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INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

Module 3 - Table PMP III-1 – Strengths, weakness, opportunities and threats in the CAR/SAM

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Table PMP III-1 – Strengths, weakness, opportunities and threats in the CAR/SAM Region

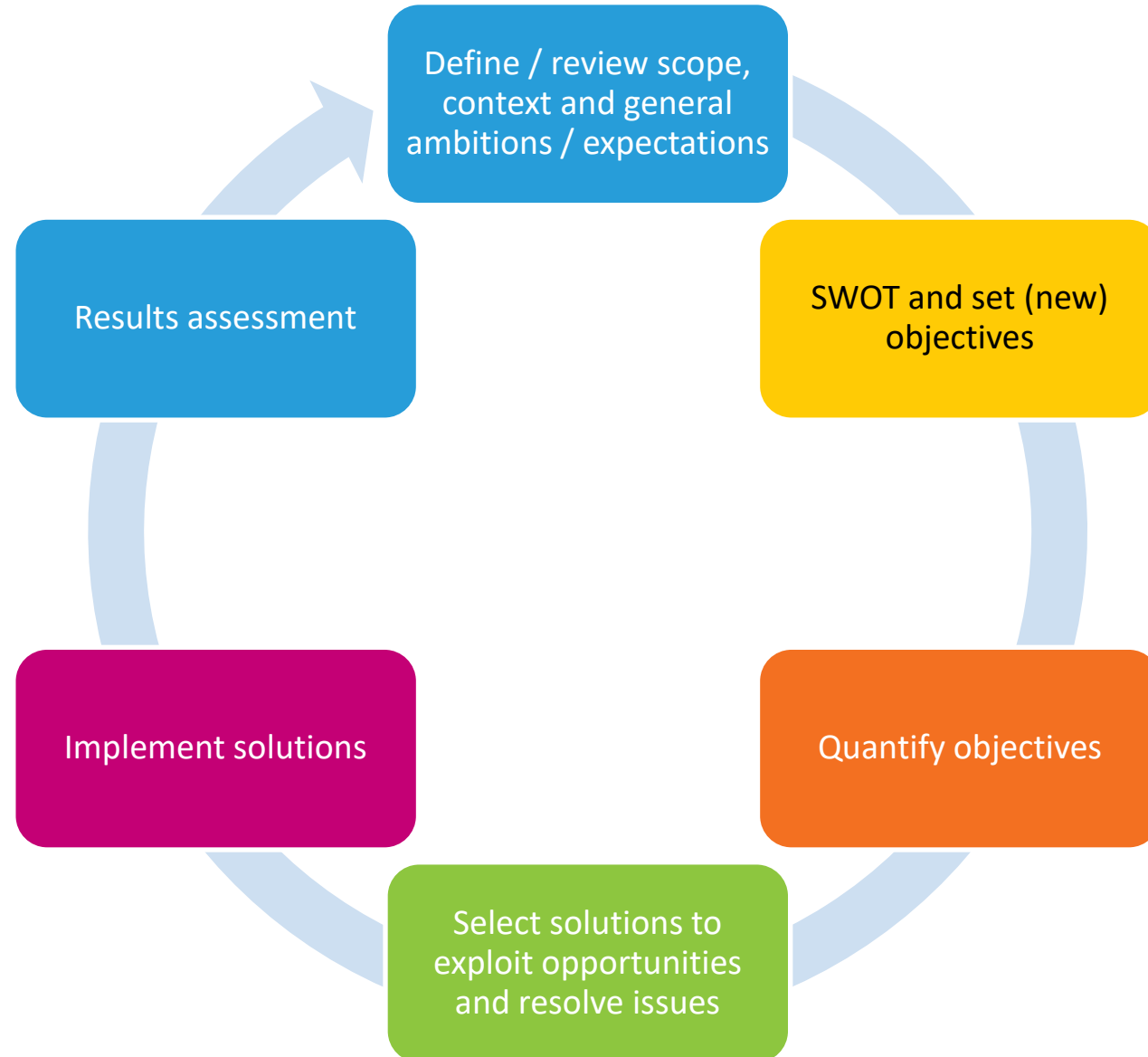
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OBJECTIVE



- The objective of this Module is for participants to recognize the content of this table, and understand its importance within the context of six-step planning.



Background



Virtual workshop for the preparation of Volume III of the CAR/SAM ANP for the CAR Region (CAR/SAM/ANP-VOLIII)
Online, February 14 -18, 2022



Meeting/Workshop Comments from industry and International Organizations on Vol. III of the ANP CAR/SAM
Online, March 22, 2022



CAR/SAM Regional Workshop for the Preparation of Vol. III of the CAR/SAM ANP
Online, May 9 - 12, 2022



Work of the Secretariat for the consolidation of comments and preparation of the initial version of Vol. III of the CAR/SAM ANP

Table PMP III-1 – Strengths, weakness, opportunities and threads in the CAR/SAM Region

(1) STRENGTHS

- National Plans aligned with global plans and supporting regional implementation
- Industry maturity and operating models (airlines, airports)
- Potential human resources available
- Robust regional infrastructure, implementation experience and harmonized services
- Regional Integration and Harmonization with Horizontal Cooperation Mechanisms

(2) WEAKNESS

- Gaps in plan implementation (ANS, CNS, Technology, Training, budgets)
- Limited human talent management policies (hiring, training and retention of sufficient and competent human resources)
- Difficulty in institutional communication, collaboration and alignment between CAR and SAM.
- Different levels of maturity in the implementation of ANS and airport management models.
- Weak alignment and little communication between global plans (GANP, GASP, GASEP).
- Language and cultural barriers between regions. Lack of timely publication of ICAO Documents in all official languages

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(3) OPPORTUNITIES

- Greater collaboration in Technology, ICAO Technical Cooperation, innovation-research-development (I+R+D), multilateral financing, training/joint virtual meetings.
- Trend towards the automation of processes and services with a focus on innovation, sustainability and harmonization
- The low transitory demand allows improving activities, focusing on innovation and better preparation to generate resilience (administration, procedures, ATM, etc.).
- Timely availability of ICAO technical documentation in the official languages. New GANP - ASBU four layers and indicators.
- Put civil aviation as a development engine on the State and Regional agenda.

(4) THREATS

- Slow industry/airline recovery (> 2024). Reorganization of the aeronautical market, competition for markets.
- Changes in passenger behavior
- Negative impact on aviation due to political, environmental or economic changes (fuel, etc.)
- New disruptions that may negatively affect aviation (natural disasters, climate change, outbreaks, war/conflict, cyber attacks, economic downturn)

Comments



- 1. Is the content of the SWOT still valid?**
- 2. What has changed?**
- 3. According to the current context, does it warrant recommending that GREPECAS review the content of the SWOT?**
- 4. Are current objectives affected? (question for final recommendations)**
- 5. What should be the SWOT verification period?**



Thank You!