of the Safety Oversight System (SOS) Assistance to the NACC States	The objective of the project is to increase the level of safety oversight within the States and establish a solid and permanent monitoring system as part of the Systemic Assistance Programme (SAP) specially as pertains to focus on two key items: 1. Establishment of a fully compliant safety oversight system under ICAO; and 2. Ensure the sustainability of stablished system (the goal is that the established system will be strong enough to withstand two weak administrations).	Proposal	$223,000	YES (USD223,000 still needed)

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