Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/11)
Varadero, Cuba, 28-30 June 2023

Agenda Item 4:   **NAM/CAR Regional Safety/Air Navigation Implementation**
              4.1   Safety Implementation Matters

EU – LAC AVIATION PARTNERSHIP PROJECT PHASE II

(Presented by EASA)

EXECUTIVE SUMMARY
This paper is to present the EU-LAC Aviation Partnership project, its strategies and implementation and the main areas of activities addressed in cooperation with the partners in the Latin American and Caribbean (LAC) region with a special focus on the cooperation with the NACC member States and RSOOs, to confirm and enhance coordination with the ICAO Regional Offices NACC and SAM work plans.

Strategic Objectives:	• Strategic Objective 1 – Safety • Strategic Objective 2 – Air Navigation Capacity and Efficiency • Strategic Objective 4 – Economic Development of Air Transport • Strategic Objective 5 – Environmental Protection
References:	• ICAO Doc 9750 GANP, ICAO Doc 9854 GATMOC, ICAO Doc 9882 Manual on Air Traffic Management System Requirements • ICAO Doc 10004 GASP • ICAO Annex 10 and related Docs (e.g. ICAO Doc 4444) • ICAO Annex 14 and related Docs (e.g. ICAO Doc 9774) • ICAO Annex 19 and ICAO Doc. 9859 • ICAO Annex 16 Vol I and Vol IV

1.   Introduction

In December 2021, the European Commission mandated EASA to implement a project channelling the cooperation of the EU with Latin America and the Caribbean in aviation, the EU LAC APP II. The project is the follow-up to a first partnership project, implemented between 2018 and May 2022. It started on the 1 June 2022 and will have a duration of 36 months, until the end of May 2025.

The project aims at establishing continued and new partnerships between the EU and Latin America and Caribbean key partners and at regional level, by strengthening institutional relations, deepening dialogue

and cooperation between aviation authorities, encouraging regional cooperation, and supporting implementation of aviation agreements.

It promotes industrial exchanges and increases mutual awareness of aviation best practices, while promoting and sharing EU standards.

It also aims at raising environmental protection efforts and encouraging climate action.

Project partners are Argentina, Brazil, Chile, Colombia, Dominican Republic, Mexico, Panama at bilateral level, and ACSA, SRVSOP, CASSOS and LACAC at regional level.

A knowledge exchange approach to share the EU best practices and technologies is being adopted to implement the project activities.

Some key domains are:

- Aerodrome certification, where the experience of one EU member State is shared and made available to partners, while actively participating in the certification of aerodromes.
- Air navigation service providers' certification, where the project experts are contributing to the development of national rules and processes.
- Aviation medicine protocols for national aviation authorities (NAAs), which will allow to cover an important gap for safety oversight amongst several partners, especially in Central America (ACSA States).
- Environmental issues related to the implementation of the Long Terms Aspiration Goals, the basket of measures for the CO_2 emissions reduction, the market-based measures of CORSIA provisions and sustainable aviation fuels.
- Continuation of SSP and SMS exchanges, by supporting States in the fulfilment of their obligation towards ICAO in submitting their national Plans for Aviation Safety.
- Ramp-up of drone activities support with additional resources, focusing on regulations, U-Space and technical solutions, in cooperation with the EU industry.
- Air Navigation Planning support, as well as promoting a regional concept to ANP.
- Technical and operational support to specific CNS/ATM areas for the development of harmonised operational concepts.
- Promotion of innovative areas where the EU/EASA is developing regulatory frameworks, such as artificial intelligence, urban air mobility or cybersecurity.
- Continuation of support to partner RSOOs in the organisational reinforcement and in the harmonisation process, while assisting ACSA to strengthen its role in the region and CASSOS in the update of its management manual.

2. Description of the main ongoing activities

Strategies

The project is elaborated through the identification of thematic areas together with project partners, the ICAO SAM and NACC regional offices and RSOOs. After discussion of the thematic areas precise work programmes on specific topics, tailored to the needs represented by the partners are defined and drawn up.

The project is managed in a way so that activities are carried out according to the availability of the resources avoiding to create undue burdens and additional workloads that may adversely affect the discharging of the authority responsibilities.

While the project continuously ensures that the planned activities are validated by the partners and meet their interest and commitment, a monitoring activity is continuously carried out to detect changes in the partner management system that could require a re-assessment of the work and planning.

In implementing the project activities, the project experts take as a reference and share the European best practices to comply with the ICAO SARPS. At the same time, while working with our partners, the project does learn from partners their respective best practices. This allows a fruitful exchange of practices and solutions, enhancing harmonisation and creating partnership synergies.

Thematic areas

Main thematic areas where the project is currently focusing its activities are:

- ATM/ANS focussing on Air Navigation Plans, ATM interoperability, ATS Interfacility Data Communications (AIDC), remote towers, apron management service.
- ANSP, focusing on their certification process.
- Aerodromes, working on their certification process and environmental certification.
- VTOL, mainly working on UAS, helicopter operations.
- Aircrew domain, more specifically FSTD, medical requirements for pilots and ATCOs, EBT/FRMS/AWO on pilot training.
- SSP including National Plan for Aviation Safety, Occurrence reporting and ECCAIRS.
- Cybersecurity.
- Environment, in particular working on CORSIA, State Action Plan and in the coming months on SAF.

Ongoing activities

The following activities are the already ongoing with project partners:

ATM/ANS

Air Navigation Plan - Mexico

> Work with AFAC Mexico and the service provider SENEAM is focused on developing an updated national plan following a performance management framework in line with the ICAO GANP.

> After having participated in the development of traffic forecasts, the analysis of the context and performance areas, more recent activities consist in the consolidation of the performance framework, via the definition of performance objectives, Key Performance Indicators, and targets and on the validation of BBB (Basic Building Blocks), the development and implementation of such framework.

Air Navigation Plan - ACSA

> The States of Central America as well as COCESNA (including its agencies ACSA and ACNA) are in the process of updating their Air Navigation Plans (National plans for each State, and a regional plan for COCESNA services), to align their ANS planning with Global and Regional priorities and align them with the ICAO GANP methodology.

> The EU LAC APP is cooperating in the ICAO NACC pilot project, which is underway to advance the harmonization and performance orientation of the Air Navigation Plans in the region. The support of the project is coordinated with the ICAO NACC office to complement their activities in the region, focusing on specific areas of priority and need

Air Navigation Plan – Colombia

Cooperation since 2020 in the development and implementation of a performance-based prioritization model of ANS improvements for the National Air Navigation Plan (PNACOL – Plan de Navegación Aérea de Colombia).

ATM Systems and AIDC interoperability - SRVSOP

The activity is implemented by participating since 2019 in the ICAO SAM Interoperability Working Groups (GT-INTEROP), established to advance the implementation of interoperability measures. One of such measures addresses AIDC implementation, where the project is most actively contributing through the sharing of the EU best practices and lessons learned on data communications between ATM Systems at international and national level,

ANSP

ANSP certification – Mexico

Cooperation in the analysis of the authority requirements (analysis of those requirements regarding the management system) and in the elaboration of the final draft version of proposed contents of the new common regulation that establishes requirements for provision of the ATM/ANS services that are to be met for the certification of ATM/ANS providers.

ANSP certification and oversight - ACSA State Member's Regional ANSP in Central America

Cooperation in the elaboration of the final draft of proposed contents of the new common regulation that establishes the requirements for provision of the ATM/ANS services that are to be met for the certification of ATM/ANS providers.

ANSP certification and oversight - Colombia

General revision and update of the proposed contents of the new draft regulation that establishes requirements for provision of the ATM/ANS services that are to be met for the certification of ATM/ANS providers.

Aerodromes

Aerodrome certification – Colombia

Support to the implementation of the certification process, starting from support the elaboration of the safety studies for a specific airport.

The first step in this activity, consists in identifying non-compliance with infrastructure requirements at Santa Marta Airport. Next step will be to contribute to the draft of the safety study.

Aerodrome certification - Argentina

After an initial assessment of the status of the implementation of the aerodrome certification process in Argentina and a technical workshop carried out in 2021, the project cooperated with ANAC in the certification of Tucuman and Calafate airports. Currently, in collaboration with SRVSOP, the project is working in coordination with ANAC-Argentina for the certification of a third airport, Bariloche Airport.

Aerodromes - Costa Rica

A roadmap to address this area is under study with ACSA.

Regional approach

The RSOO harmonisation processes are considered important to contribute to the improvement of industry's competitiveness and consequently a series of activities with ACSA and CASSOS are included in the work plan. The purpose is to strengthen RSOO's role as developer of a harmonised set of regulatory provisions for their member States.

With ACSA, this has been done in different domains, such as SSP, Aviation Medicine, FSTD, Evidence Based Training, Drones, and first and foremost, the development of the rulemaking process. The project is cooperating with ACSA in the drafting of the initial text for rulemaking working groups on Operations, Aircrew and Airworthiness.

State Safety Programme

Work focused on sharing the perspective of an EASA National Aviation Authority (AESA Spain in particular) to support the practical implementation of the State Safety Programme (SSP) and associated plans for safety legislative framework in the region, following a practical approach, which will consider the contribution of regional actors such as the SRVSOP, ICAO, and other country stakeholders.

Regional initiatives were conducted to foster harmonized implementation across partner States, with the support of the relevant RSOOs in developing the aforementioned project objective. To that purpose, a regional workshop was co-organised.

SSP – Mexico

> Work focused on 1) demonstration of how the AESA has organised its internal audit procedure, to share its best practices for AFAC consideration and cooperation in updating AFAC process; 2) cooperation on safety risk-based surveillance approach and in the development of AFAC process; 3) support AFAC inspectors/experts in the development/improvement of their methodologies for conducting internal audits. These internal audits are coordinated and executed by the AFAC SSP team and serve as the basis for AFAC's compliance monitoring function which is part of its management system.

SSP - ACSA

> Following a first phase when the SSP status initial evaluation, the evaluation of SSPIA PQs, Safety Management System (SMS) maturity was conducted, the collaboration to improve the safety assessment methodologies and to improve familiarity with ECCAIRS for data management and analysis is now ongoing.

> The activity consists of delivering two workshops to ACSA and inspectors from member States, on ECCAIRS and on Safety Risk Evaluation. Focus is placed on the extracting and analysis tools as AWB.

SSP - Colombia

> Work focused also on sharing the SSP implementation by a EASA member State (Spain), by conducting training to authority inspectors on Safety Risk based Surveillance and workshop on safety occurrences assessment, analysis and follow up.

SSP – Argentina

> The project supported ANAC (Argentina) by developing or improving a specific SSP training programme.

Environment

> The activities on environment are increasing, due not only to requests from the project partners but also to a project strategy that considers environment a key and cross-cutting topic.

> The project is working on CORSIA implementation with Mexico, ACSA, and Colombia, and on State Action Plan with Mexico and CASSOS, also in these fields using the sharing of practices approach.

> New activities have recently been added on SAF with Brazil and Chile and on NAB/VB with Argentina.

UAS

UAS - ACSA

The project supported ACSA and its member States with harmonising regulations and procedures to ensure safe operation of drones in their territories, as well as identifying common tools which could be of common use by its States, in coordination with ACSA. Guidance in the drafting of proposed regional rules on UAS, to manage the commenting phase and to consolidate the regional regulation to be implemented by member States in their respective national regulation**.**

UAS – Colombia

Cooperation focused on the development of performance-based common rules, which are agnostic in relation to the purpose of operation and to the used technology, considering emerging industry standards for UTM services as possible methods of compliance. Cooperate in the development of UAS operation oversight process.

UAS – Mexico

Work focused on sharing the EU regulatory framework on the categories of operations (Open, Specific, Certified) the operations risk assessment and, based on the identified risk (Low, Medium, High), the three levels of regulations that have been established.

— END —