



ICAO

NACC/DCA

North American, Central American and Caribbean Directors of Civil Aviation

Accountability Report of the NACC Regional Office

Melvin Cintron

Regional Director

Agenda Item 4

**Tenth North American, Central American and Caribbean Directors of Civil Aviation Meeting
(NACC/DCA/10)**


Martinique, France, 21 to 23 June 2022



E/CAR - Eastern Caribbean Caribe Oriental

-  Anguilla (UK)
Anguilla
-  Antigua and Barbuda
Antigua y Barbuda
-  Barbados
Barbados
-  British Virgin Islands (UK)
Islas Vírgenes Británicas
-  Dominica
Dominica
-  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 Lucía
-  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

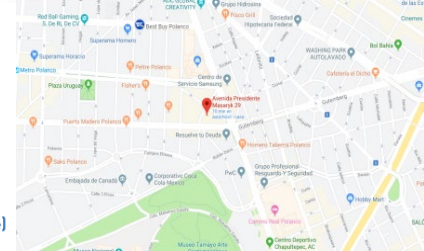
-  Aruba (Netherlands)
Aruba
-  Bahamas
Bahamas
-  Bonaire (Netherlands)
Bonaire
-  Cayman Islands (UK)
Islas Caimanes
-  Cuba
Cuba
-  Curaçao (Netherlands)
Curazao
-  Dominican Republic
República Dominicana
-  Haiti
Haití
-  Jamaica
Jamaica
-  Mexico
México
-  Turks and Caicos Islands (UK)
Islas Turcas 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

22 States
19 Territories
26 Civil Aviation Authorities (CAAs)
44 Flight Information Regions (FIRs) - 29 in NAM; 15 in CAR

22 Estados
19 Territorios
26 Autoridades de Aviación Civil (AACs)
44 Regiones de Información de Vuelo (FIR) - 29 en NAM; 15 en CAR





Systemic Assistance Programme



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

✈ ICAO NACC Regional Office response to NCLB Campaign



Safety



Air Navigation Services



Aerodrome certification (AGA)



Security and Facilitation

- At the core of this programme is ensuring that all audit non/compliances, in not one but all areas, affecting State's compliance with SARPs are identified.
 - 1. The SAP first assists the State through a tailored action plan for the resolution of deficiencies/non-satisfactory PQs identified during the ICAO audits.
 - 2. Once the majority of identified deficiencies are fixed, conduct 100% self-assessment to ensure that what was identified as meeting SARPS since the last full ICAO Audit (usually 10 or more years ago) still meet still meet SARPs today.
- This concept allows for small States with limited budget and resources to concentrate on what MUST be fixed/done first according to ICAO audit results and then move on to good to do actions for strengthening the Authority to sustain compliance

- 1 Political will**
- 2 Political commitment**
- 3 Leadership**



NACC Systemic Assistance Programme (SAP) Overview

Political Commitment

I

- ✈ Establish strategy to implement NCLB & NACC SAP initiative
- ✈ High Level Government Outreach (Ministerial Level) to ensure political will and commitment
- ✈ Paradigm shift in assistance methodology (more hand-holding), direct engagement at the technical level
- ✈ Root cause systemic approach

Data Gathering and Analysis

II

- ✈ 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)

Joint State/ICAO Action Plan Development

III

- ✈ Multidisciplinary or High Level visits – some States did not need a visit
- ✈ Develop joint action implementation plan
 - Who?
 - What?
 - When?
- ✈ Agreement of State Action Plan priorities at General and Regional Director level

Implementation and Monitoring

IV

- ✈ 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
- ✈ ICAO seeks engagement of financial institutions

Follow-up and Sustainability

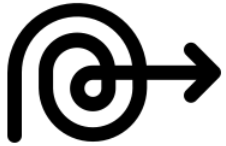
V

- ✈ Prioritization of SSP, SMS and SeMS in Action Plans
- ✈ 100% Self/Assessment of the States complete aviation system
- ✈ Concentrated support for CAAs institutional strength
- ✈ Set air transport in the political agenda of the States
- ✈ ICAO involvement in high level regional meetings in support of DGs&CAAs



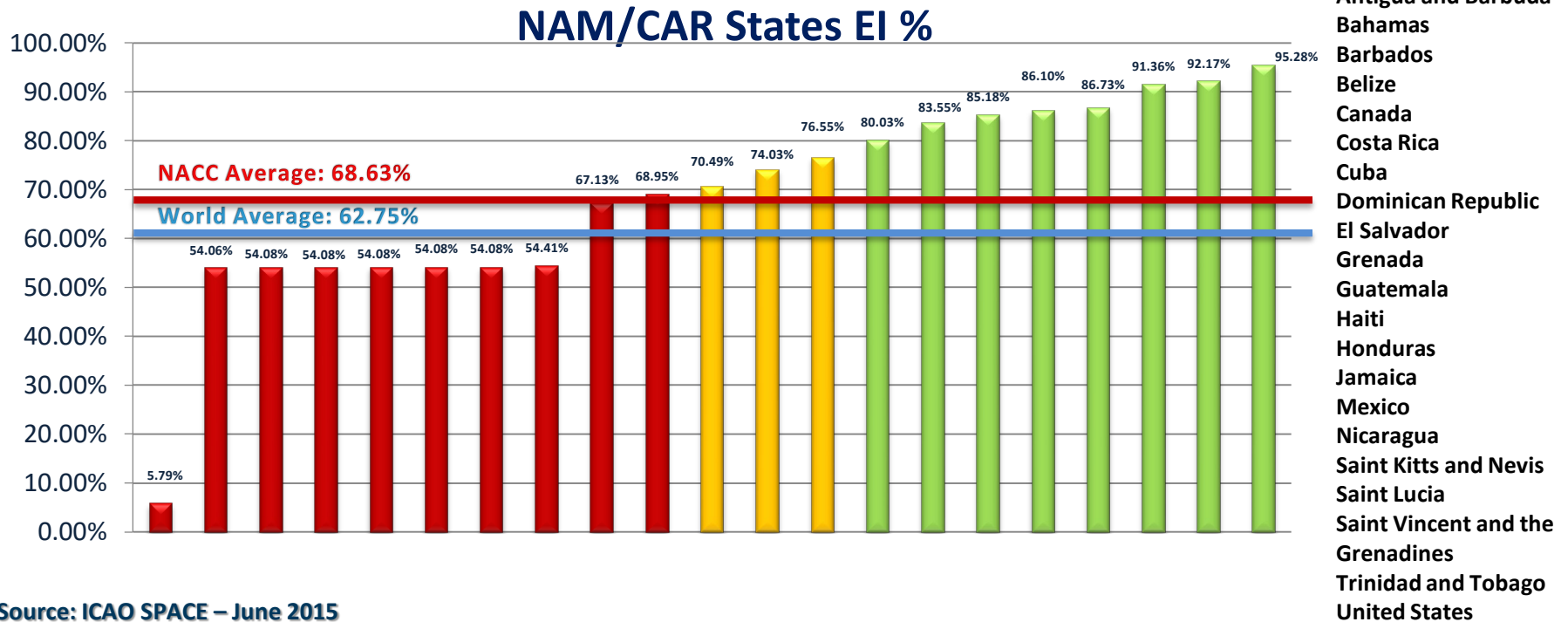
SAP Enhancements (since beginning 2022)

- ✈ Simplification and streamlining of SAP procedures
- ✈ Once State reaches 80% Effective Implementation (EI) than a 100% self-assessment is initiated for USOAP/USAP. This applies to States with EI >80% and full Audit older than 6 years.
- ✈ NACC Officers conduct PQs Sampling 10%/20%/30% to determine sustainability
- ✈ SAP Action Plan directly linked with online USOAP/USAP Corrective Action Plans (CAPs)
- ✈ Public monitoring through the [ICAO NACC Dashboard and quarterly me](#)





Status of USOAP Effective Implementation (EI) – 2015 Start

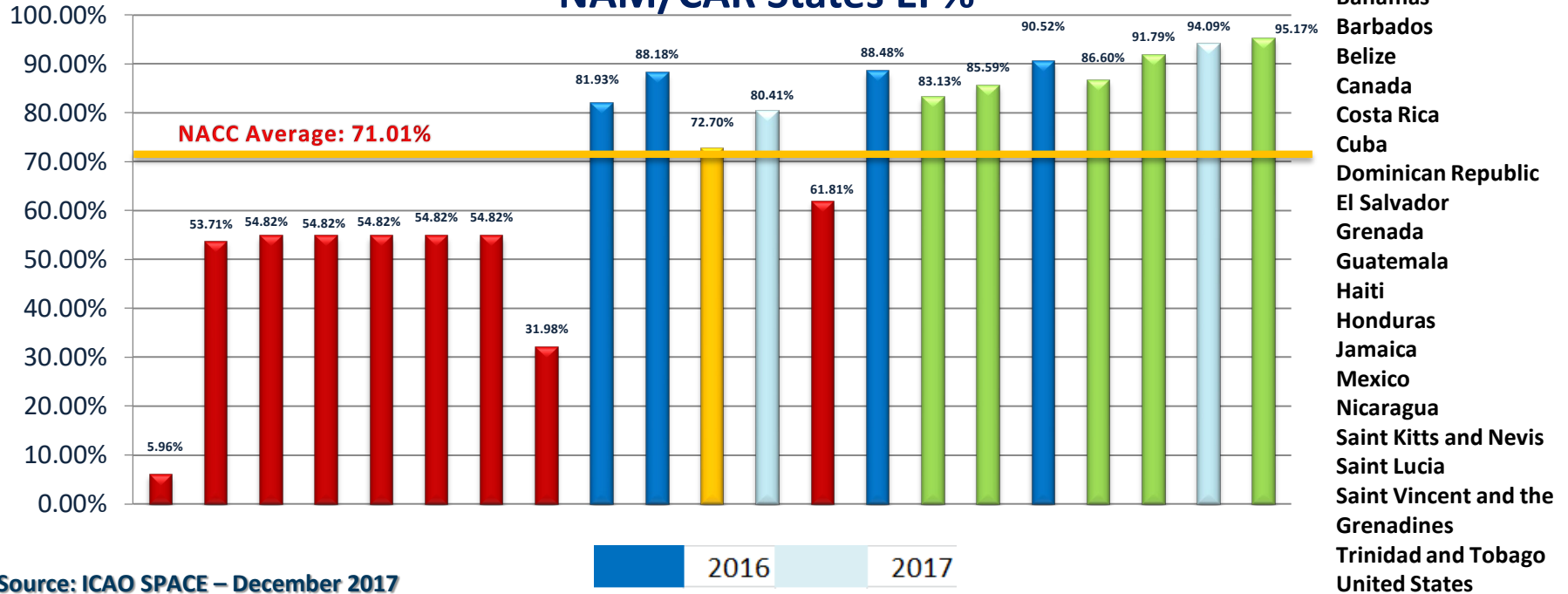


Source: ICAO SPACE – June 2015



Status of USOAP Effective Implementation (EI) – 2017

NAM/CAR States EI %

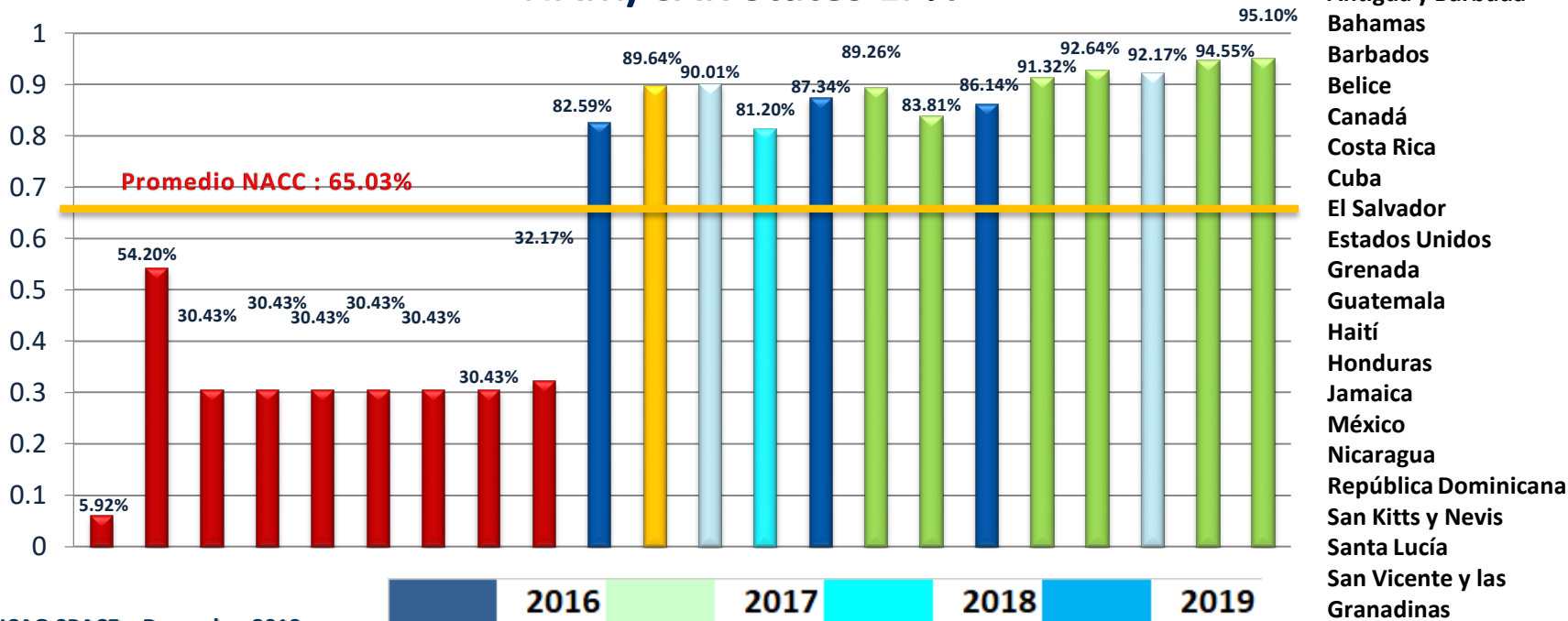


Source: ICAO SPACE – December 2017



Status of USOAP Effective Implementation (EI) – 2019

NAM/CAR States EI %



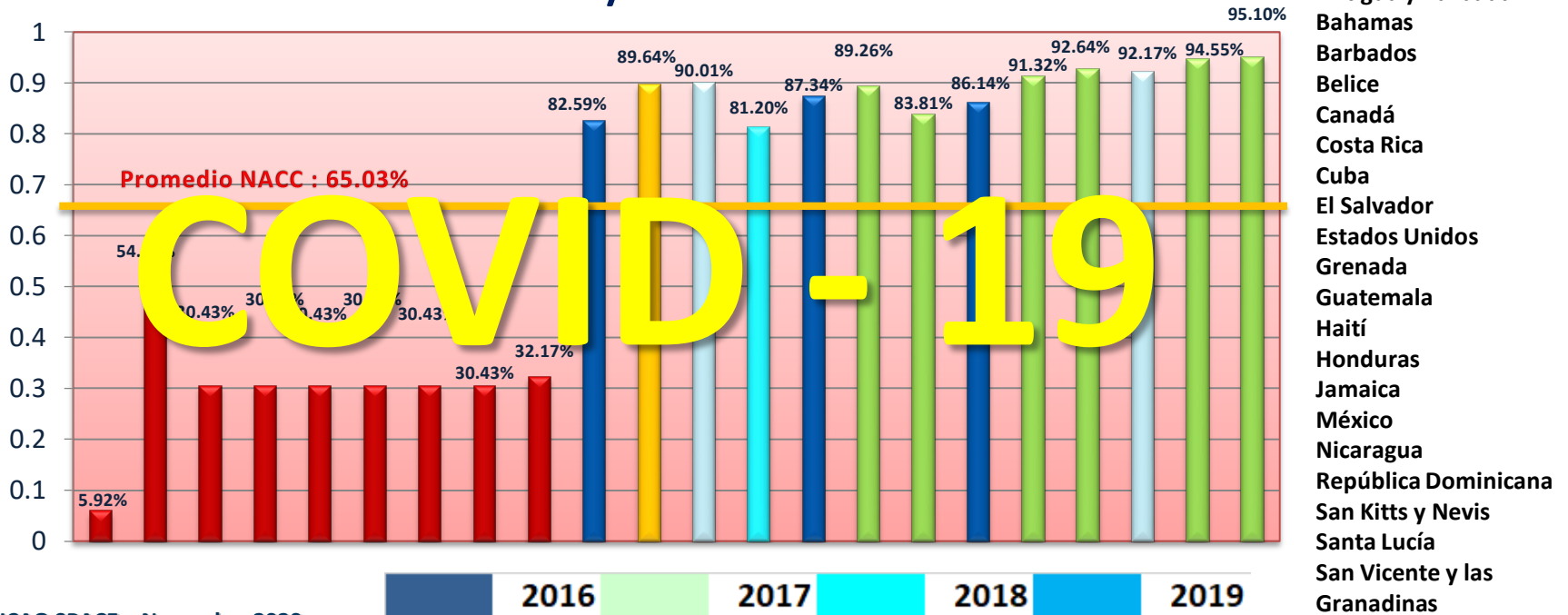
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- Bahamas
- Barbados
- Belice
- Canadá
- Costa Rica
- Cuba
- El Salvador
- Estados Unidos
- Grenada
- Guatemala
- Haití
- Honduras
- Jamaica
- México
- Nicaragua
- República Dominicana
- San Kitts y Nevis
- Santa Lucía
- San Vicente y las Granadinas
- Trinidad y Tabago

Source: ICAO SPACE – December 2019



Status of USOAP Effective Implementation (EI) – November 2020

NAM/CAR States EI %



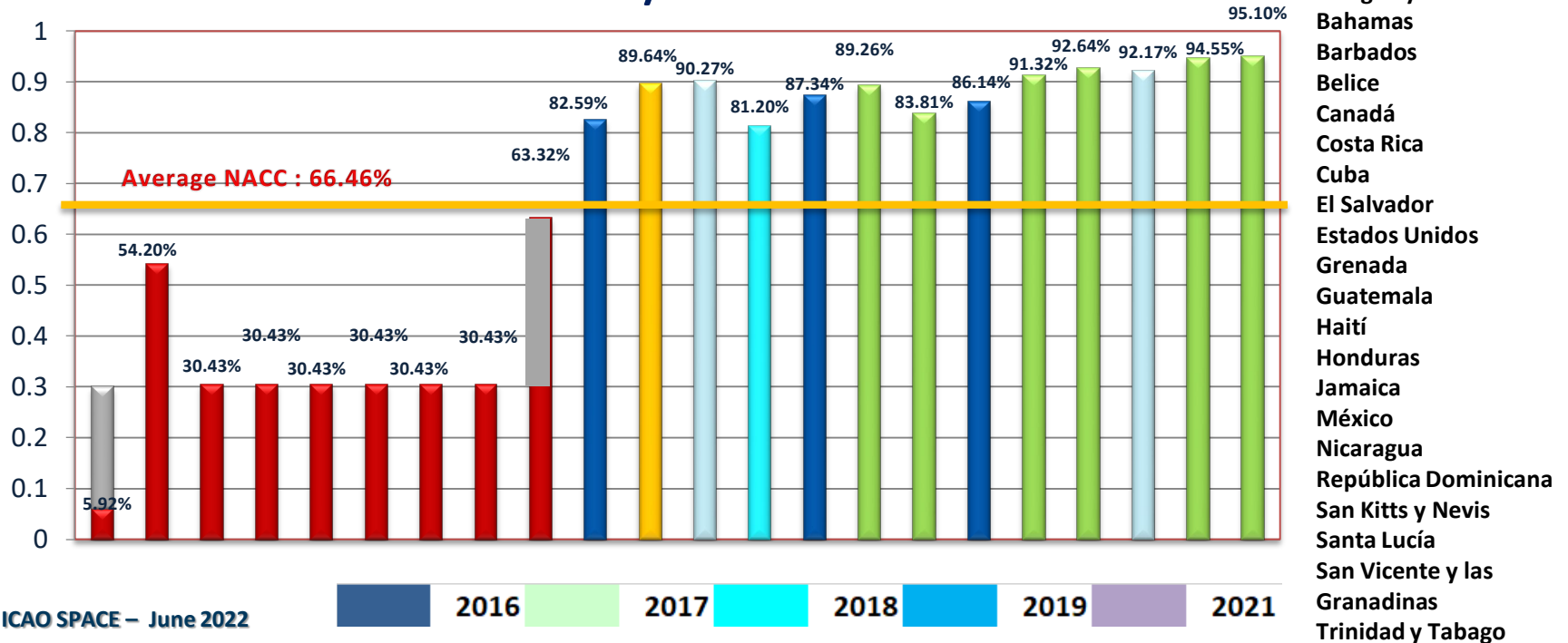
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- Trinidad y Tabago

Source: ICAO SPACE – November 2020



Status of USOAP Effective Implementation (EI) – 2021 - 2022

NAM/CAR States EI %

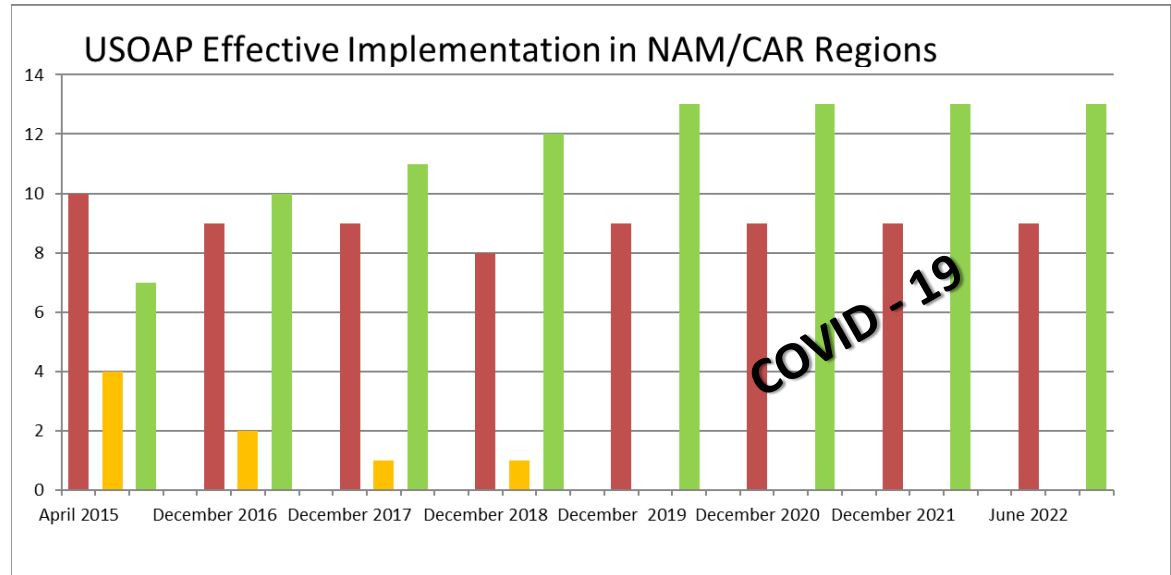


- Antigua y Barbuda
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Source: ICAO SPACE – June 2022



	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%
December 2020	EI < 70%	9	40.9%
	70% ≤ EI < 80%	0	0.0%
	EI ≥ 80%	13	59.1%
December 2021	EI < 70%	9	40.9%
	70% ≤ EI < 80%	0	0.0%
	EI ≥ 80%	13	59.1%
June 2022	EI < 70%	9	40.9%
	70% ≤ EI < 80%	0	0.0%
	EI ≥ 80%	13	59.1%

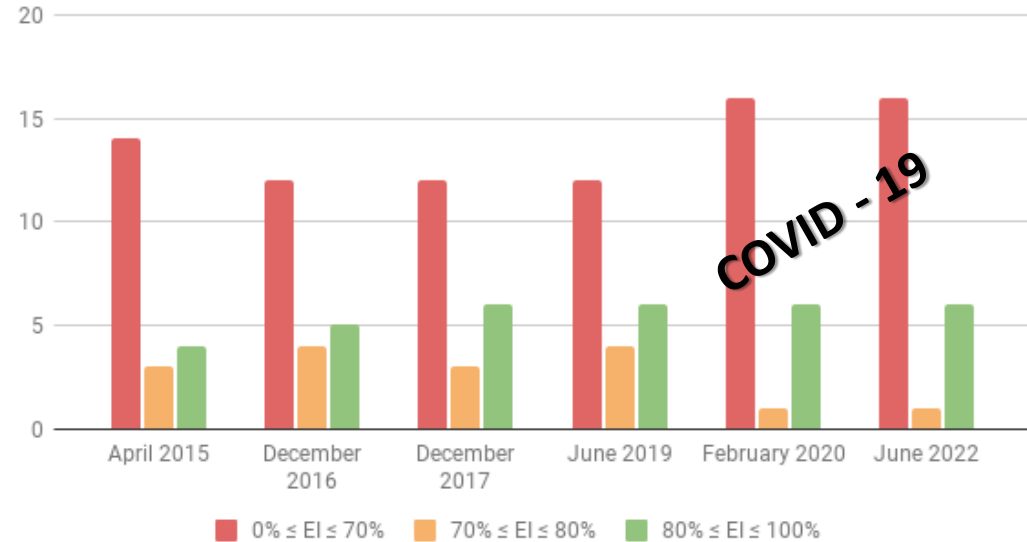


After the NACC SAP implementation in USOAP-CMA, the number of States with an EI ≥ 80% almost doubled



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%
June 2022	0% ≤ EI ≤ 70%	16	69.57%
	70% ≤ EI ≤ 80%	1	4.35%
	80% ≤ EI ≤ 100%	6	26.09%

Effective Implementation USAP (%) in NAM/CAR Regions



Delays in implementing SAP methodology in USAP-CMA led to delays in a more NACC effective assistance in AVSEC/FAL areas resulting in a poor overall EI% that shall be addressed in the short-term



Assistance activities provided by the SAP to the NACC States



2020-2021

- Implementation of CART measures
- Sharing of good practice / lessons learned
- Online webinars and workshops
- Staff welfare and wellbeing
- Funding support for States prompt recovery:
 - iPacks
 - Projects (e.g. ICAO IPAV in ECCAA)
- Recovery preparation (Reconnecting the World)



Regular Programme

- Assistance focused in required actions to mitigate SSCs/SSeCs
- Workshops, webinars, capacity building
- USOAP/USAP technical onsite support missions (SSP, PBN, CNS, AIM, AIG, etc.)
- Champion States support
- MCAAP funded activities
- Active seeking of donors for financial support



Performance in Aerodromes and Ground Aids (AGA)

Port of Spain goal/commitment in 2014 was to certify 19 aerodromes in the NAM/CAR regions in approximately 3 years to achieve 48% of international aerodromes certified.

- Declaration of intent signed by all NACC States to implement Systemic Assistance Program and new hand holding assistance methodology.
- Within 3+ years of implementing Systemic Assistance Program 30+ airports have been certificated
- Currently 20 aerodrome certifications are initiated per year Around 10 aerodrome certifications are completed per year



Performance in Safety Matters and restarted Projects 2022

SSC Resolution — The **SSC** declared for ECCAA was mitigated as per the verification conducted during the USOAP ICVM in February 2022

AIG Turnkey Project started in April (CAR States)

Development of Model Civil Aviation Regulation (MCAR) iPack: FAA support and ICAO

State Safety Program (SSP) Implementation WG and NCMC working Group MRO Regulatory Framework Comparison

Safety Oversight System (SOS) – activities resumed by 3Q 2022



Performance in Aviation Security and Facilitation Matters



SSeCs Resolution – Two SSeCs were declared for Dominica in the areas of access control and passenger screening. The SSeCs were considered mitigated through the observations conducted during the ICAO validation mission in March 2022



SSeC Resolution – The SSeC in El Salvador related to the mix of passengers screened and not screened was considered mitigated during the ICAO validation mission conducted in May 2022

- ✈ Enhance assistance approach: AVSEC SME Groups for ACSA and ECCAA States
- ✈ Restarted projects in 2022: passengers with disabilities, risk assessments, ABC cost-benefit analysis
- ✈ Workshops: Security Culture, Innovation, Cybersecurity
- ✈ **Objective: By end 2023 80% of Central America States > 80% EI**



Performance in Air Navigation and ATM



Air Navigation deficiencies have reduced significantly from 364 deficiencies recorded in 2019 to 101 deficiencies remaining in June 2022.

- ✈ High priority on Region`s preparedness for crisis / contingency management
- ✈ CANSNET (MEVA) Project to improve communications network More information in WP31
- ✈ Combined work with CADENA (CANSO ATFM Data Exchange Network for the Americas)
- ✈ Restart of Search and Rescue (SAR) Task Force
- ✈ Access to Eurocontrol BADA (Base of aircraft data) to mitigate flight plan errors
- ✈ Drafting of ToRs for a MCAAP project for developing Air Navigation Plans in CAR States



Airspace Optimization of NAM/CAR Regions' Airspace

Track 1 Track 2

6 routes in 1 year trial period

Estimated 1-year savings of the 6 completed PASA
Optimized Routes

- KATL ↔ SPJC
- KATL ↔ SBGR
- TTPP ↔ KMIA
- KIAH ↔ MPR
- SAEZ ↔ KATL
- KATL ↔ SAEZ

Savings	
Flight min:	13,126
Fuel (lb):	2,583,088
CO2 (kg):	3,702,477
Cost (\$):	2,107,410

CIIFRA Step 2 UPR Trial Results

Date	Flight (B764)	Ft Time (min)		Fuel (lb)		Distance (mile)	
		Base	UPR	Base	UPR	Base	UPR
13-Apr	DAL151(ATL-LIM)	6:11	6:06	80,333	78,029	2,932	2,808
13-Apr	DAL150(LIM-ATL)	6:35	6:32	86,279	85,296	2,858	2,881
14-Apr	DAL151(ATL-LIM)	6:05	6:01	69,323	68,602	2,932	2,794
14-Apr	DAL150(LIM-ATL)	6:38	6:36	87,156	85,935	2,858	2,851
15-Apr	DAL151(ATL-LIM)	6:09	6:03	73,388	72,257	2,932	2,799
15-Apr	DAL150(LIM-ATL)	6:46	6:45	86,251	86,109	2,858	2,855

Date	Flight (B764)	Ft Time Diff	Fuel Diff	Distance Diff
		(min)	(lb)	(mile)
13-Apr	DAL151(ATL-LIM)	0:05	2,304	124
13-Apr	DAL150(LIM-ATL)	0:03	983	-23
14-Apr	DAL151(ATL-LIM)	0:04	721	138
14-Apr	DAL150(LIM-ATL)	0:02	1,221	7
15-Apr	DAL151(ATL-LIM)	0:06	1,131	133
15-Apr	DAL150(LIM-ATL)	0:01	142	3

KATL-SPJC-KATL
Mar 13-15, 2022
DAL151/DAL150

	Baseline Route vs UPR		
	3-Day	1-Day (average)	1 Year
Flight (min)	21	7	2,555
Fuel (lb)	6,502	2,167	791,077
CO2 (kg)	9,320	3,107	1,133,893
Cost (\$)	4,041	1,347	491,642





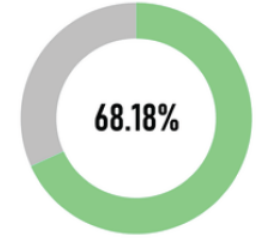
Performance in environment

More information in WP34 and WP35

May 22



NAM/CAR States continue to progressively adhere to the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)



NACC CORSIA Members (15/22)

✈ Launch of the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme



✈ High-level meeting on the feasibility of a long-term aspirational goal of international aviation CO2 emissions reductions





Multidisciplinary projects and prioritized focused assistance



Total cost of iPacks delivered \geq \$540.000



Strengthening of ECCAA and the oversight system of Eastern Caribbean States (\geq \$350.000)
 Drafting of primary regulation, ECCAA SME Groups, USOAP-CMA and USAP-CMA technical missions, Champion States' assistance

Haiti technical assistance with Canada

Update of OPS/AIR manuals and other Safety Oversight documentation (e.g. checklists).
 Adoption of OFNAC Organic Law.



Growing assistance to NACC Territories and countries of the kingdom (e.g. Aruba)

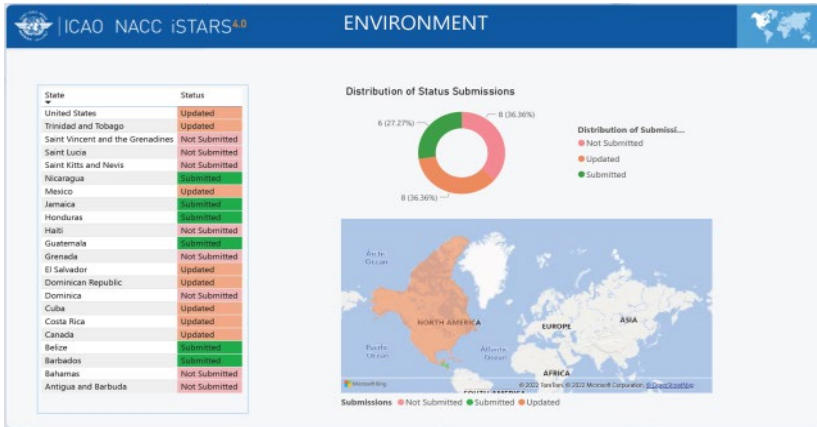
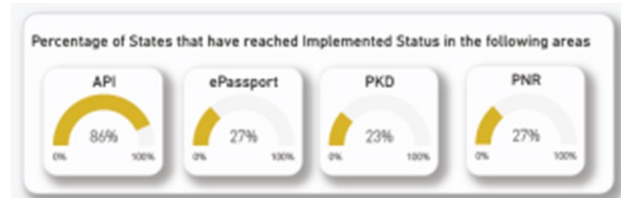
NACC iPacks Summary

Name	Total	Completed
Aviation Safety Risk Management	16	9
Aerodrome Restart	13	7
Aviation Security Quality Control Oversight	6	1
Strengthening National Air Transport Facilitation Committees	7	6
Developing a National Aviation Safety Plan (NASP)	2	0
Improving the Quality of NOTAM for Safety Flight Operations	1	0
Establishing a Public Health Corridor	7	0
Establishing a Regulatory Framework for UAS	1	0
GRAND TOTAL	53	23



ICAO NACC Dashboards

- ✈ RASG-PA Dashboard – Safety implementation
- ✈ Presented at GREPECAS/19 in October 2021 for ANS implementation
- ✈ Developed along 2022, expected launch in September 2022
- ✈ Integrated in iSTARS 4.0 Platform





ICAO Outreach to NGOs/Government Funding Entities/Industry



- ✈ Funding of studies for equipment/infrastructure needs
- ✈ RAIO implementation and State Assistance (SAFE Fund)
- ✈ Potential projects to improve infrastructure and development of regional initiatives with different international organizations and industry stakeholders



ICAO

UNITING AVIATION

NO COUNTRY LEFT BEHIND



ACRONYMS

- ✈ AGA: Aerodromes and Ground Aids
- ✈ ADS-B : Automatic dependent surveillance - broadcast
- ✈ AIDC : Air Traffic Services Inter-facility Data Communication
- ✈ AIG: Accident investigation and prevention
- ✈ AIR: Airworthiness
- ✈ AIS: Aeronautical Information Service
- ✈ ANS: Air Navigation Services
- ✈ ASBU: Aviation System Block Upgrade
- ✈ ATFM: Air traffic flow management
- ✈ ATM: Air traffic management
- ✈ CMA: Continuous Monitoring Approach
- ✈ CORSIA: Carbon Offsetting and Reduction Scheme for International Aviation
- ✈ CPDLC: Controller-Pilot Data Link Communication
- ✈ EASA: European Aviation Safety Agency
- ✈ ECCAA: Eastern Caribbean Civil Aviation Authority
- ✈ ECCAIRS: European Coordination Centre for Accident and Incident Reporting Systems
- ✈ FIR: Flight Information Region
- ✈ GNSS: Global navigation satellite system
- ✈ GREPECAS: CAR/SAM Planning and Implementation Regional Group
- ✈ GRIAA: Regional Aviation Accident Investigation Group
- ✈ LEG: Primary Aviation Legislation and Civil Aviation Regulations
- ✈ MCAAP: Multi-Regional Civil Aviation Assistance Programme
- ✈ MEVA: Improvements to the ATS Voice Link
- ✈ MoU: Memorandum of Understanding
- ✈ OPS: Aircraft Operations
- ✈ ORG: Civil Aviation Organization
- ✈ PBN: Performance-Based Navigation
- ✈ PEL: Personnel Licensing and Training
- ✈ PQ: Protocol Question
- ✈ RAI0 : Regional Accident and Incident Investigation Organization
- ✈ RASG-PA: Regional Aviation Safety Group–Pan America
- ✈ RPBANIP: NAM/CAR Regional Performance-Based Air Navigation Implementation Plan
- ✈ SAM: South America
- ✈ SAR: Search and Rescue
- ✈ SARPS: ICAO Standards and Recommended Practices
- ✈ SEI: Safety Enhancement Initiatives
- ✈ SeMS: Security Management System
- ✈ SIMS: Safety Information Monitoring System
- ✈ SMS: Safety Management System(s)
- ✈ SSC: Significant Safety Concern
- ✈ SSeC: Significant Security Concern
- ✈ SSP: State Safety Programme
- ✈ SWIM: System wide information management
- ✈ TSB: Transportation Safety Board of Canada
- ✈ USAP: Universal Security Audit Programme
- ✈ USOAP: Universal Safety Oversight Audit Programme



SYSTEMIC ASSISTANCE PROGRAMME (SAP)



THANK YOU!