SAFE SKIES.
SUSTAINABLE FUTURE.

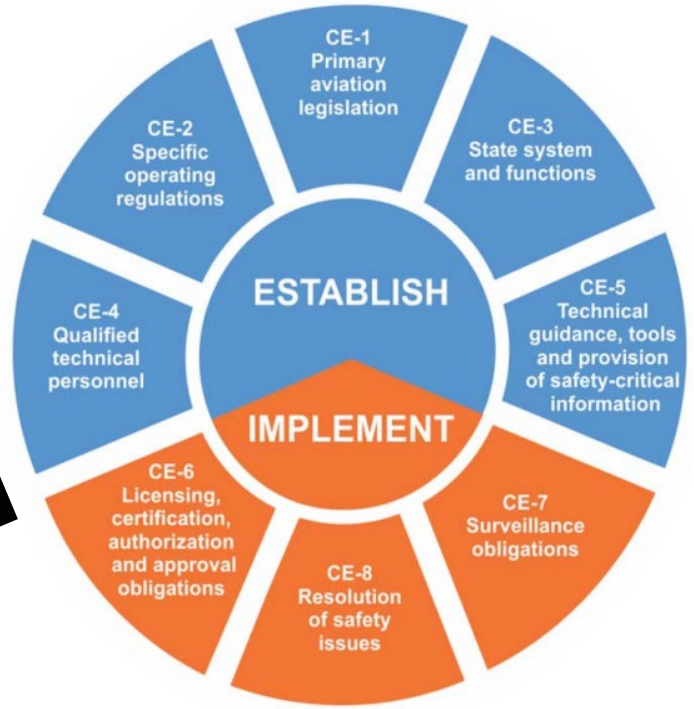
Twelfth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/12)

P/03 Agenda Item 4 Working Session

Presented by the Secretariat

Overview Status of NACC USOAP-CMA and USAP-CMA Implementation

USOAP-CMA State safety indicators



- USOAP-CMA is composed by 790 Protocol Questions (PQs)
- USOAP CMA covers eight technical areas and
- Addressed in accordance with the eight critical elements
- Evaluating the capacity of the state to comply with its responsibilities in accordance with the ICAO SARPs

AUDIT AREAS	NUMBER OF PQS
PRIMARY AVIATION LEGISLATION AND CIVIL AVIATION REGULATIONS	23
CIVIL AVIATION ORGANIZATION	13
PERSONNEL LICENSING AND TRAINING	93
AIRCRAFT OPERATIONS	126
AIRWORTHINESS OF AIRCRAFT	186
AIR NAVIGATION SERVICES	122
AERODROMES AND GROUND AIDS	143
AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION	84
TOTAL PQS	790

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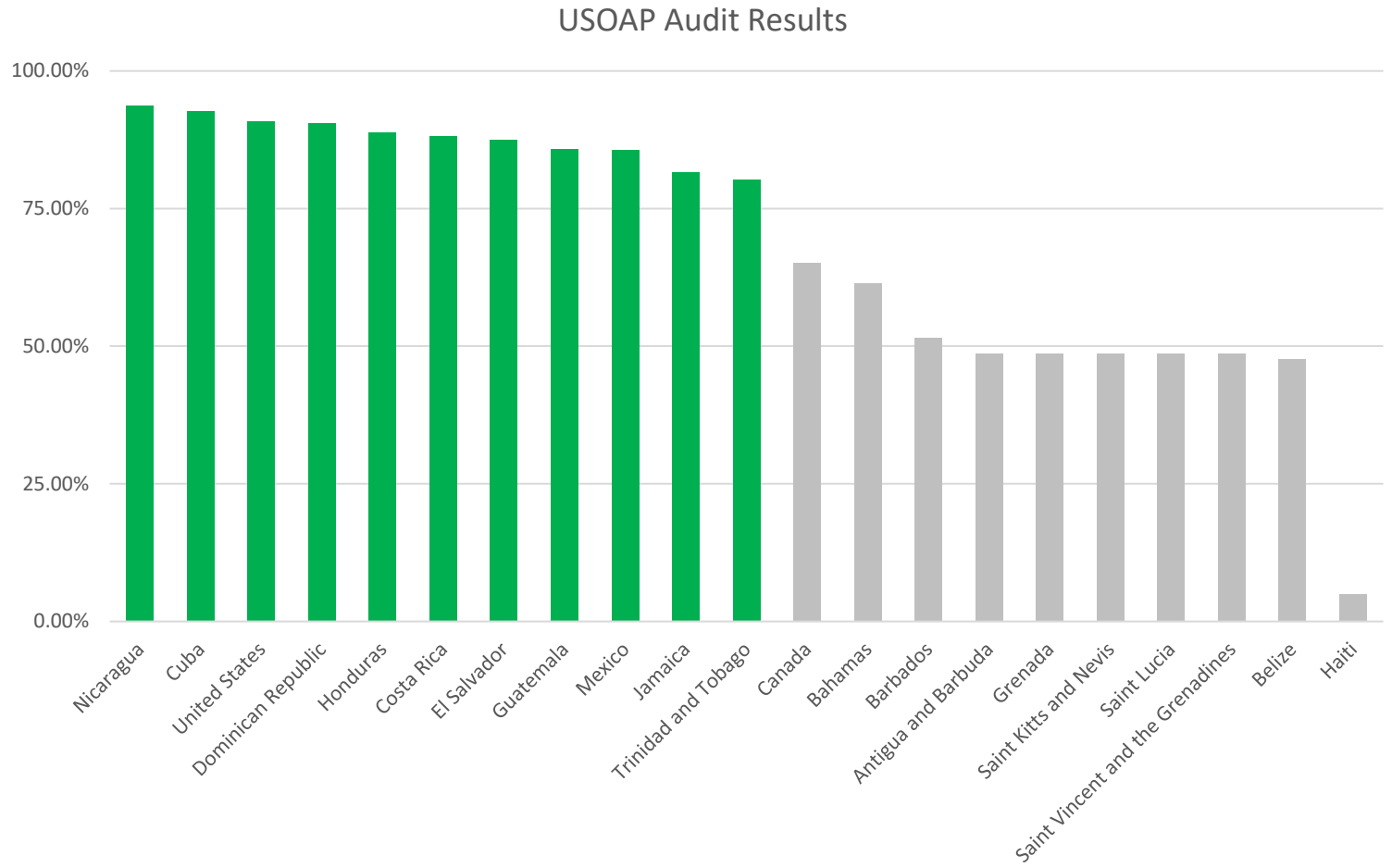
USOAP-CMA state safety Indicators

The USOAP CMA audits cover the complete set of safety-related ICAO Annexes to ensure comprehensive oversight and compliance with international civil aviation standards. The audits encompass all the following Annexes:

Annex 1 - Personnel Licensing
Annex 2 - Rules of the Air
Annex 3 - Meteorological Service for International Air Navigation
Annex 4 - Aeronautical Charts
Annex 5 - Units of Measurement to be Used in Air and Ground Operations
Annex 6 - Operation of Aircraft
Annex 7 - Aircraft Nationality and Registration Marks
Annex 8 - Airworthiness of Aircraft
Annex 10 - Aeronautical Telecommunications
Annex 11 - Air Traffic Services
Annex 12 - Search and Rescue
Annex 13 - Aircraft Accident and Incident Investigation
Annex 14 - Aerodromes
Annex 15 - Aeronautical Information Services
Annex 16 - Environmental Protection
Annex 18 - The Safe Transport of Dangerous Goods by Air
Annex 19 - Safety Management

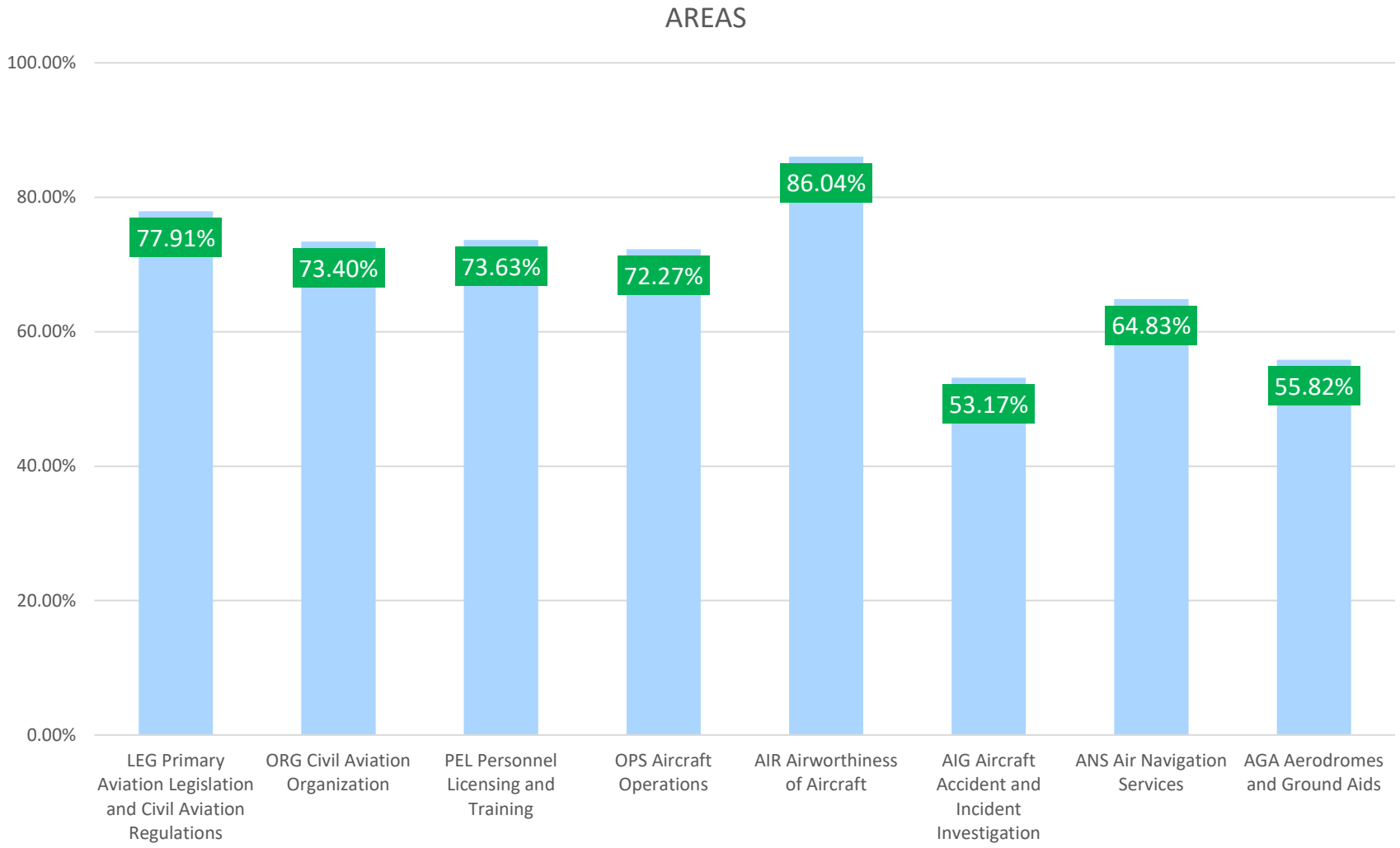
USOAP-CMA RESULTS

Nicaragua	93.62%
Cuba	92.72%
United States	90.91%
Dominican Republic	90.53%
Honduras	88.84%
Costa Rica	88.17%
El Salvador	87.57%
Guatemala	85.74%
Mexico	85.67%
Jamaica	81.51%
Trinidad and Tobago	80.21%
Canada	65.10%
Bahamas	61.37%
Barbados	51.61%
Antigua and Barbuda	48.72%
Grenada	48.72%
Saint Kitts and Nevis	48.72%
Saint Lucia	48.72%
Saint Vincent and the Grenadines	48.72%
Belize	47.64%
Haiti	4.96%



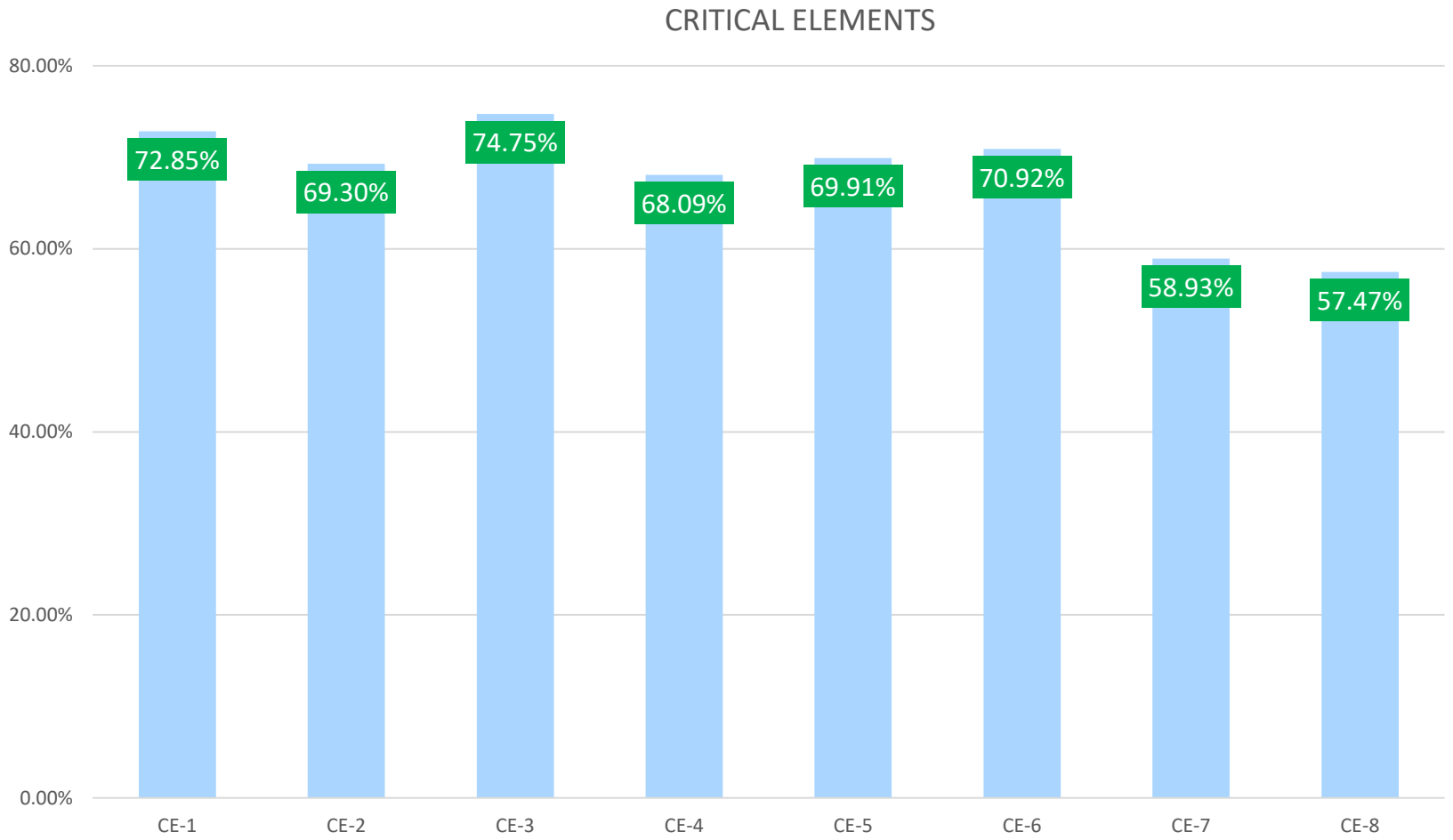
The current USOAP score (Group Satisfactory /(Group Satisfactory + Group Unsatisfactory)) for States in NACC is 68.56% which is below the world EI 69.05%.

USOAP-CMA RESULTS

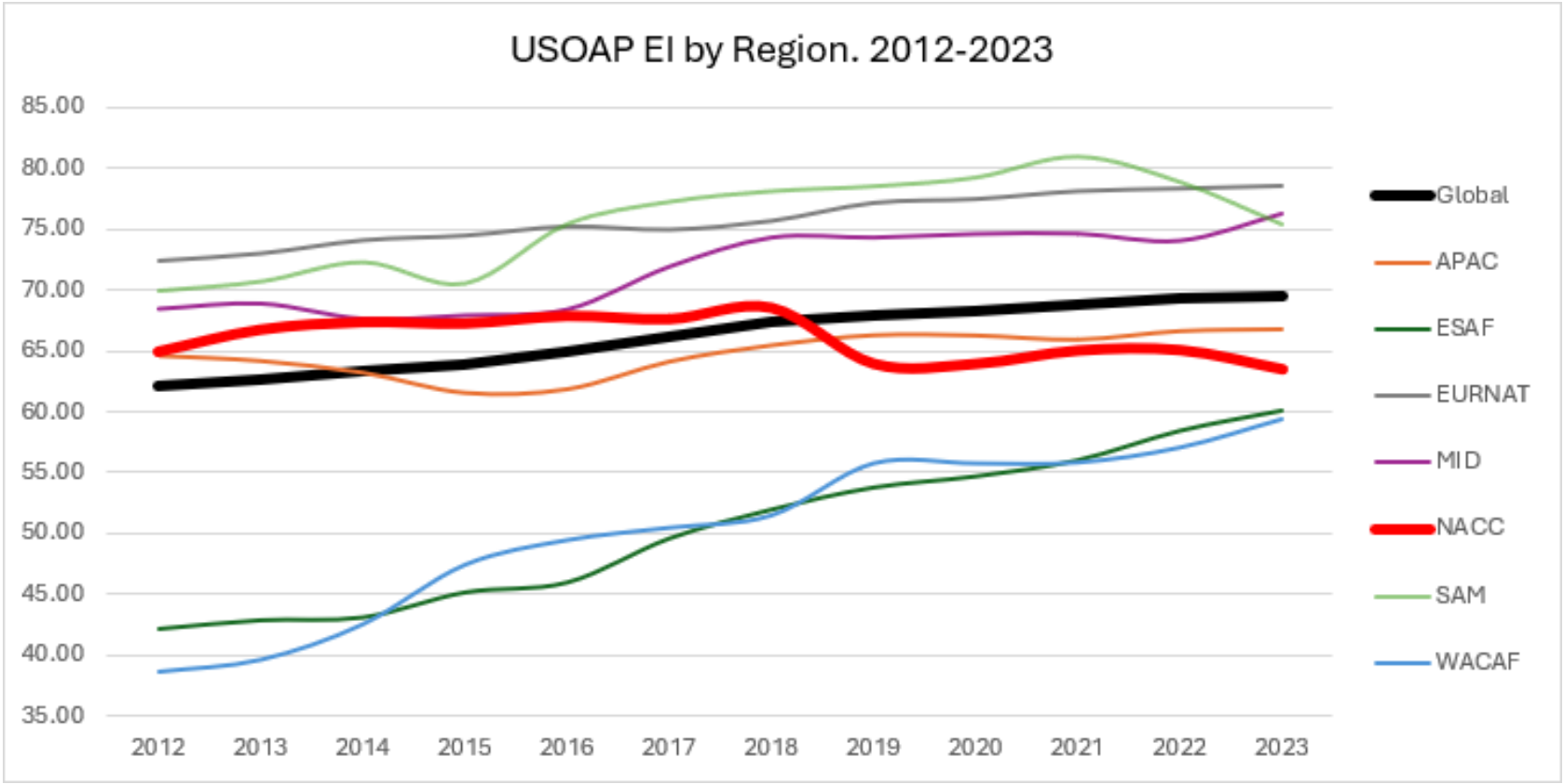


According to USOAP, the lower EI by technical areas are AIG, ANS and AGA.

USOAP-CMA RESULTS



According to the graphics, the lower EI by critical area are CE 4, 7 and 8.

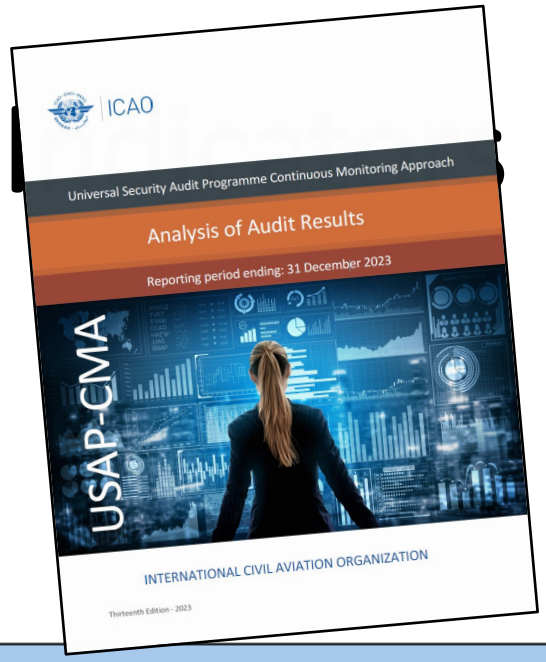


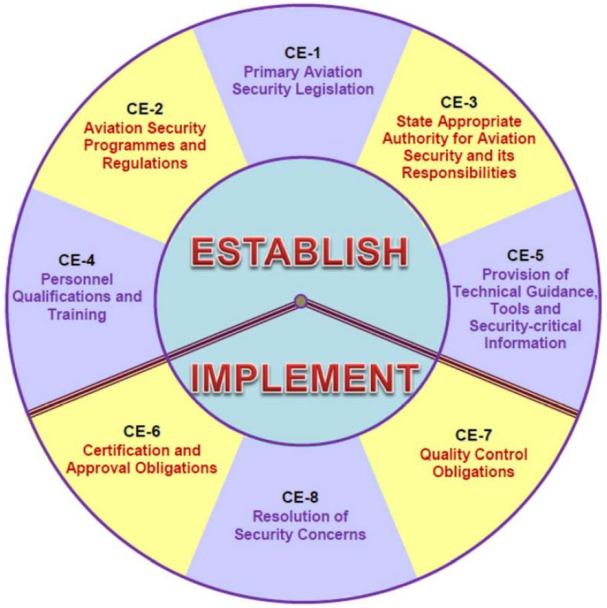
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Global	62.10	62.69	63.35	63.88	64.98	66.16	67.36	67.98	68.26	68.83	69.26	69.47
APAC	64.55	64.12	63.16	61.50	61.80	64.07	65.41	66.24	66.22	65.88	66.58	66.73
ESAF	42.20	42.91	43.14	45.18	45.99	49.58	51.94	53.74	54.65	55.97	58.37	60.02
EURNAT	72.36	72.97	74.07	74.46	75.22	74.95	75.68	77.18	77.50	78.16	78.38	78.60
MID	68.46	68.90	67.64	67.92	68.41	71.96	74.38	74.38	74.68	74.71	74.12	76.36
NACC	64.90	66.69	67.31	67.20	67.81	67.55	68.47	63.92	63.92	65.00	65.03	63.47
SAM	69.95	70.71	72.29	70.55	75.42	77.24	78.11	78.51	79.23	80.94	78.87	75.40
WACAF	38.56	39.55	42.48	47.38	49.41	50.43	51.45	55.74	55.74	55.81	57.04	59.38

The possible root causes behind the deficiencies are systematic and may be grouped as follows:

- Lack of an effective system to update the legal framework and regulations
- Lack of technical personnel
- Lack of an appropriate and compliant training program
- Based on the previous problems the certification processes, surveillance and resolution of safety issues are strongly affected

USAP-CMA Global

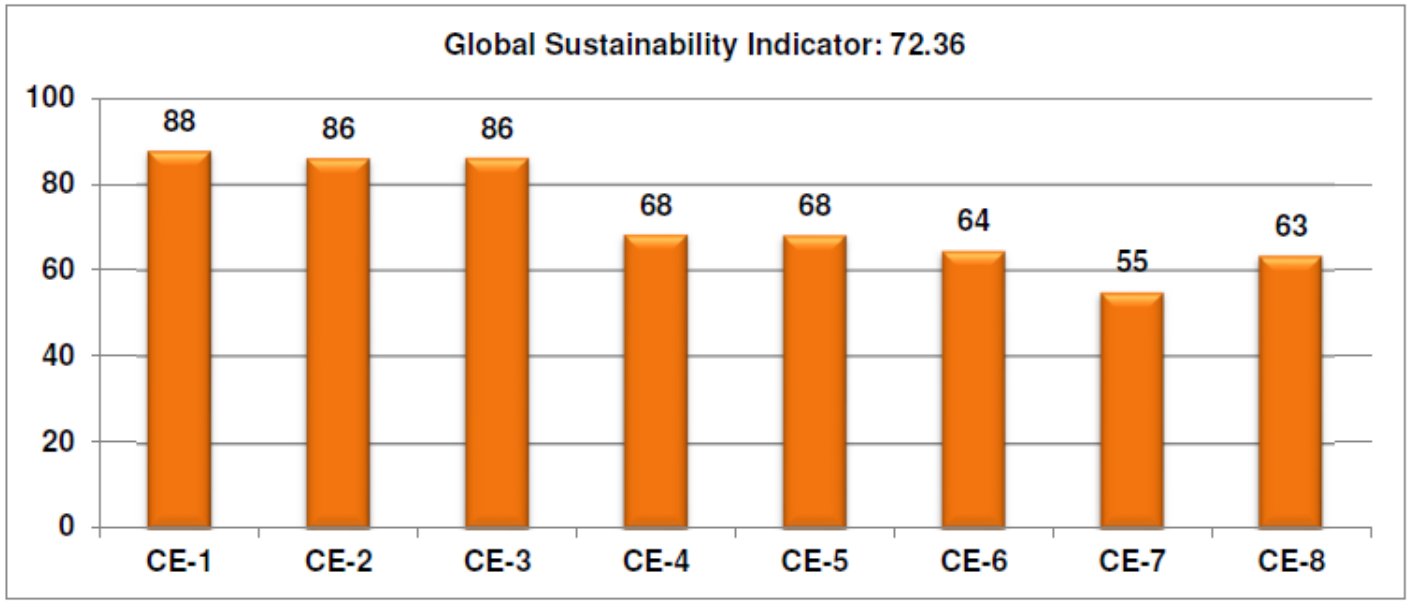




- In USAP-CMA, there are 498 PQs
- Address Amendment 18 to Annex 17
- Address security-related Standards of Amendment 29 to Annex 9
- Global and Regional data extracted from the Analysis of Audit Results (31 December 2023)

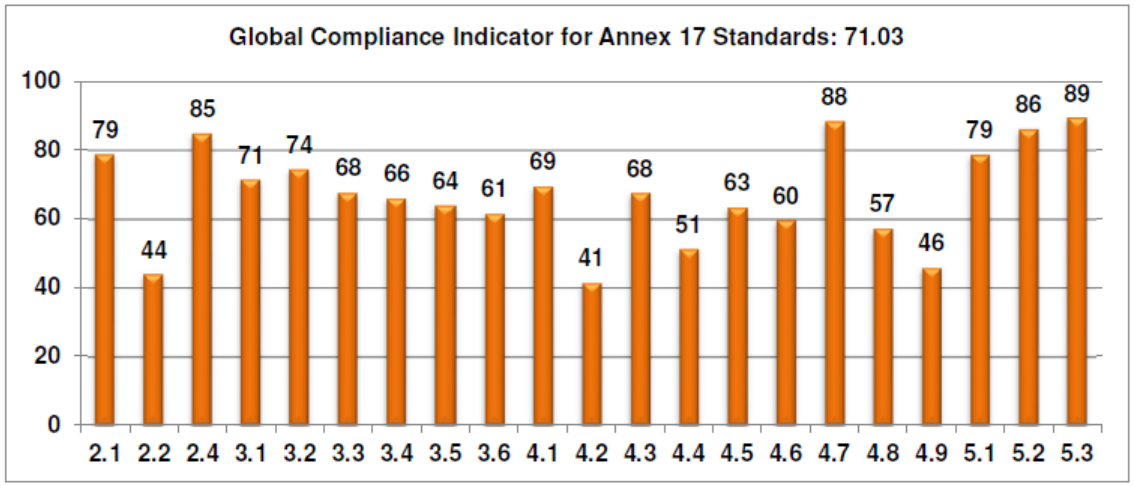
Audit Area	Nr of PQs
LEG: Regulatory Framework and the National Civil Aviation Security System	73
TRG: Training of Aviation Security Personnel	47
QCF: Quality Control Functions	64
OPS: Airport Operations	76
IFS: Aircraft and In-flight Security	57
PAX: Passenger and Baggage Security	49
CGO: Cargo, Catering and Mail Security	49
AUI: Response to Acts of Unlawful Interference	53
FAL: Security Aspects of Facilitation	30
Total number of PQs	498

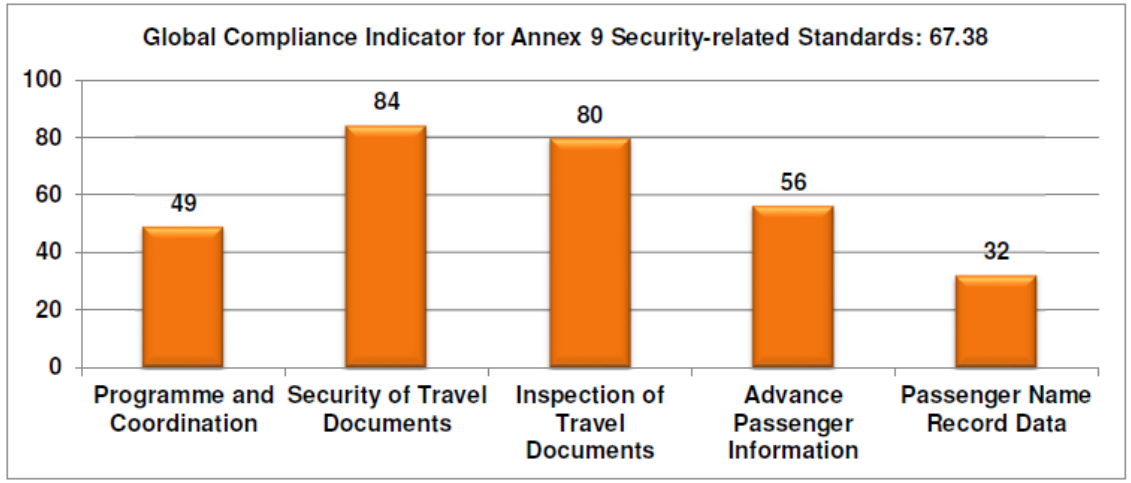
USAP-CMA Global Indicators



The areas with lower level of effective implementation are:

- Training of AVSEC personnel
- Provision of technical guidance
- Certification and approval obligations
- Quality Control Obligations
- Operational implementation





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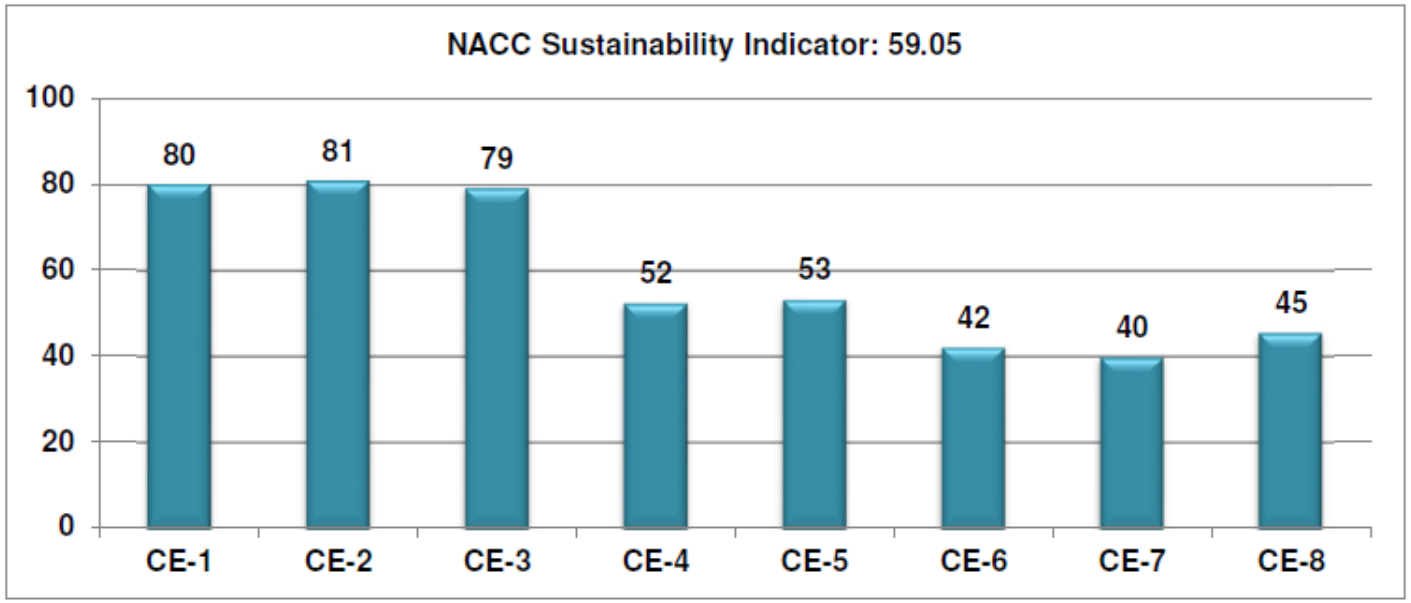
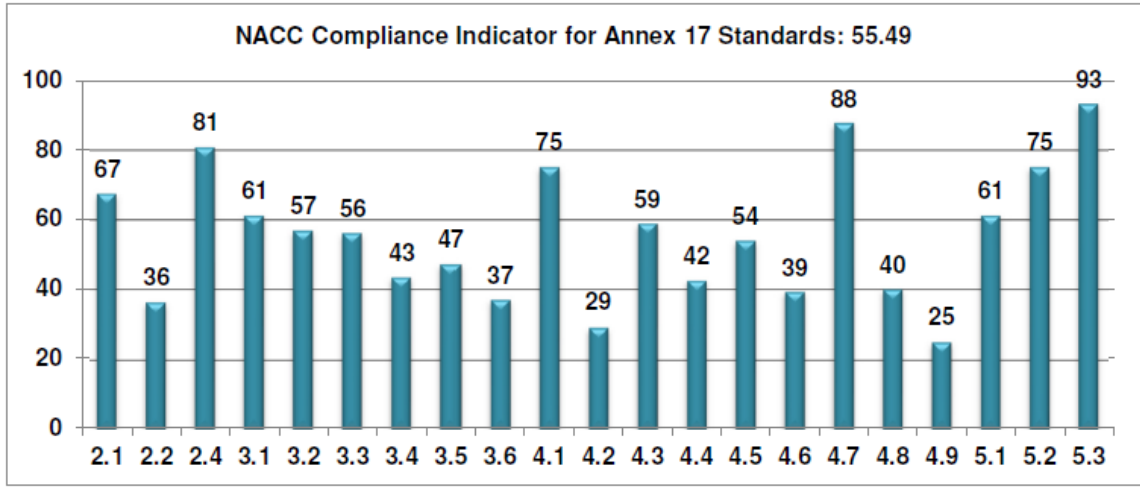
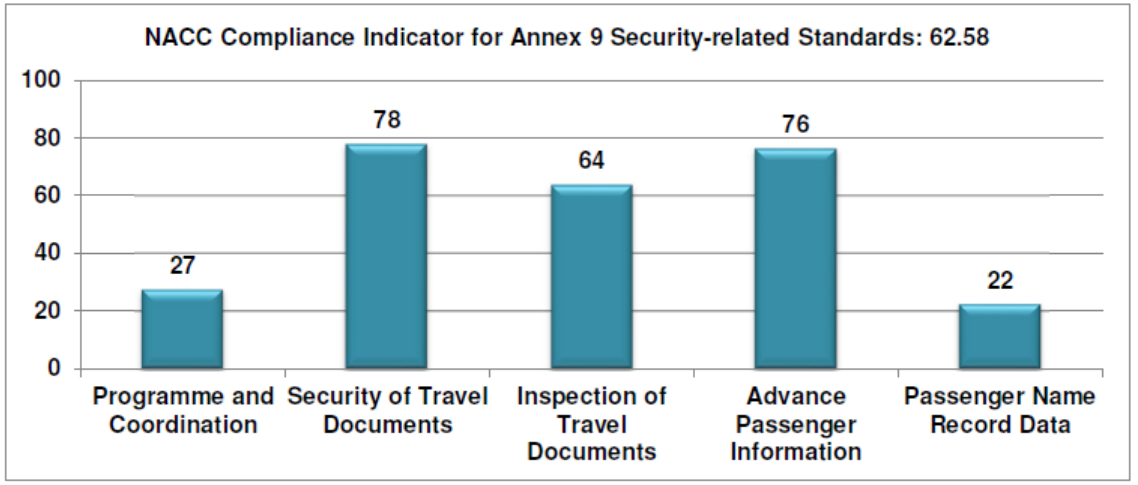
USAP-CMA Global Indicators



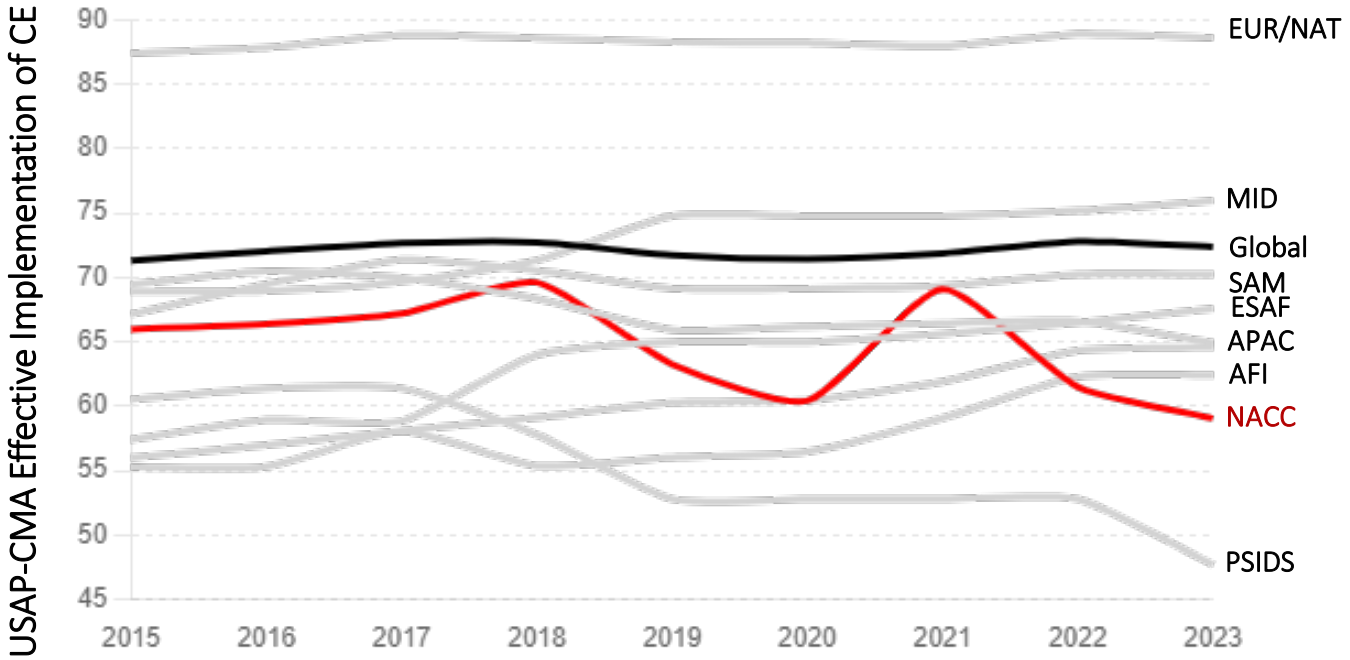
- NACC USAP-CMA results replicates global results but with slightly lower Effective Implementation
- The NAM-CAR States received in 2023 a total of 4 USAP-CMA audits and none of the States was able to improve previous results





Under USAP: Global and Regional Trend

After the COVID-19 pandemic, the NACC Region is experiencing a decay in the level of Effective Implementation of Critical Elements



	2015	2016	2017	2018	2019	2020	2021	2022	2023
Global	71.27	72.02	72.64	72.70	71.70	71.40	71.86	72.77	72.36
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ESAF	57.41	58.93	58.84	63.98	64.98	64.98	65.61	66.46	67.55
EUR/NAT	87.37	87.83	88.79	88.55	88.25	88.18	87.93	88.86	88.57
MID	68.91	68.92	69.64	71.30	74.75	74.75	74.75	75.15	75.92
NACC	65.96	66.37	67.18	69.60	63.25	60.42	69.07	61.48	59.05
SAM	67.13	69.45	71.35	70.52	69.12	69.12	69.33	70.21	70.21
WACAF	55.25	55.30	58.06	55.36	56.01	56.46	59.06	62.29	62.41
AFI	56.01	56.96	58.09	59.11	60.25	60.45	61.90	64.31	64.59
PSIDS	60.51	61.37	61.37	57.78	52.78	52.78	52.78	52.78	47.70

What are the Possible Root Causes behind the deficiencies detected in USAP-CMA audits in the NACC Region?

- **National requirements –** Are national requirements clearly established?
- **Responsibilities –** Are operational responsibilities clearly established (are there gaps or duplication)?
- **Training –** Are the training requirements or operational training programmes ensuring the right competencies are being acquired by those implementing the security measures?
- **Guidance material –** Is national guidance sufficiently clear (from the operator's perspective to know for sure how to comply?)
- **Local oversight –** Are shift supervisors correcting deficiencies when they occur?
- **National oversight –** Is the national oversight mechanism detecting the deficiencies?
- **Lack of national enforcement power to require compliance –** Are identified deficiencies within the State corrected by the operator within a reasonable timeframe, or do deficiencies endure without the national authority being able to effectively compel change?
- **Lack of political will to support AVSEC needs –** Is the aviation security framework adequately resourced to accomplish its functions?

Thank You!

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