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# NACC Regional Office: Air Navigation Implementation Programme

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*Regional Director, ICAO NACC Regional Office*

Riyadh, Kingdom of Saudi Arabia / 29-31 Aug 2016





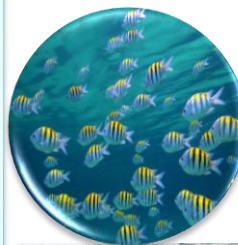
# NAM/CAR Regions – Characteristics & Challenges

Political and  
economical diversity:  
different States -  
autonomous Territories

Different size of  
countries: from small  
developing islands to  
world's most advanced  
and developed States

4 main languages,  
several local languages  
and cultural origins

Important air  
navigation  
arrangements: Terminal  
Areas (TMAs), Area  
Control Centres (ACCs)  
and Air Navigation  
Services (ANSs)





# NAM/CAR Regions – Characteristics & Challenges

**Tourism** – main source of income  
**Cargo Import/Export** – second source of income

**Limited resources** – reduced Number of Staff, budgetary constraints

The Caribbean has a main interaction with North America, South America and Europe for air travelling

**Natural phenomena** – frequent thread:  
Hurricanes, Volcanic Ash, Earthquakes, etc.





 **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 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

✈ 21 States

✈ 19 Territories

✈ 26 Civil Aviation Authorities (CAAs)

✈ 44 Flight Information Regions (FIRs)



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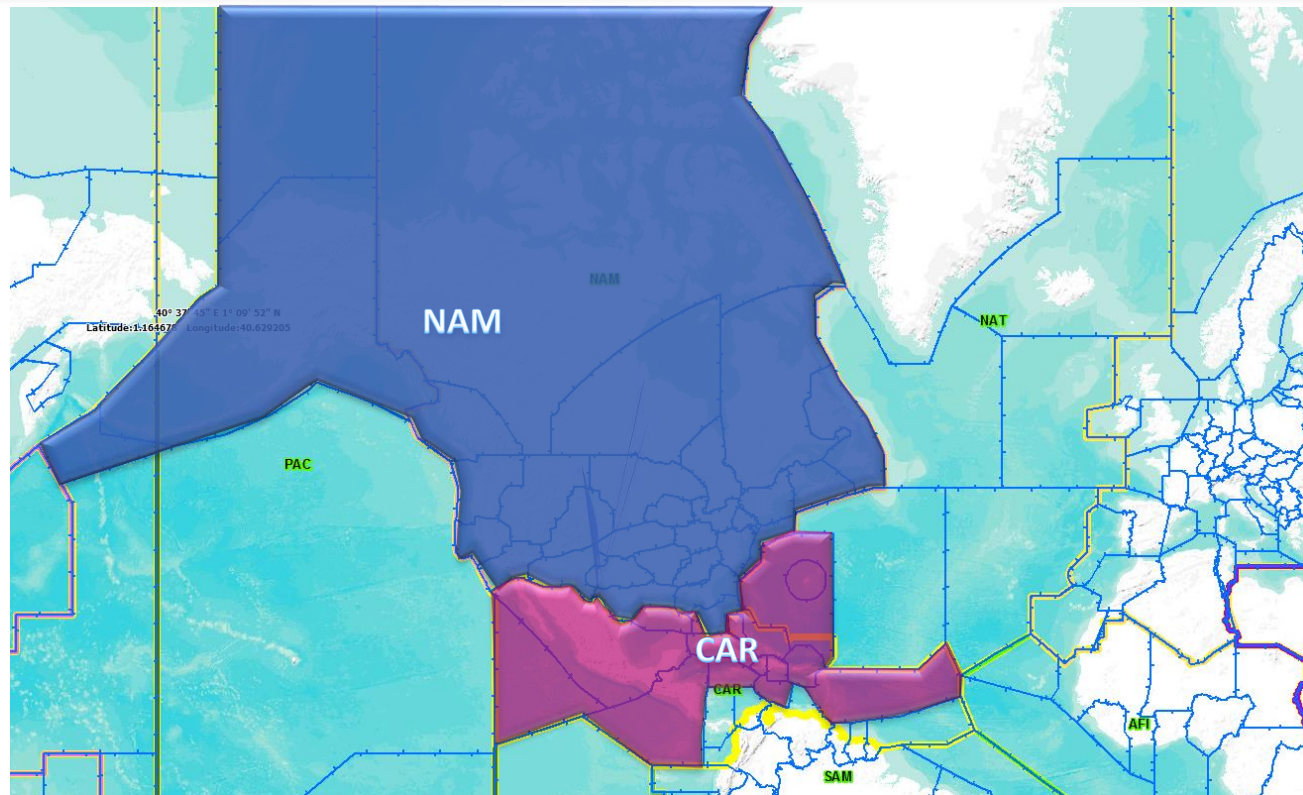
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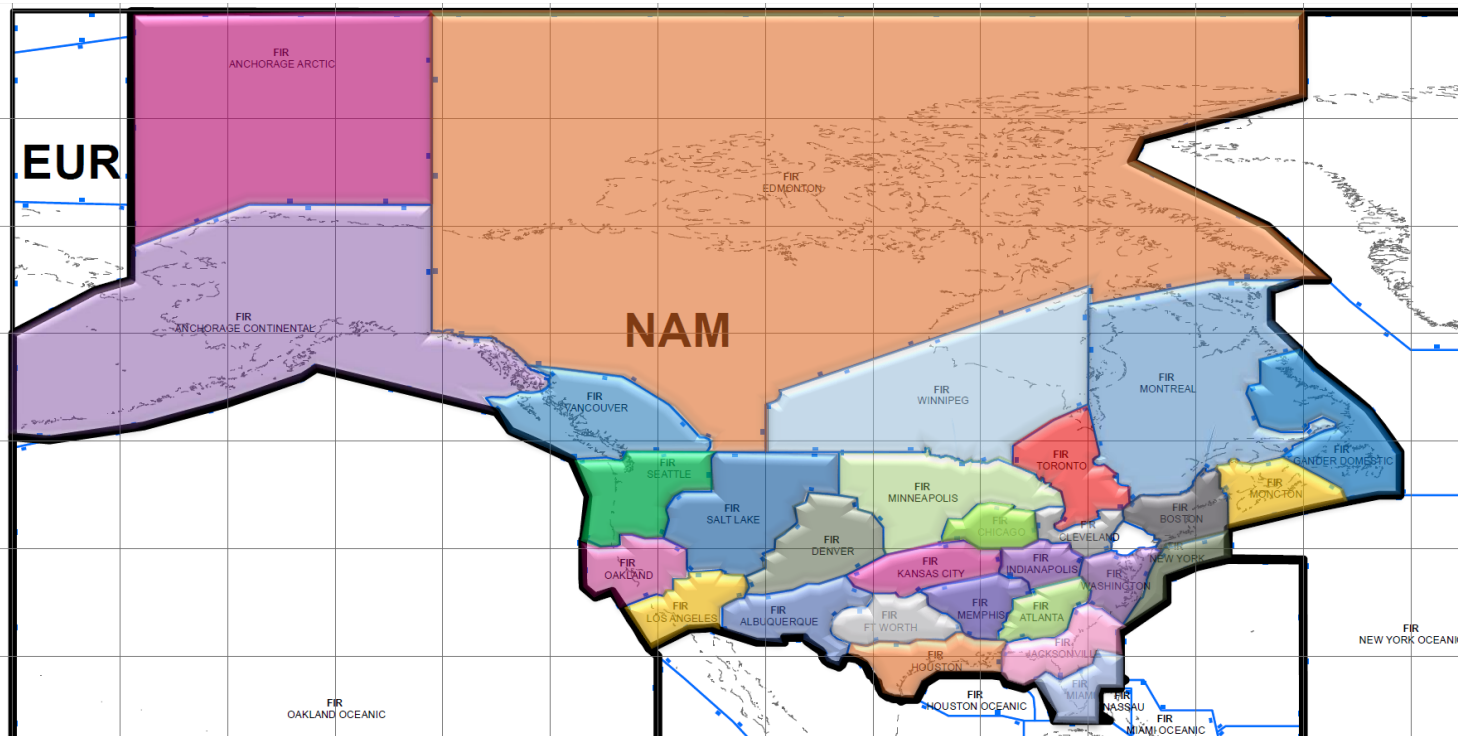
# 44 NAM/CAR Flight Information Regions (FIRs)

- ✈ **NAM** – North America (29 FIRs)
- ✈ **CAR** – Caribbean (15 FIRs)





## 29 NAM FIRs



Albuquerque  
Anchorage Arctic  
Anchorage Continental  
Atlanta  
Boston  
Chicago  
Cleveland  
Denver  
Edmonton  
Ft. Worth  
Gander Domestic  
Houston  
Indianapolis  
Jacksonville  
Kansas City  
Los Angeles  
Memphis  
Miami  
Minneapolis  
Moncton  
Montreal  
New York  
Oakland  
Salt Lake  
Seattle  
Toronto  
Vancouver  
Washington  
Winnipeg



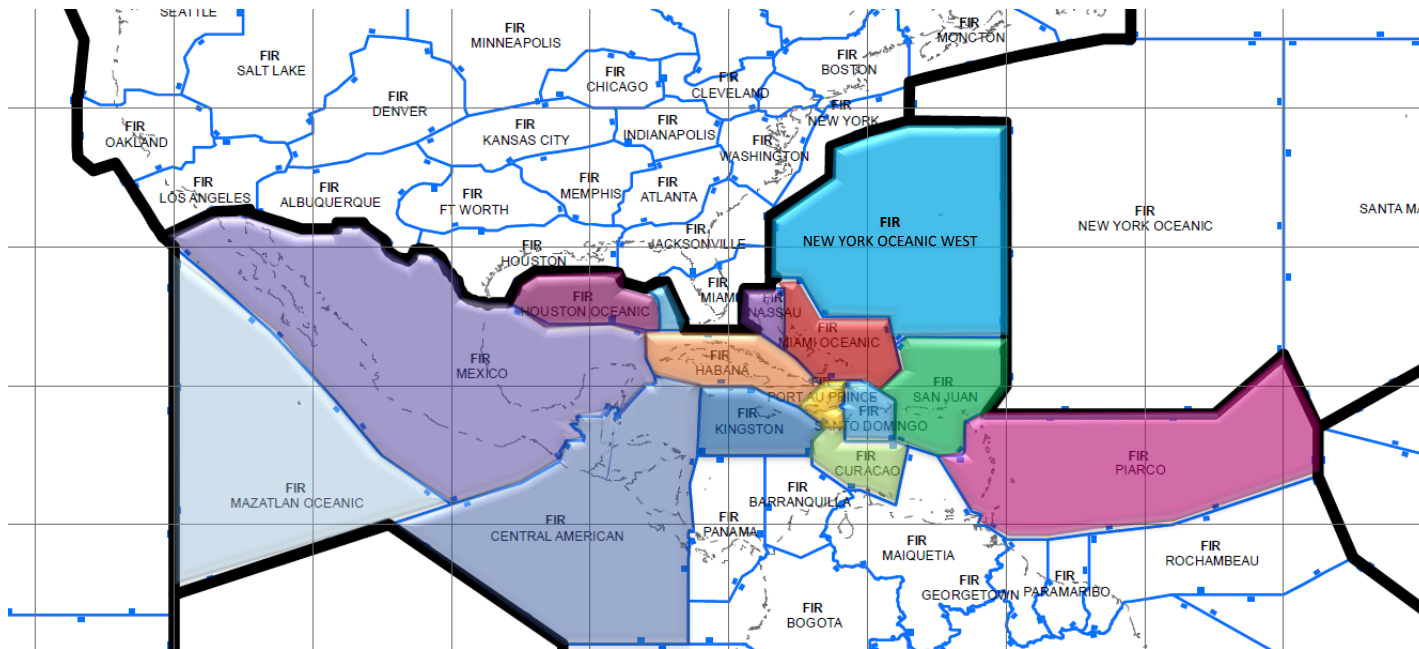
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## 15 CAR FIRs



Central American

Curaçao

Habana

Houston Oceanic

Kingston

Mazatlan Oceanic

Mexico

Miami

Miami Oceanic

Nassau

New York Oceanic West

Piarco

Port-au-Prince

San Juan

Santo Domingo



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## The ICAO NACC Regional Office No Country Left Behind (NCLB) Strategy

**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  
Safety Concerns  
(SSCs)**

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





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## North American, Central America and Caribbean Regional Office (NACC) Regional NCLB Strategy

Align with ICAO  
NCLB specific for  
the North  
American,  
Central America  
and Caribbean  
States and  
regional  
priorities

Identified based  
on percentage of  
State Safety  
Oversight  
Effective  
Implementation  
(EI%),

States in the NAM/CAR Regions were classified in  
three categories:

$0\% \leq EI\% \leq 70\%$

$70\% < EI\% \leq 80\%$

$80\% < EI\% \leq 100\%$



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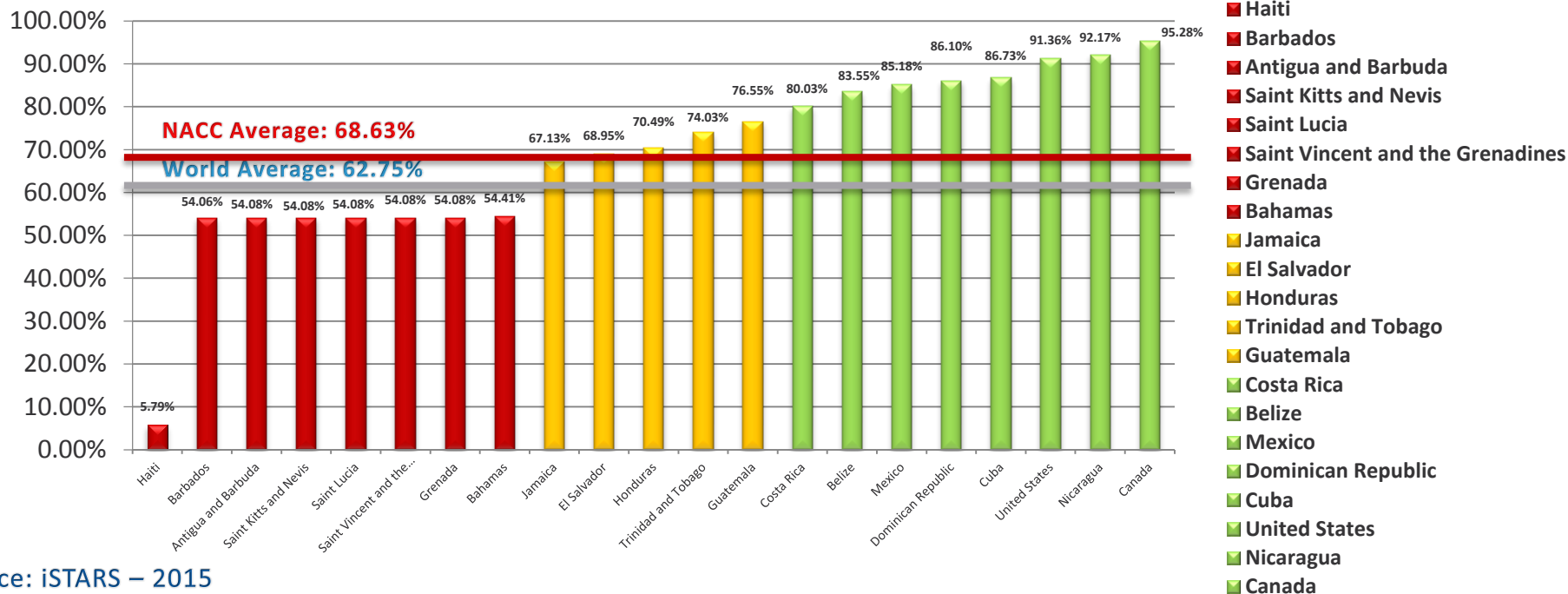
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## USOAP Effective Implementation (EI)

**POS Declaration – 80% Effective Implementation (EI) regional average by December 2016**

**NAM/CAR States vs. Effective Implementation (EI) %**



Source: iSTARS – 2015



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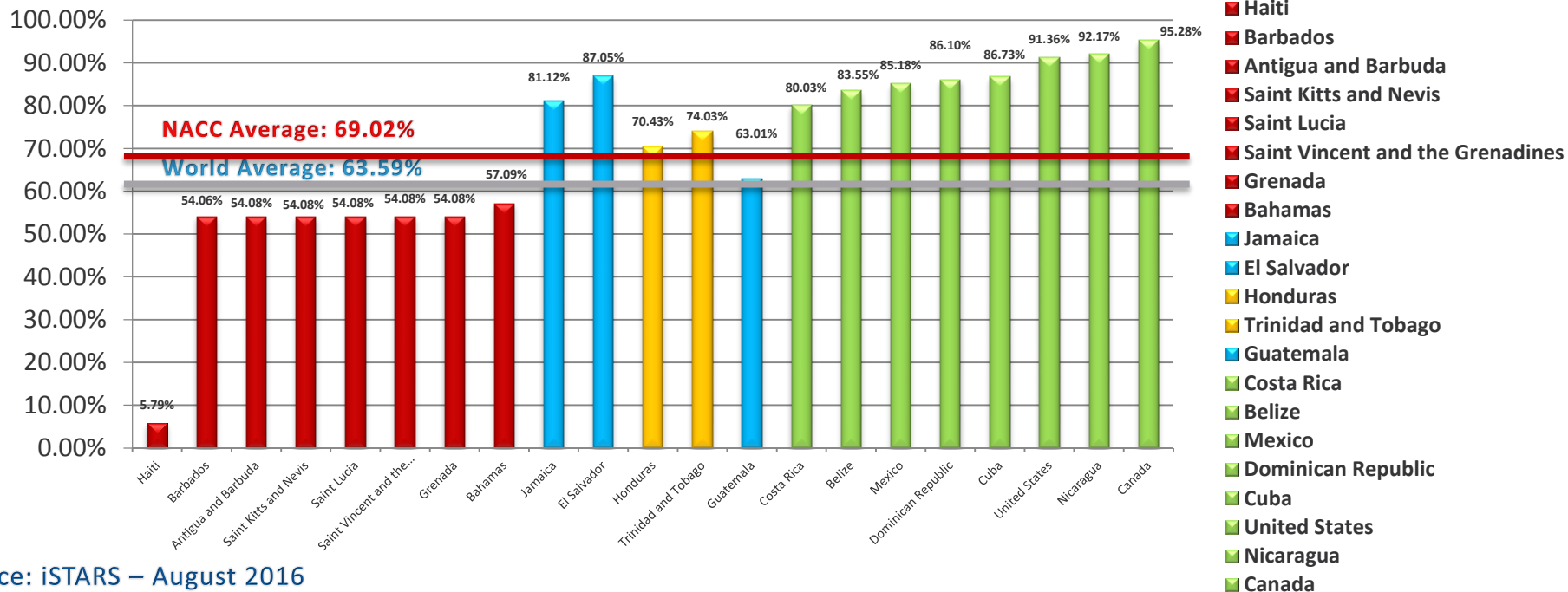
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## USOAP Effective Implementation (EI)

**POS Declaration – 80% Effective Implementation (EI) regional average by December 2016**

**NAM/CAR States vs. Effective Implementation (EI) %**



Source: iSTARS – August 2016



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## 4 Phases of the NACC NCLB Strategy

**I**

### Senior Management commitment

Establish of Assistance  
Methodology

Evolution of Internal and  
External organizational  
culture

RD Accountability To  
Foster Political Will

**II**

### Intelligence gathering and analysis

Sending data (USOAP-  
CMA, GANDD, Port of  
Spain Declaration,  
RPBANIP, etc.)

Teleconferences NACC  
Office & CAA Technical  
Teams

Update of States  
closed/open Protocol  
Questions etc.

**III**

### Implementation

NCLB Multidisciplinary TEAM  
visit – in situ Verification of  
PQ resolutions

Develop joint NACC-CAA  
Action / implementation Plan

Strategic coordination of  
priorities between RD and DG  
(on-going)

**IV**

### Measuring & Monitoring

Monthly Teleconference  
NACC & CAA Technical  
teams

Quarterly Video Brief to  
Regional Director &  
DG/Minister

Biannual  
Implementation  
Progress Review

► **Completed/On-going**

**80% of States**

**30 % of States**

**20 % of States**

**Continuous Monitoring process and challenges achievements**





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## NCLB Goal and Outcomes

**Short Term**  
(expected outcome)

**Year 1 –  
Development,  
initiation and  
validation of the  
ICAO NACC NCLB  
Strategy**

**Medium Term**  
(expected outcome)

**Year 2 – all States  
at NACC NCLB  
Phase II  
and increase EI of  
at least 3 States to  
80% +**

**Year 3 – all States  
at NACC NCLB  
Phase III  
and  
increase EI of at  
least 3 States to  
80% +**

**Long Term**  
(expected outcome)

**Year 4 - increase EI  
of at least 3 States  
to 80% +  
**GOAL: No more  
than 2 States  
below 80% of EI****



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## NCLB Strategy Performance Related to Air Navigation

- ✈ Air navigation forms part of the NCLB Action Plan specific to each member State
- ✈ Air navigation deficiencies increase in terms of Urgent (**U**) deficiencies by 120% since implementation
- ✈ Agreements already in place at the highest level for resolution of pending deficiencies



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## Project RLA/09/801 Evolution

### **MCAAP - Multiregional Civil Aviation Assistance Programme**

- Donor/Industry Support to assist States with critical projects identified as requiring assistance
- Allow the Region to expand the scope of projects/types of assistance in all Annexes
- With Incorporation of procurement and consulting capability
- Cost savings to member States



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## RLA/09/801 - MCAAP

### Objective and Purpose

✈ Provide **all manner of technical** assistance to States/Territories for **gaining and sustaining a high level of** ICAO Standards and Recommended Practices **implementation**, streamlining safety and air navigation **programmes**, consistent with air navigation and aviation safety plans and regional performance targets





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## How is air navigation effectively and efficiently implemented? Regional Performance Based Air Navigation Implementation Plan (RPBANIP)

Collaborative decision-making  
process with States and  
International Organizations: IATA,  
CANSO, ACI, etc.

Implementation based on  
performance and National-  
Regional Priorities (ASBU  
methodology)

Sub-regional implementations:  
Aeronautical information  
Publication (AIP) in Central  
America and the Eastern  
Caribbean, regional  
communications (MEVA, E/CAR  
Aeronautical fixed service (AFS)  
Network, CAMSAT)



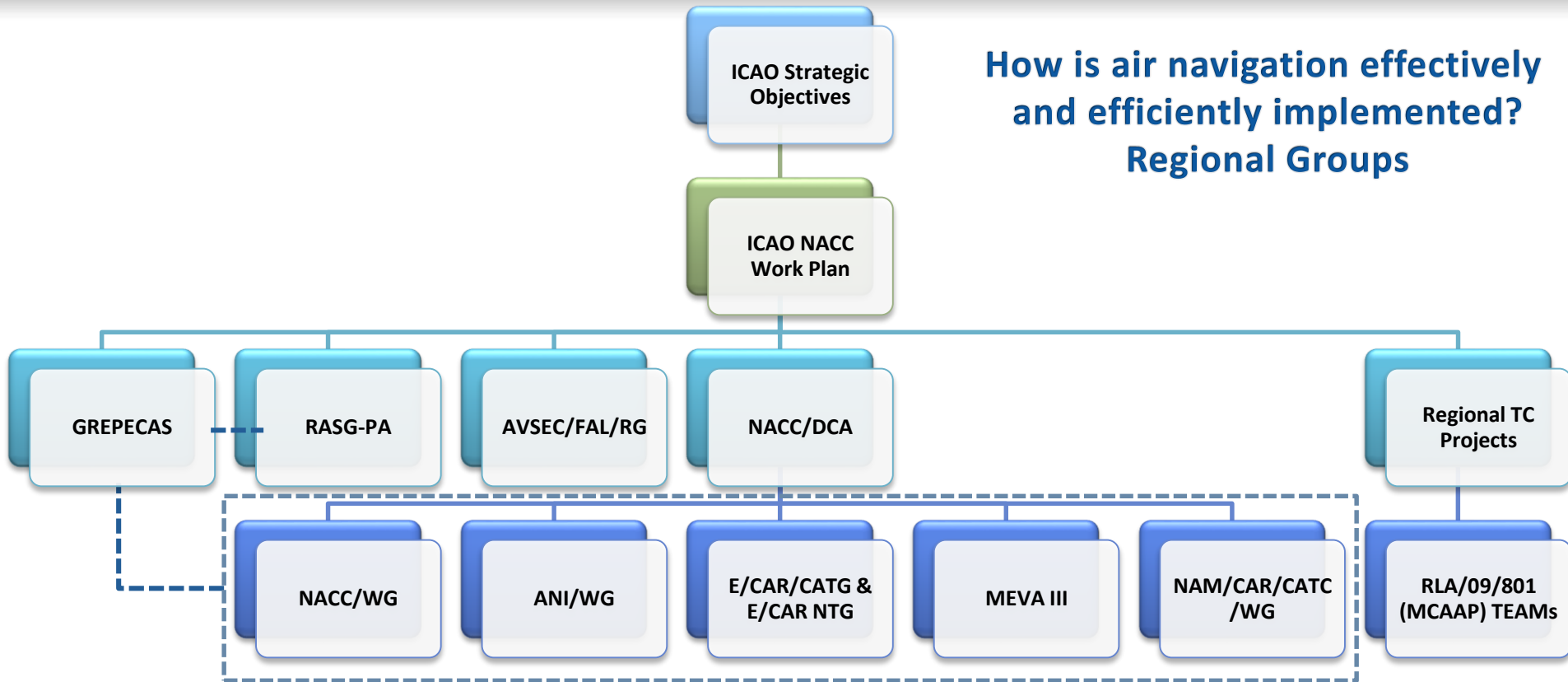
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## How is air navigation effectively and efficiently implemented? Regional Groups





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# NAM/CAR Regional Challenges

**Traffic growth and  
inability of States to  
support the growth**

**Demand for skilled  
aviation personnel**

**State diversities,  
sovereignty,  
languages and  
cultures**

**Infrastructure  
deficiencies**

**Lack of Resources  
within the Member  
States and the  
Regional Office**

**Political will and  
State budget  
allocations**



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# Solutions

Commitment to  
implement NCLB/  
Support Technical  
Cooperation  
Projects

**MCAAP**

Address individual  
needs through  
implementation of  
measurable,  
tailored State  
Action Plans

Integrating the  
work of the  
Regional Safety  
Oversight  
Organizations  
(RSOOs) within  
the NACC Office  
NCLB Strategy and  
within joint RSOO  
collaboration

“Champion State”  
Concept

Third Party  
Funding (Banks,  
ICAO, etc., ...)





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# Regional challenges → Regional solutions

## Potential Regional Projects

Safety Oversight  
Improvements with  
Regional Organizations

Regional Accident and  
Incident Organization  
(RAIO)

Joint NACC-State  
Aerodrome  
certification  
Programme

Regional Air Navigation  
Implementations:  
situational awareness/  
Automatic dependent  
surveillance –  
broadcast (ADS-B)



## Solutions

Sub-regional development and implementation Model of the Integrated Aeronautical Information Packaging System (IAIP) and Quality Management System for AIM (QMS-AIM) in:



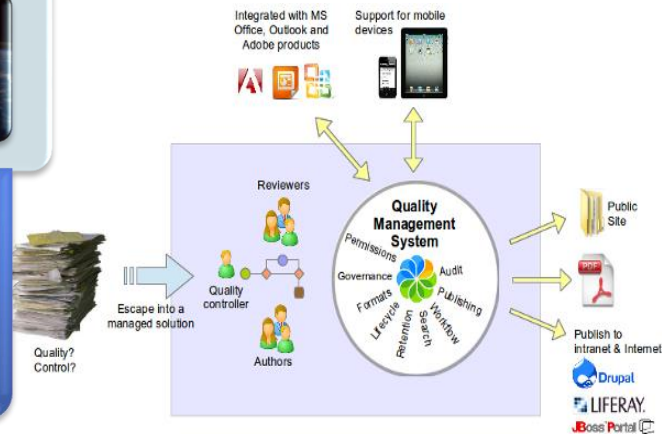
Central America  
by COCESNA



Dutch Caribbean  
by Curaçao



Eastern Caribbean  
States and  
Territories by  
Trinidad & Tobago





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