



ICAO | UNITING AVIATION

P/06 - Safety, Security and Air Navigation Implementation Matters

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

Melvin Cintron

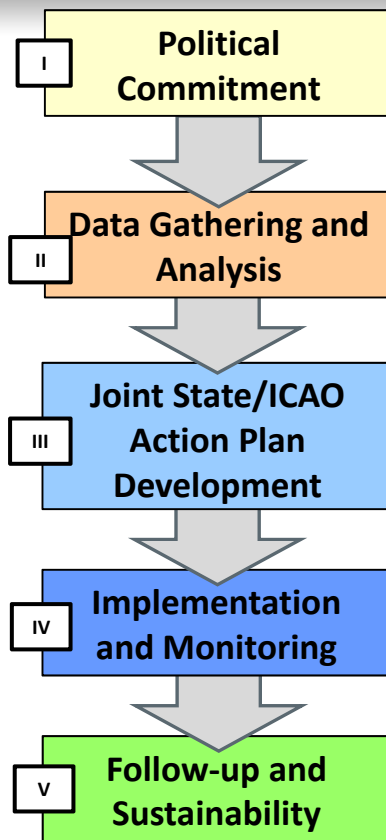
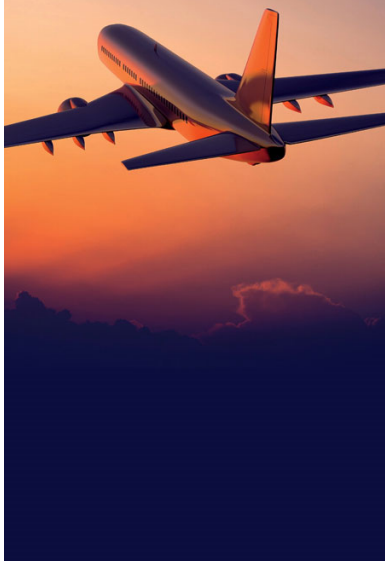
Regional Director, ICAO NACC Regional Office





SAP Overview

Systemic Assistance Programme



Safety



Air Navigation Services



Aerodrome certification (AGA)

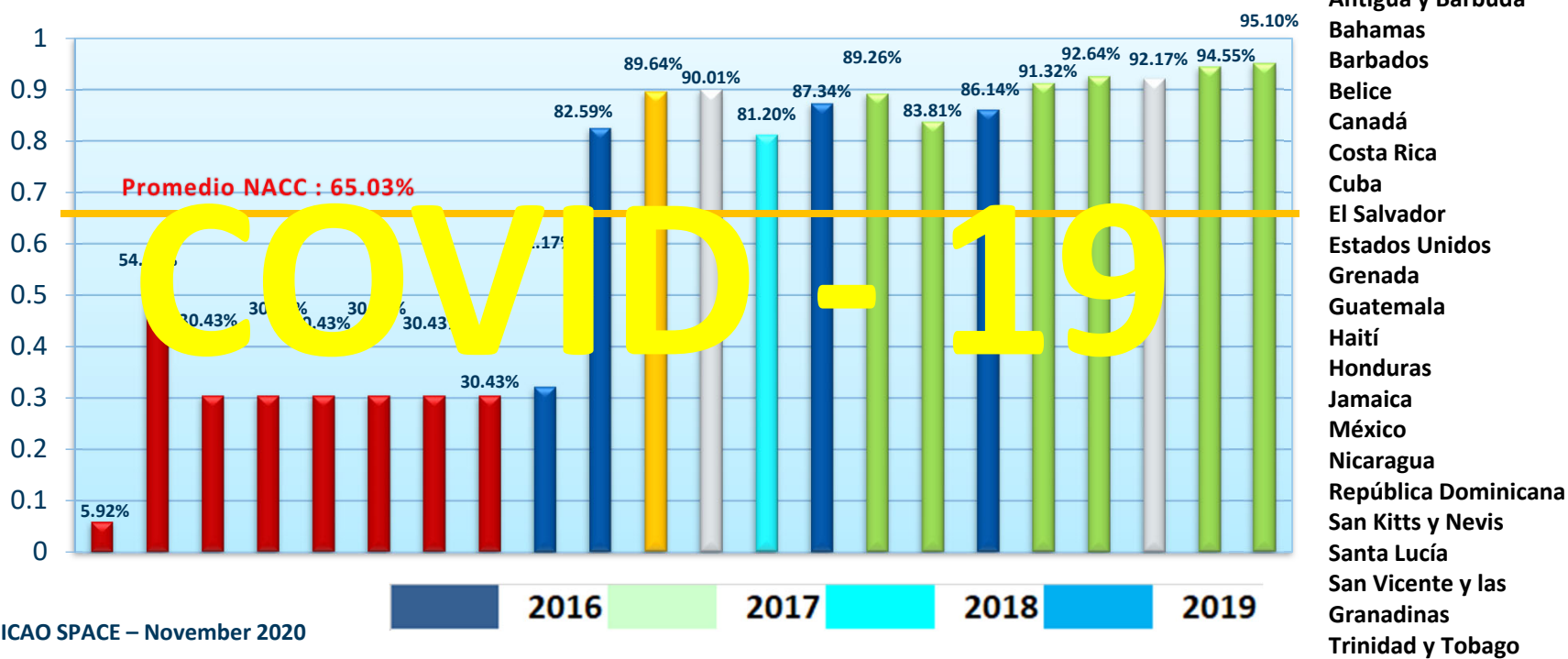


Security and Facilitation

- ✈ ICAO NACC Regional Office response to NCLB Campaign initiated on February 2015
- ✈ Assists States in implementing ICAO Standards and Recommended Practices (SARPs)
- ✈ Promotes ICAO's efforts to resolve Significant Concerns (SSCs and SSeCs)
- ✈ Allow States to benefit from the socioeconomic contributions of safe and reliable air transport
- ✈ Sustainability and regional collaboration



Status of USOAP Effective Implementation (EI) – November 2020 NAM/CAR States EI %

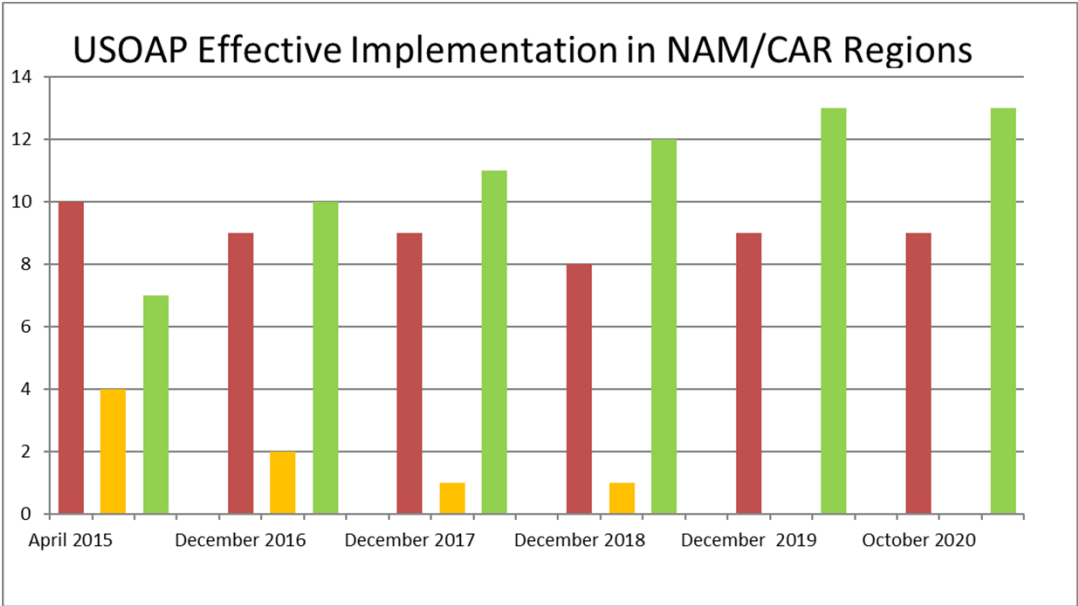


Source: ICAO SPACE – November 2020



Status of USOAP EI

| | USOAP EI % | States | %Total |
|---------------|----------------|--------|--------|
| April 2015 | EI < 70% | 10 | 47.6% |
| | 70% ≤ EI < 80% | 4 | 19.0% |
| | EI ≥ 80% | 7 | 33.3% |
| December 2016 | EI < 70% | 9 | 42.9% |
| | 70% ≤ EI < 80% | 2 | 9.5% |
| | EI ≥ 80% | 10 | 47.6% |
| December 2017 | EI < 70% | 9 | 42.9% |
| | 70% ≤ EI < 80% | 1 | 4.8% |
| | EI ≥ 80% | 11 | 52.4% |
| December 2018 | EI < 70% | 8 | 38.1% |
| | 70% ≤ EI < 80% | 1 | 4.8% |
| | EI ≥ 80% | 12 | 57.1% |
| December 2019 | EI < 70% | 9 | 40.9% |
| | 70% ≤ EI < 80% | 0 | 0.0% |
| | EI ≥ 80% | 13 | 59.1% |
| October 2020 | EI < 70% | 9 | 40.9% |
| | 70% ≤ EI < 80% | 0 | 0.0% |
| | EI ≥ 80% | 13 | 59.1% |

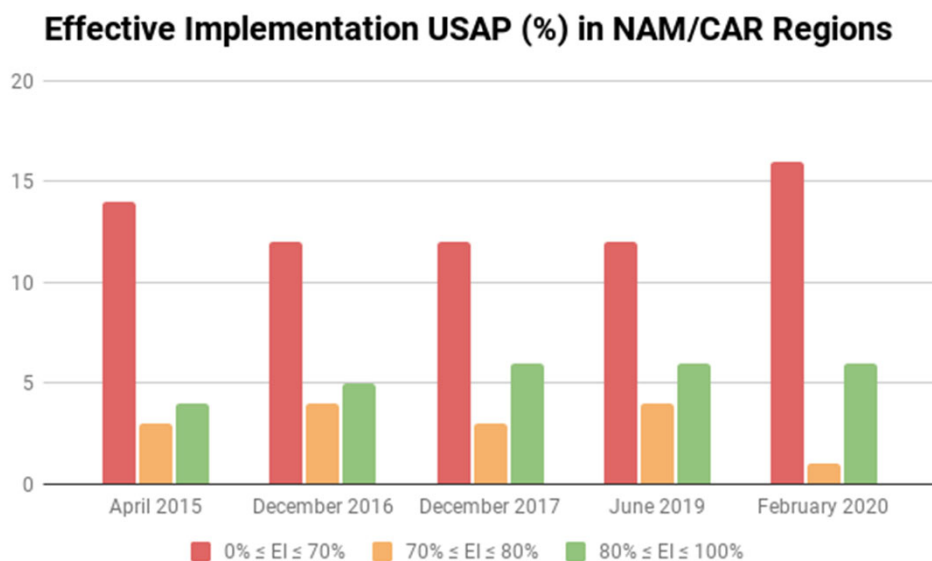


After the NACC SAP Implementation, the number of States with an EI ≥ 80% almost doubled



Status of USAP 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% |
| June 2019 | 0% ≤ EI ≤ 70% | 13 | 54.55% |
| | 70% ≤ EI ≤ 80% | 4 | 18.18% |
| | 80% ≤ EI ≤ 100% | 4 | 27.27% |
| February 2020 | 0% ≤ EI ≤ 70% | 16 | 69.57% |
| | 70% ≤ EI ≤ 80% | 1 | 4.35% |
| | 80% ≤ EI ≤ 100% | 6 | 26.09% |



During this time, more States achieved an EI ≥ 80%; however, there was a progressive EI deterioration in the Caribbean Region



✈ **The NACC Regional Office is implementing the following initiatives:**

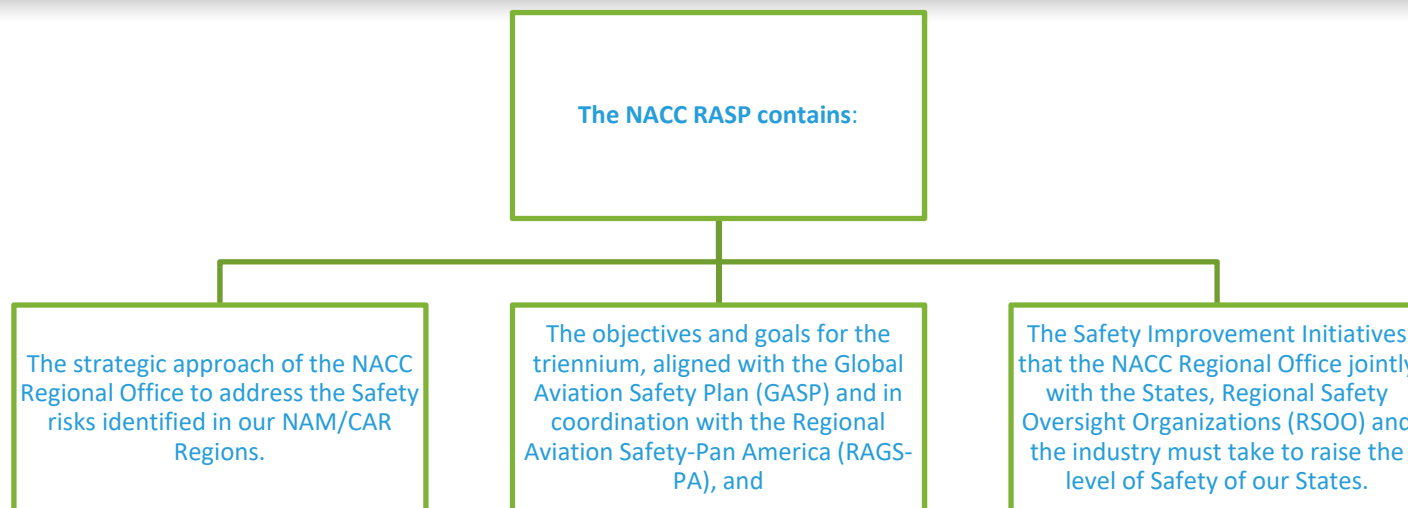
1. The SSP Implementation Initiative;
2. Safety Oversight System Improvement Project;
3. The Regional Regulatory Harmonization Project; and
4. Project proposal to address safety issues

✈ **Ongoing virtual support to current matters:**

1. Assistance on CAPs in preparation for USOAP activities
2. Keep NACC States updated with safety measures during the return to normal operations
3. Provide advice to the NACC States to comply with the CART recommendations (i.e. TEs, etc.)



NAM/CAR Regional Aviation Safety Plan (NACC-RASP)



The NAM/CAR Regional Aviation Safety Plan was reviewed by the States (Regional Aviation Safety Plan (RASP) for the NAM/CAR Regions Meeting, 1 March 2021), and approved by the technical officers of the States

Suggested Action: NACC RASP Acceptance by this Directors Meeting



- ✈ Available data indicate some important deficiencies in the AIG area, notably in Central America and the Caribbean (CAR):
 - ✈ Lack of: dedicated and qualified human resources, financial resources, appropriate facilities and equipment, policies and procedures, and independency
- ✈ RAIO would be the best approach for those States (in the long term):
 - ✈ RAIO to be considered as an operational organization (it only conducts investigations)
 - ✈ States still need to have an independent AIG authority with minimum staff (3 to 5 persons), maybe under some Ministry not related to aviation
 - ✈ RAIO also requires changes in the primary legislation
 - ✈ A national solid basis for a RAIO is necessary and requires investment



✈ NACC AIG Assistance Strategy:

1. Build national capacity

- Assisting States to improve and maintain a minimum level of efficiency in AIG

2. Build regional cooperation

- Assisting States in the establishment of mechanisms of cooperation (MoC) in AIG

3. Establishment of a 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

✈ The implementation of the strategy requires from States:

- Commitment
- Designated AIG focal point (preferably a qualified investigator)
- Permanent full time staff (may be the focal point)



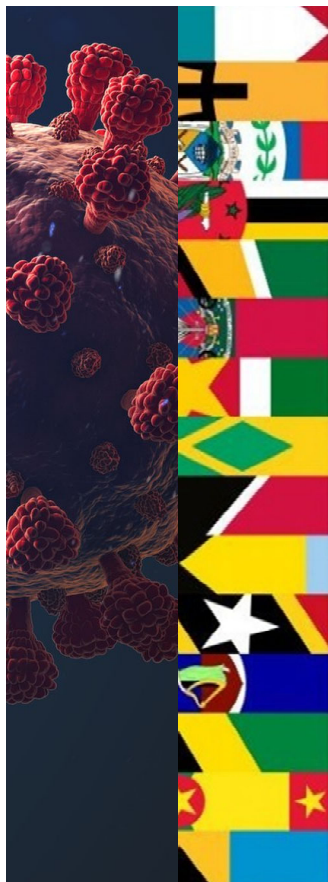
2021: The Year of Security Culture

Launched by the Secretary General during the fourth annual ICAO Global Aviation Security Symposium (AVSEC2020) on 18 December 2020 with the following objectives:

- ✈ To encourage the aviation industry to think and act in a **security-conscious manner**
- ✈ To **raise security awareness** in aviation operations - achieving a balance of security, safety, facilitation and the passenger experience
- ✈ To promote an effective and sustainable security culture, as a critical core value endorsed from top management: ***“security is everyone’s responsibility”***

A composite image showing four aviation professionals (a pilot, a ground crew member, a cabin crew member, and an airport security officer) standing in front of an aircraft. The text '2021 | THE YEAR OF SECURITY CULTURE' is overlaid at the bottom.

2021 | THE YEAR OF SECURITY CULTURE



✈ COVID-related Activities

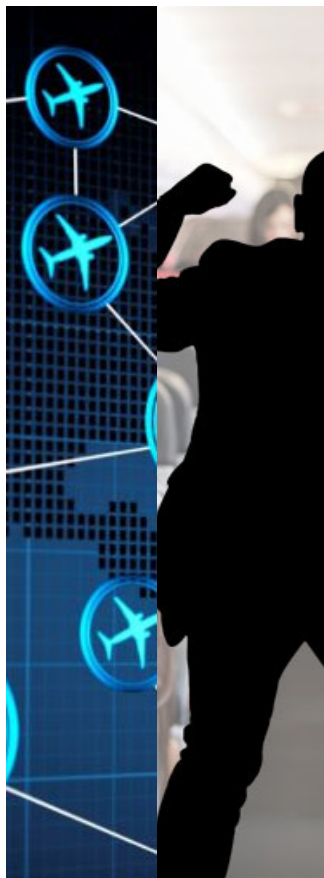
- ICAO Webinar “Aviation Security after COVID-19 Pandemic. Experiences in the NAM/CAR Region” (20-22 May 2020)
- Two virtual extraordinary meetings of the NAM/CAR and SAM OACI/CLAC AVSEC/FAL Regional Group (May and September 2020)
- Participations in various webinars and workshops organized by Civil Aviation Stakeholders (e.g. ACI, CANSO, IATA)

✈ COVID-related Guidance Material

- Guidelines for Aviation Security contingency measures during the COVID-19 Pandemic (2nd Edition)
- NAM/CAR/SAM COVID-19 Matrix detailing AVSEC measures adopted for the recovery of civil aviation operations
- ICAO CART guidance material (e.g. CART “Take-off” Guidance, Testing and Cross-border Risk Management Manual)

✈ AVSEC/FAL Regular Programme

- Risk Assessment Mission to Grenada (8-13 March 2021)
- ACI Webinar on One-Stop Security (10 July 2021)
- IPAV Project RLA20301 – Evaluation of the Eastern Caribbean Civil Aviation Authority Organizational Infrastructure (October-December 2021)



✈ **AVSEC/FAL Regular Programme**

The ICAO NACC Regional Office continues in 2021 providing (remotely) assistance, support and guidance in AVSEC/FAL matters to all ICAO NACC States

- **Cybersecurity – 2nd ICAO/CANSO/Airbus ATM Webinar** (16-18 March 2021)
- Participation in **“X GAP Security Symposium”** (22-24 March 2021)
- **Webinar on Unruly and/or Disruptive Passengers** (25 March 2021)
- **ICAO USAP-CMA Online Seminar** (6-9 April 2021)
- **NAM/CAR and SAM OACI/CLAC AVSEC/FAL Regional Group meeting before AVSECP/32** (31 May – 4 June 2021)
- Projects: Assistance to travelers with disabilities/older adults, risk assessments to NAM/CAR States
- Other tasks: GAsEP implementation targets, AVSEC/FAL Point of Contacts network

✈ **YOSC Events and Resources** (www.icao.int/Security/Security-Culture/Pages/default.aspx)

- **ICAO Security Culture Workshop** and other training support
- **Shareable resources:** YOSC signature blocks and PPT templates
- **ICAO e-learning packages** (e.g. cybersecurity) and **films** on security culture (under development)



ICAO

UNITING AVIATION

NACC AVSEC/FAL in 2021

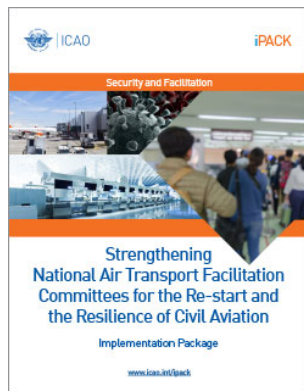
INVEST IN YOUR CAREER
ENROL IN ICAO TRAINING

✈ ICAO Training

No ICAO-sponsored events conducted at ICAO NACC ASTCs in 2020.

- **AVSEC Managers Workshop** (7-day event, expected to be available from 1 September 2021)
- Three ICAO-sponsored virtual-class events at ICAO NACC ASTCs in 2021: **ASTC Port of Spain**; **ASTC Santo Domingo**; and **ASTC Mexico City**

✈ ICAO COVID-19 Implementation Packages (iPacks)



ECCAA



Bahamas
El Salvador

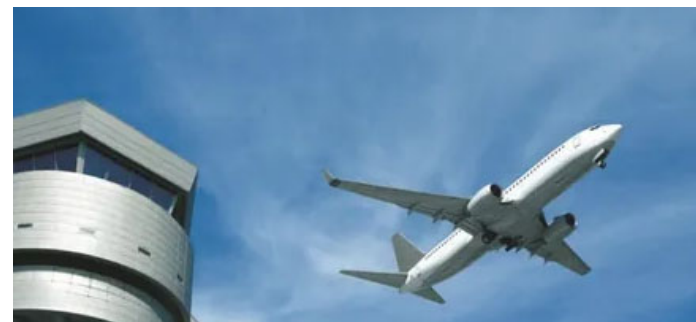


AGA

- CAR certified aerodromes increased to 61% of 145 international aerodromes in 2020
- Assistance to ECCAA - ICAO Programme for Aviation Volunteers (IPAV) project
- Runway Safety Team (RST) events and new Global Reporting Format (GRF) -> November 2021

ATM

- CAR / SAM ATS route network optimization agreement
 - 2 routes publication dates
- Key Performance Indicators implementation agreement for Air Traffic Flow Management (ATFM)
- Harmonization of ATM contingency procedures
- Global Navigation Satellite System (GNSS) Longitudinal Separation (Port-au-Prince FIR)



AIM

- Implementation of the AIM Collaborative Plan
- Transition Status to AIM and System Wide Information Management (SWIM) (AIM 2.0) - Training/Documentation
- Global AIM Notice Distributed by Means of Telecommunication (NOTAM) Campaign 2021
- Contingency plans for NOTAM (NACC)
- Review of the Procedures for Air Navigation Services (PANS) AIM Data Sets



ANS Relevant Matters

CNS

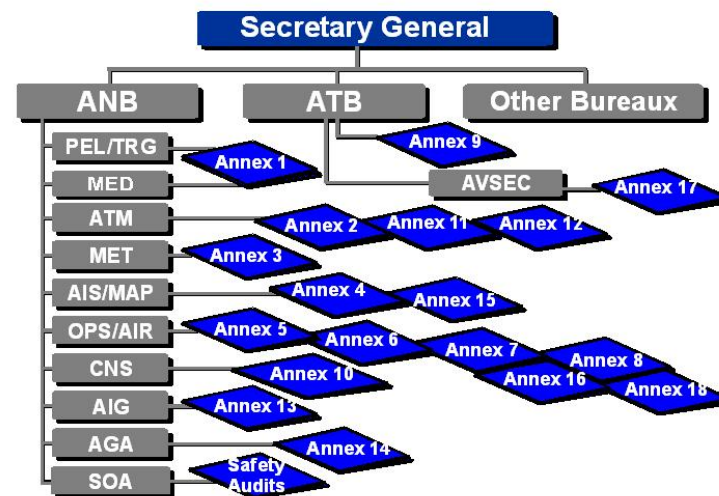
- Guidance to States with CNS Maintenance due to COVID-19
- Improvements to the Air traffic service (ATS) Voice Link (MEVA) Workshop on Failure management up to 99.9%
- 1st phase of a new CAR telecommunications network (MEVA network update)
- Remote piloted aircraft system - Unmanned aircraft systems (RPAS-UAS) and Cybersecurity assistance

MET

- ICAO Weather Information Exchange Model implementation and assistance in the CAR Region, such as: Cuba–United States IWXXM interoperability testing, MET Plan and Roadmap in System wide information management (SWIM) and Webinar on the Implementation of the IWXXM
- Workshop on the operational meteorological (OPMET) International Bank of Brasilia (Virtual, 13 to 14 April 2021)

SAR

- SAR worked in support of the signing of Letters of Agreement (LoAs) SAR
- High-level support is required and prioritizing and achieving goals





GREPECAS
IMPLEMENTATION
PROCESS :

- PROJECT MANAGEMENT
- CONTINUOUS IMPROVEMENT PLAN

GREPECAS Project / Results Oriented - Performance Based Approach

Continuous and coherent development of the CAR/SAM Air Navigation Plan (ANP) aligned to the Global Air Navigation Plan (GANP)

Analysis of safety problems with the new GREPECAS Data Analysis Working Group (DAWG) and RASG-PA groups

Identification and assistance to address specific deficiencies in the field of air navigation

Fully supports harmonization and smooth operations in both regions through GREPECAS projects/programmes and its different implementation activities - collaboration and cooperation - details in IP/01

Under development by the GREPECAS Chairpersonship and Secretariat: Comprehensive management command control system/
Improvement of the methodology of existing programmes and projects



AIR TRANSPORT:

- reduce State's costs in performing its economic regulatory functions;
- increase consumer's benefits and choices;
- improve air connectivity; and
- create more competitive business opportunities in the marketplace.



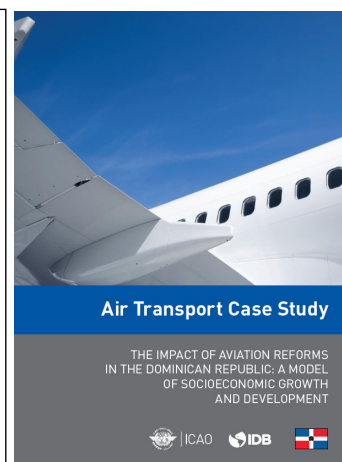
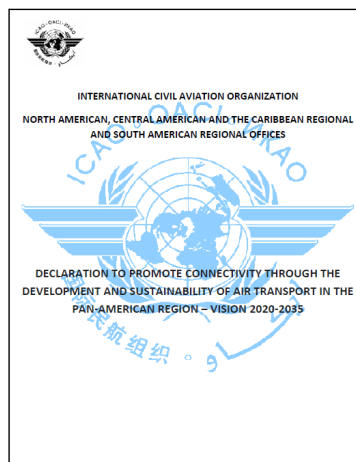
contributing to the sustainable State socio-economic development and to the expansion of trade and tourism

Support to LACAC

Support to CARICOM

ICAO guidance and support (long-standing expertise):

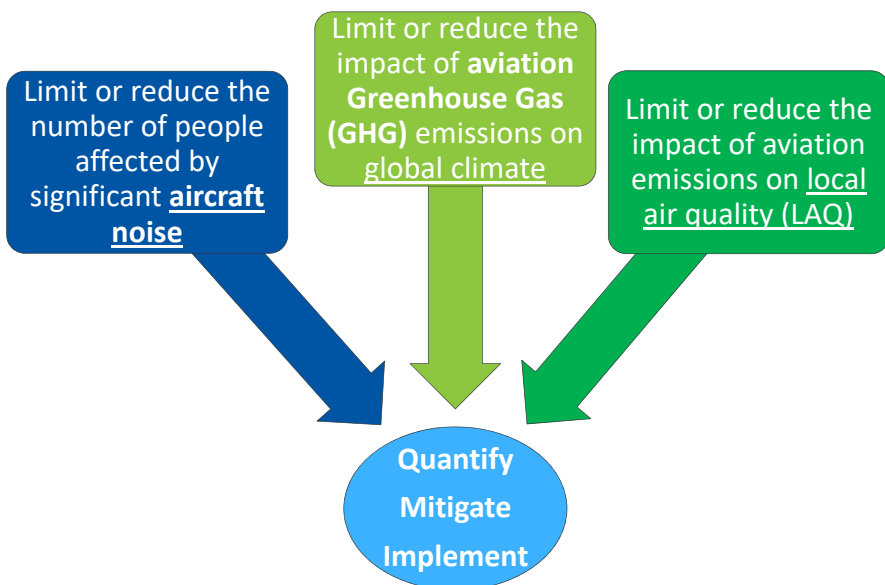
- Global forum
- Technical guidance
- Production of data
- Provision of tools
- Conduction of analyses
- Production of diverse forecasting





Environmental protection

ICAO Environmental Goals



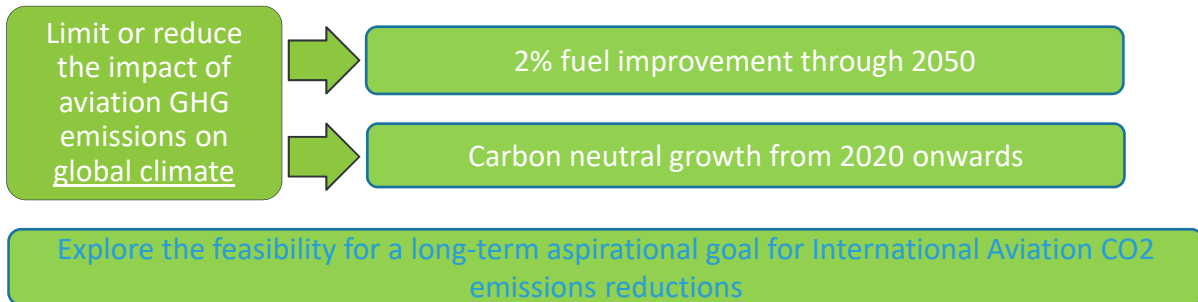
Limit or reduce the impact of aviation GHG emissions on global climate





Environmental protection

ICAO Global Aspirational Goals



States' action plans on CO₂ emissions reduction activities



- Measure to establish a long-term strategy on climate change for the international aviation sector involving all interested parties at national level.
- Work together to:
 - define a quantified baseline scenario;
 - select appropriate emissions mitigation measures from ICAO's basket of measures; and
 - calculate the expected results of implementing those measures.

Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)



- was adopted by the 39th ICAO Assembly (2016) as the first global MBM scheme for any industry sector
- To achieve ICAO's global aspirational goal of carbon neutral growth from 2020 (CNG2020)
- CORSIA is one complementary element in the basket of measures

For suggested measures, refer to IP/04, paragraph 4.



ICAO | UNITING AVIATION

