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# NACC Regional Office: Air Navigation Implementation Programme

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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 Lucia
-  **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**

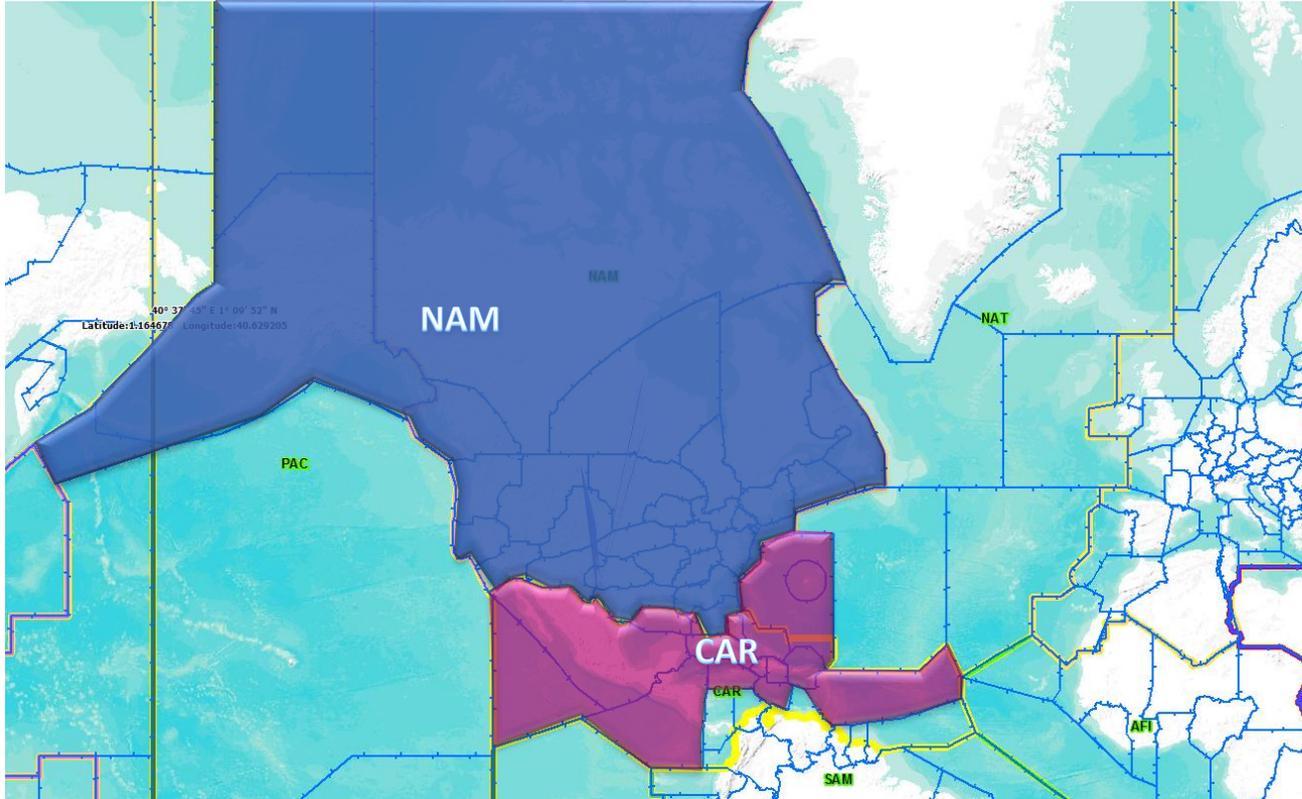
 **26 Civil Aviation Authorities (CAAs)**

 **44 Flight Information Regions (FIRs)**



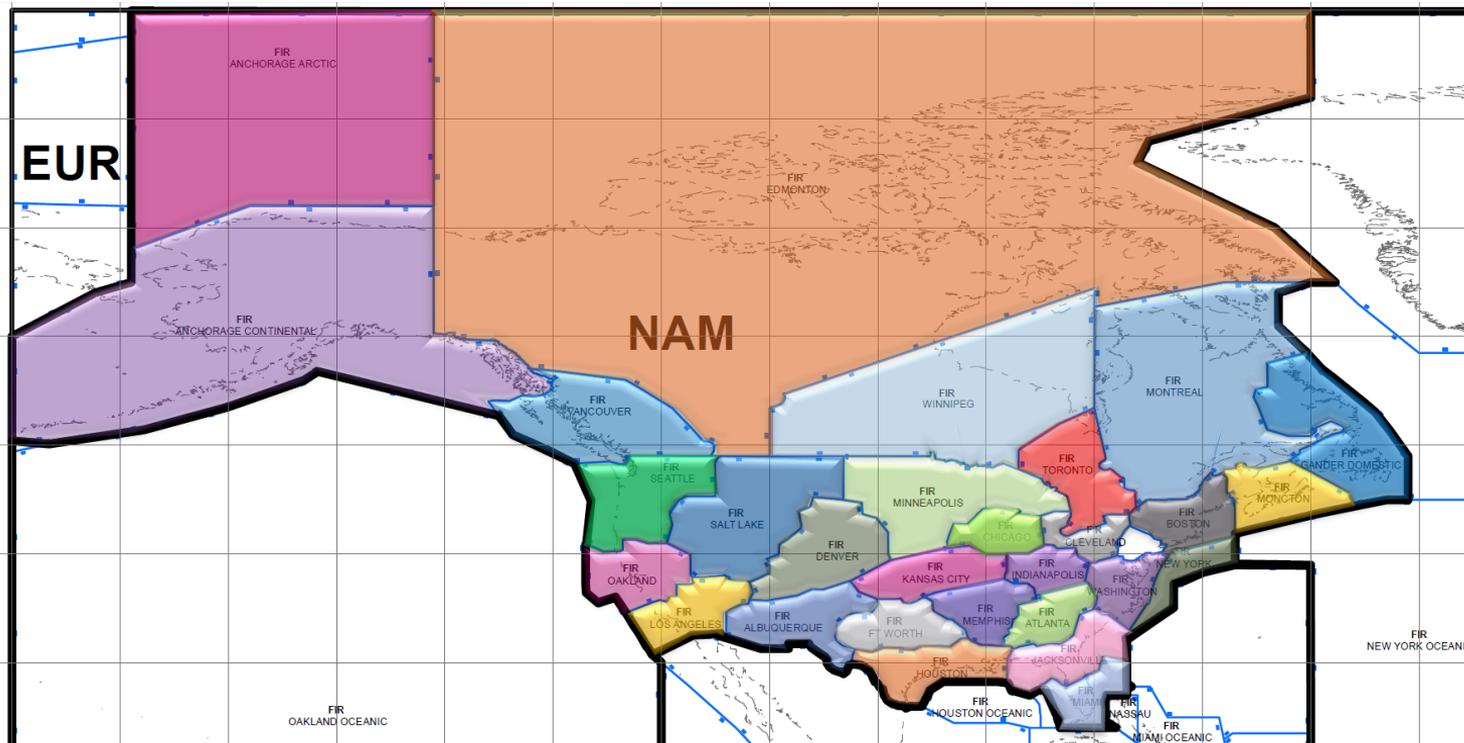
# 44 NAM/CAR Flight Information Regions (FIRs)

- ✈ **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



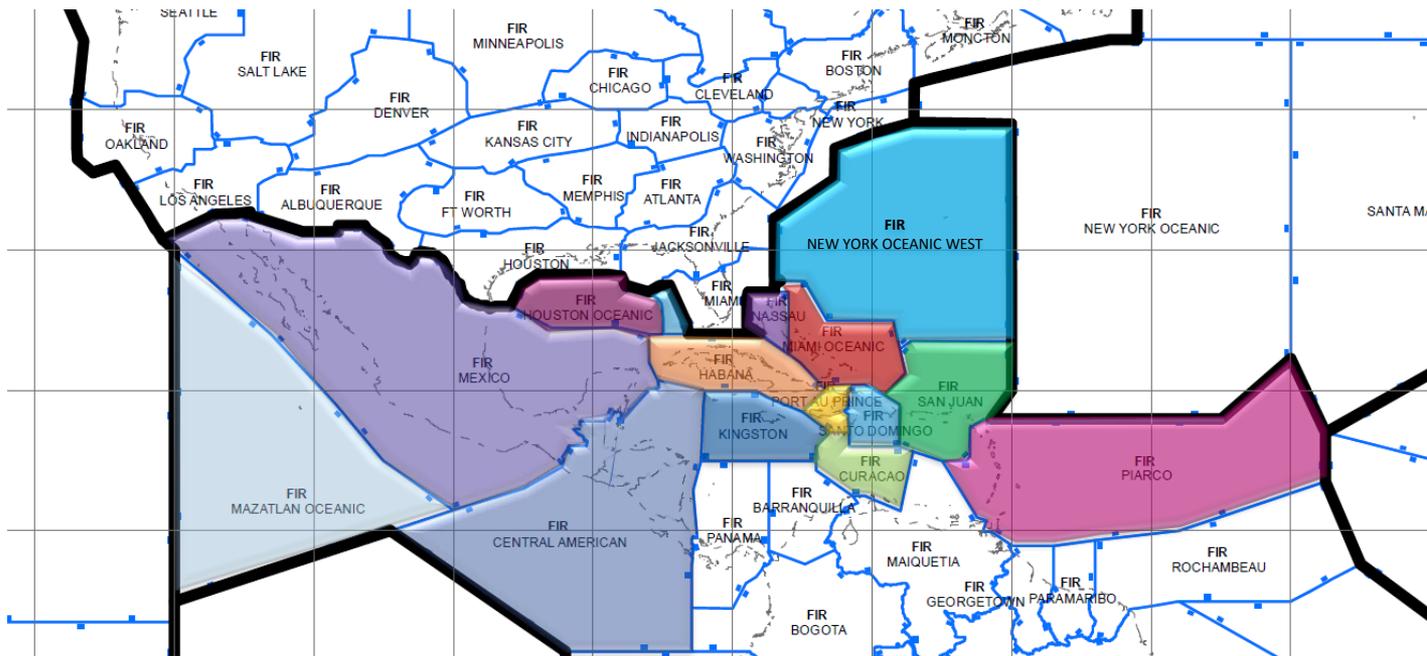
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# 15 CAR FIRs



- 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



# 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:

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

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

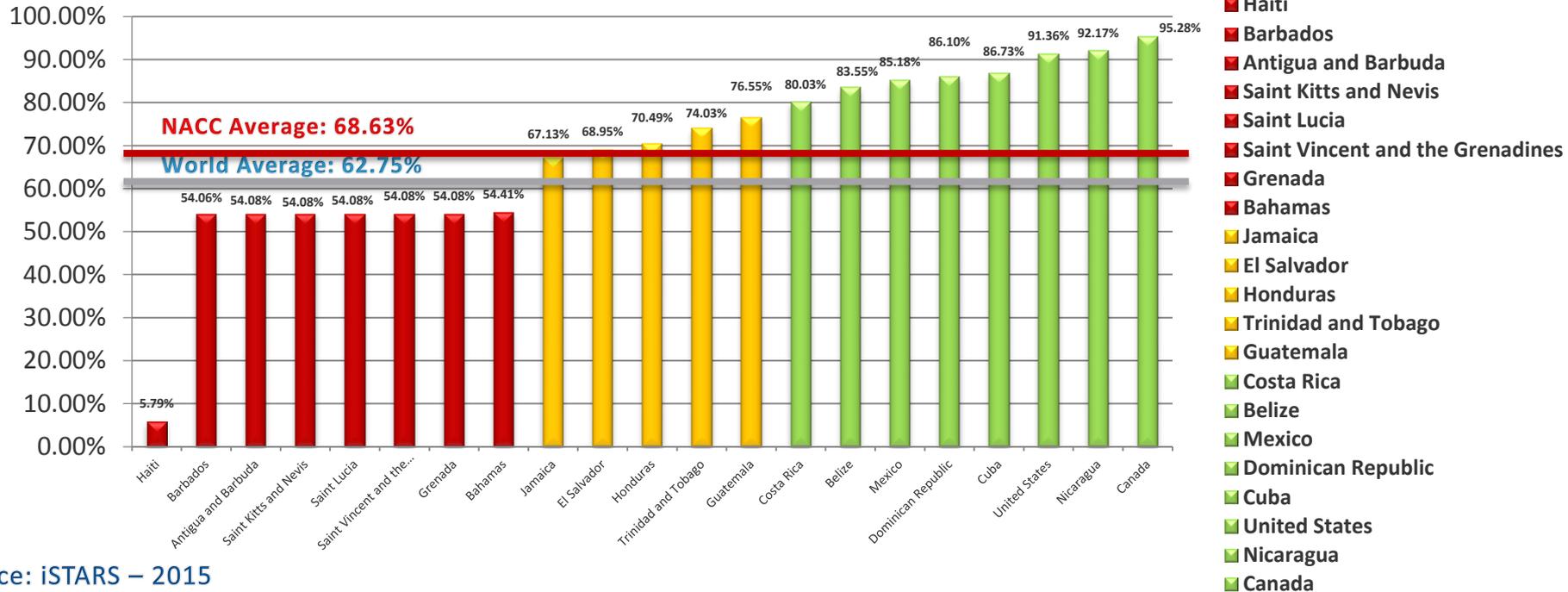
$80\% < EI\% \leq 100\%$



## USOAP Effective Implementation (EI)

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

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

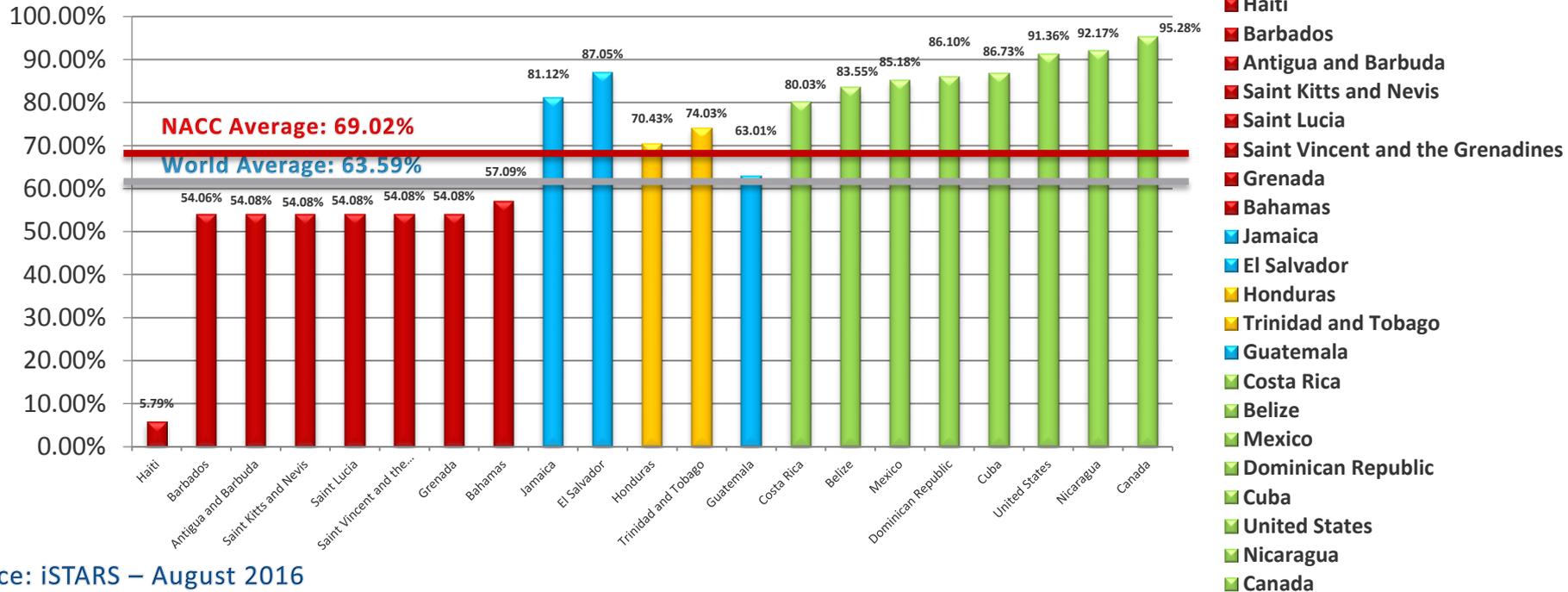




## USOAP Effective Implementation (EI)

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

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





## 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**



# 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**



## 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)

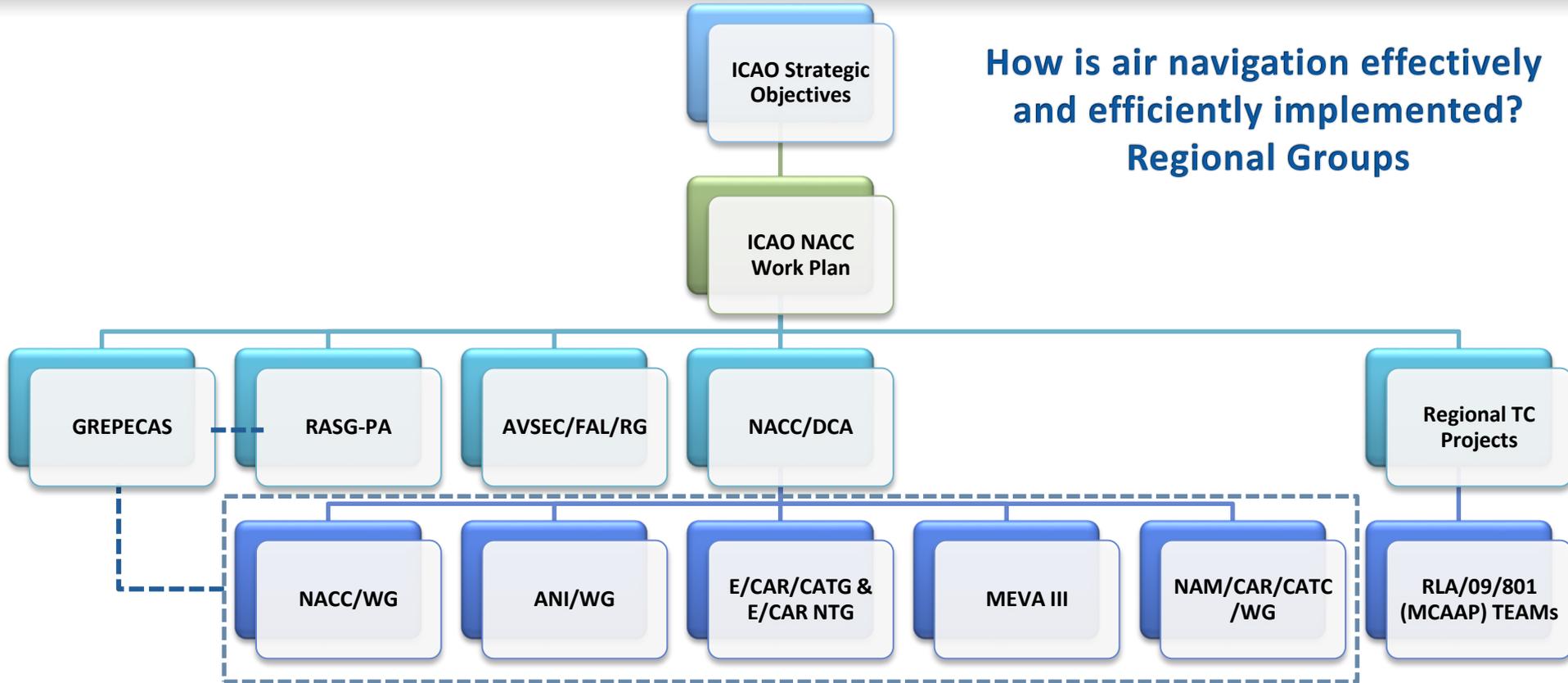
Collaborative decision-making process with States and International Organizations: IATA, CANSO, ACI, etc.

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)



## 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:



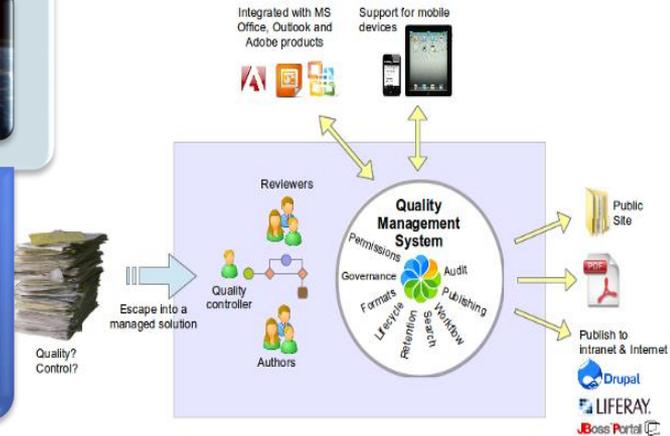
Central America  
by COCESNA



Dutch Caribbean  
by Curaçao



Eastern Caribbean  
States and  
Territories by  
Trinidad & Tobago





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Central African  
(WACAF) Office  
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