NACC/DCA/12 — WP/05
26/06/24

Twelfth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/12)
Placencia, Belize, 9-11 July 2024

Agenda Item 5:   **Toward More Effective Implementation Support**

SAFETY IMPLEMENTATION UPDATES- (RASG-PA, WORKING GROUPS, PROJECTS AND INITIATIVES)

(Presented by Secretariat)

EXECUTIVE SUMMARY	
This paper provides an update on RASG-PA activities and summarizes the assistance provided by ICAO to the NACC States through the different projects and initiatives during the last year.	
Action:	Presented in Section 4.
Strategic Objectives:	• Safety
References:	• Doc 10004 - Global Aviation Safety Plan (GASP) • Doc 9859 – Safety Management Manual • Doc 9734 – Safety Oversight Manual • Report of the 39th Meeting of the RASG-PA Executive Steering Committee (ESC/39) • Technical Cooperation Bureau Projects Report • RLA09801 Multi-Regional Civil Aviation Assistance Programme (MCAAP) approved activities • NACC Project Documents

1   **Introduction**

1.1   Regarding implementation in the area of aviation safety, the support extended by the NACC Regional Office (RO) to States in the CAR region is provided both directly, through the Office's projects and initiatives, and through the Regional Aviation Safety Group – Pan America (RASG-PA).

1.2   Each one of them supports specific ICAO requirements (Annex 19, GASP, Doc 9734, Annex 13, among others). With the almost complete recovery of air operations after the pandemic, the NACC RO has continued updating its projects.

2. **Safety implementation by RASG-PA activities**

2.1 The assistance provided by the NACC Office through RASG-PA is detailed in the RASG-PA information paper ESC/39 — IP/04 (**Appendix**). This IP was presented by the Secretariat at the Thirty-Ninth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (ESC/39), held in Mexico City, 29 & 30 May 2024. From these activities States are encouraged to:

a) Use and promote the safety advisories
b) Implement CSTs to strengthening Safety operational data analysis and mitigations
c) Actively participate in PA-RAST activities
d) Support RASG-PA approved projects

3. **Status of Implementation of NACC Projects and Initiatives**

The NACC RO has dedicated substantial effort to directly supporting States, having developed and continued the following projects and initiatives in the area of safety.

3.1 *STATE SAFETY PROGRAMME (SSP) WORKING GROUPs (WG)*

3.1.1 The NACC RO has established the SSP Working Groups (WG) for English and Spanish speaking States; however, both groups continue facing challenges finding availability of the personnel committed to participate in such tasks Despite of the low assistance of Caribbean states during the last meeting of SSP held in May 2024, it was agreed to adopt specific tasks to join efforts with the SSP implementation project by conforming task forces to accomplish the following activities:

a) Develop a tool to measure the operational safety culture of a State, following ICAO *Safety Management International Collaboration Group (SM ICG) tool.*
b) Develop a document for establishing Safety data collection and processing systems (SDCPS) that contains the minimum elements of an effective system. (*Note: based on the Cuban methodology*)
c) Develop a calculation tool to detect the need for personnel to implement the SSP. (*Note: Rely on the ACSA methodology*)
d) Develop a Workshop for responsible executives and other senior management stakeholders, whose content will look to address the 3 previous points [*a) to c)*].

3.1.2 The RASG-PA has also contributed in the support for implementing SSP, through the allocation of funds for this implementation.

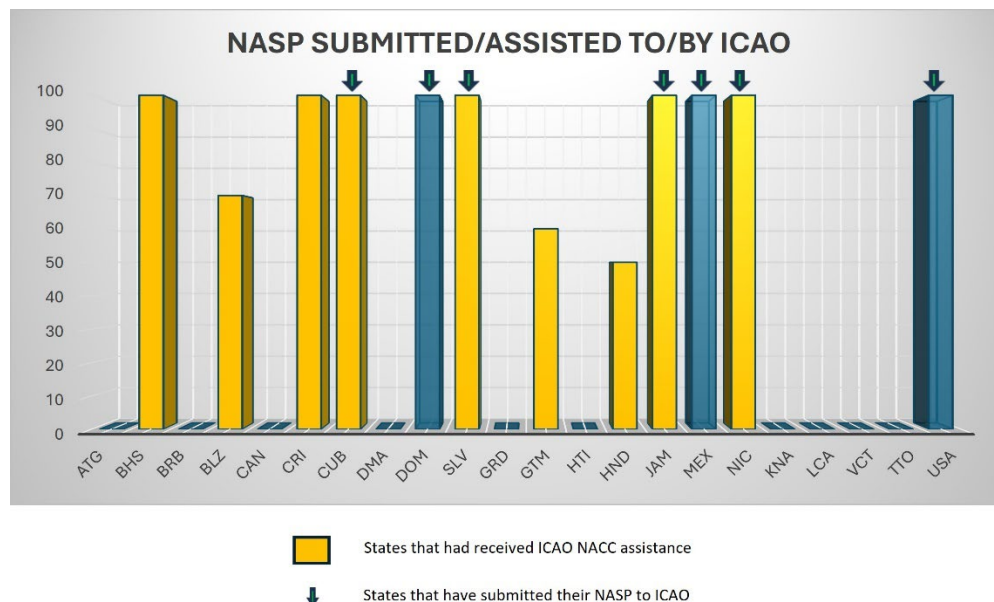*3.2* *NATIONAL AVIATION SAFETY PLAN (NASP) IMPLEMENTATION PROJECT*

3.2.1 The project was developed to assist States on developing their NASP in accordance to the GASP guidance and the alignment to NACC RASP goals and targets. The Project has been initially funded by the United States/Federal Aviation Administration (FAA) and the ICAO RLA09801 Multi-Regional Civil Aviation Assistance Programme (MCAAP).

3.2.2   The Project objective is to ensure, by the provision of the appropriate training and guidance, that the CAR States have the required tools and knowledge to develop their NASPs and have them approved by the end of 2024. This will be achieved in two phases, the first with the Central American States (as per the donor specification) and the second for the Caribbean States.

3.2.3   The NASP Project is about to finish in its Phase 1 of implementation, having completed the following activities:

- Provision of "the ICAO National Aviation Safety Plan", which is a self-paced virtual training course developed by the ICAO Global Aviation Training (GAT) to at least 24 participants from 13 states of the CAR Region.
- Deployment of the two-day workshop to assist the States with a technical review of the NASP preparation guide and the necessary methodologies for its development. The workshop had the participation of 12 States and was held at ICAO NACC RO in Mexico City, in December 2022.
- Deployment of the first four States onsite technical assistance missions, one per State, carried out by one SMEs and the Regional Officer, Safety Implementation from the ICAO NACC RO. The missions were carried out in 2023.
- Execution of the assistance mission to Honduras from 17 to 21 June 2024. Belize and Guatemala are scheduled to receive the assistance in July and August 2024 respectively.
- Virtual assistance and follow-up sessions as required, to be carried out by the SMEs, in coordination with NACC RO and subject to their availability.

3.2.4   A Special Implementation Project (SIP) with the provision of a National Aviation Safety Plan iPack was provided to Jamaica (2023) and Bahamas (second quarter of 2024), which had resulted in the NASP approval and submission to ICAO in the case of Jamaica and the full development of the NASP in the case of Bahamas (pending approval only for the submission to ICAO).

NASP SUBMITTED/ASSISTED TO/BY ICAO

Legend:
- States that had received ICAO NACC assistance
- States that have submitted their NASP to ICAO

3.2.5   The implementation of phase 2 addressing the remaining Caribbean States is pending the availability of funds, estimated in USD $ 25,000.

3.3   NATIONAL CONTINUOUS MONITORING COORDINATORS (NCMC) WORKING GROUPS

3.3.1   Upon the establishment of the English and Spanish speaking groups, the NACC RO has coordinated the accomplishment of the following activities:
- development of a model training programme document for the use the CAR States seeking for an ICAO compliant training programme; and
- improvement of the On-Line Framework (OLF) workshop material in order to enrich the actual material and deploy virtual workshop to all technical personnel within the authorities of our region to ensure the understanding of the system and the scope of the Universal Safety Oversight Audit Programme - Continuous Monitoring Approach (USOAP-CMA) Protocol Questions.

3.3.2   Both materials are being worked by the NCMCs Working Groups and have a 60% progress.

3.4   SAFETY OVERSIGHT SYSTEM (SOS) IMPROVEMENT PROJECT

3.4.1   The objective of the project is to improve the Effective Implementation (EI) of ICAO Standards and Recommended Practices (SARPs) and the safety oversight system in the CAR region States prioritizing those who have not received a full Universal Safety Oversight Audit Programme (USOAP) in the last 6 years or have had a negative International Aviation Safety Assessment (IASA) or EASA Audit, by conducting on-site evaluations to the States of the Region with a group of experts qualified through this project in coordination with the ICAO NACC Safety Implementation Regional Officers.

3.4.2   In addition, the NACC RO is conducting a sampling (10 to 30%) of the self-assessment of our States that are currently conducting such a self-assessment, the results of the sampling are being used as part of the criteria for the election of the States to be furthered measured and to establish the status of the States Safety Oversight System. Up to this point the project has completed the establishment phases including:

- Establishment of the Experts Group.
- Training: The project has provided training to the group of experts and to the inspectors of the authorities, not meeting the criteria, to become experts.
- Development of a Master Document (cross-reference) of the different types of audits: the complete set of Cross-Reference Document Evaluation Tool (CRDETs) are available at https://www.icao.int/NACC/Pages/tf-2023-sos.aspx.
- Establishment of an Operational evaluation programme.
- The project has conducted the following Operational evaluation Missions according to the Work Programme:
   o Costa Rica (80% progress): pending area: OPS
   o Honduras (20% progress) has initiated its evaluation with AIR area, the rest of the areas are pending; and
   o Guatemala is scheduled to initiate its evaluation in the last week of November 2024.

3.5   NACC ACCIDENT AND INCIDENT INVESTIGATION (AIG) TURNKEY PROJECT

3.5.1   The accident and incident investigation area (AIG) is among those with the lowest level of effective implementation (EI) according to data from the USOAP audit programme. Among the main problems encountered are the lack of independence of the investigation, lack of qualified personnel, lack of established and implemented processes and inadequate infrastructure.

3.5.2   For States in which the aviation system is not complex, the adoption of a regional solution through a regional accident investigation organization (RAIO) would undoubtedly be the best option. However, this type of regional approach requires a minimum capacity at the national level, which implies legal and regulatory guarantees and the establishment of a system minimally capable of complying with the main international obligations as signatories to the Chicago Convention.

3.5.3   The objective of the NACC AIG Turnkey Project is to establish an efficient accident investigation system in each State, compatible with the complexity of its aviation system. The project also aims to pave the way for the future adoption of a regional approach (RAIO).

3.5.4   Beneficiary States: The Project was directed to all Central American and Caribbean States. United States and Canada have been supporting the project with funds.

3.5.5   In its first phase, 5 theoretical assistance sessions were held covering all AIG requirements based on the USOAP audit programme protocol questions.

3.5.6   In the second phase, an ICAO NACC team carries out 3 implementation support missions in each voluntary State, covering at a minimum the review of legislation (CE-1 and CE-2), the organizational structure, the suitability of allocated facilities and equipment, and the establishment of procedures. For this phase, partial funds were obtained from the United States (Federal Aviation Administration) to support Central America, and from Canada (Transport Canada) to support Cuba, the Dominican Republic and the Organisation of Eastern Caribbean States (OECS). The Project still needs funds to cover implementation in other Caribbean States.

3.5.7   The table below shows the project implementation status of Phase 2 on this date:

PHASE 2 IMPLEMENTATION STATUS			
STATE	**MISSION 1**	**MISSION 2**	**MISSION 3**
Bahamas	Pending funds	Pending funds	Pending funds
Barbados	Pending State's Notification of Interest	Pending State's Notification of Interest	Pending State's Notification of Interest
Belize	13-17 MAR 2023	27-31 MAR 2023	8-12 MAY 2023
Costa Rica	5-9 JUN 2023	28 AUG-1SEP 2023	11-15DEC 2023
Cuba	14-18AUG 2023	23-27OCT 2023	12-16 FEB 2024
Dominican Republic	24-28JUL 2023	9-13OCT 2023	TBD
El Salvador	Pending State's Notification of Interest	Pending State's Notification of Interest	Pending State's Notification of Interest
Guatemala	Pending State's Notification of Interest	Pending State's Notification of Interest	Pending State's Notification of Interest
Honduras	15-19 APR 2024	TBD	TBD
Haiti	Pending funds	Pending funds	Pending funds
Mexico	Completed along 2023		
OECS	TBD	TBD	TBD
Trinidad and Tobago	Pending funds	Pending funds	Pending funds
Notes:			
1- *Jamaica did not react to the initial invitation to take part in the project; thus, the State did not attend to the assistance sessions of phase 1.*			
2- *Nicaragua did not react on time to the initial invitation to take part in the project; thus, the State only attended (virtually) to one of the assistance sessions of phase 1.*			
3- *The assistance to Mexico does not required travelling; thus, a different scheme was arranged with meetings every 3 weeks in the NACC RO premises.*			

3.5.8   To address the implementation of Phase 2 in the remaining States not already funded, there is an estimated need of additional US $ 97,000.

3.5.9   As a result of the implementation, it is expected an increase int the awareness related to international requirements in AIG in primary legislation, regulation, processes, measures, systems, means, procedures, and training in each participating State.

3.5.10   So far, the implementation of Phase 2 has delivered:
- 6 proposals for amendments to primary legislation.
- 6 proposals for amendments to the AIG regulation.
- 82 procedure proposals.
- 35 recommendations regarding infrastructure, human and financial resources, development of training programmes and training plans, establishment of systems to provide assistance to accident victim families, etc.

3.5.11   It is important to highlight that the effectiveness of the Project depends, almost entirely, on the State's reaction to the adoption of the recommendations made by the NACC Team, including the development of the required documentation.

3.5.12   Additionally, it is desirable that all efforts resulting from assistance are recorded in the Universal Safety Oversight Audit Programme (USOAP) On-line Framework (OLF), facilitating monitoring by ICAO.

3.5.13   Consequently, regarding the continuity of the Project, States are encouraged to:
a) Inform the NACC RO of their interest in receiving the assistance missions or not, if they have not already done so.
b) Insert information regarding the implementation resulting from each assistance mission in the OLF, immediately after the end of the mission.

3.6   FLIGHT SIMULATION TRAINING DEVICE (FSTD) GUIDANCE

3.6.1   During the Tenth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/10), it was decided as per Conclusion NACC/DCA/10/9 to develop a harmonized approval guidance for Simulator/Training Devices, a guidance document for a harmonized approach in assisting the States with regulatory guidance and inspector procedures on how to approve a Flight Simulation Training Device (FSTD).

3.6.2   The current version of Manual of Criteria for the Qualification of Flight Simulation Training Devices - Volume I - Aeroplanes (9625-1) does not provide enough guidance to CAAs and operators in the processes to follow before, during and after a FSTD evaluation takes place. Besides the guidance document clarifies the processes needed by organizations to successfully operate FSTDs and intensify the concepts of safety management and quality systems when it comes to FSTD operation and defines concepts such us complex or non-complex organisations, updates and upgrades, modifications, installations, training requirements for staff, contractors, record keeping, documentation and procedures.

3.6.3 The following aspects were considered in the FSTD Certification Guidance Document:
a) The common needs and requirements that flight simulators can offer in expediting pilot and aviation training.
b) The harmonized approach on amending national regulations and procedures to make use of the flight simulation as a valid tool/ media for this training; and
c) The use of good practices and lessons learned of similar deployment for its adoption.

3.6.4 The document is organised in a manner that enables an easy reading and follow up of concepts:
- The cover regulation (recitals and articles) followed by the related acceptable means of compliance (AMC) and guidance material (GM) paragraph(s).
- All elements (i.e., cover regulation, regulation, AMC, and GM) are colour-coded and can be easily identified.

3.6.5 The FSTD Certification Guidance Document is intended to provide guidance to a CAA to qualify an FSTD, after a request by an applicant, through initial and recurrent evaluations of the FSTD. Additionally, this document is intended to provide the means for CAA´s of other States to accept the qualifications granted by the State which conducted the initial and recurrent evaluations of an FSTD, without the need for additional evaluations, when considering approval of the use of that FSTD by applicants from their own State.

3.7 STATUS OF THE CAR SAM RST IMPLEMENTATION SUPPORT PROJECT

3.7.1 Runway safety is still one of the high-risk categories of occurrence that need to be addressed to mitigate the risk of fatalities in international civil aviation in the World and in the Pan American Region. The implementation of Runway Safety Teams (RST) has demonstrated worldwide to provide a systemic approach to runway safety and collision avoidance strategy

3.7.2 According to RASG-PA Annual Safety Report (ASR) 11th edition, contributing factors to Pan America Runway Excursion (RE) from 2017 to 2021 includes safety management (34%), airport facilities (43%) and contaminated runway/taxiway-poor braking action (28%), which are usually addressed under the umbrella of local RST's.

3.7.3 Although the implementation of local RST is considered a cost-effective solution to mitigate the occurrence of runway incursions and excursions (and an integral part of the aerodrome's operator's SMS), in the CAR and SAM Regions its implementation is moving at a relative slow pace.

3.7.4 In addition, some States and aerodrome operators report the implementation of RST but cannot demonstrate that the RST is active and effective, or following ICAO and international recommendations, with tangible results and outcomes to reduce runway safety risks.

3.7.5   The project main objective is to ***Establish and implement effective local RST at selected international aerodromes by 2025.*** To do this, a series of specific objectives and actions were proposed by the Secretariat and approved by ESC/37.

   a) Specific Objective 1: Support the implementation of RST on selected international aerodromes that haven't implemented RST's by YE2025
   b) Specific Objective 2: Establish a reporting mechanism and indicators to ensure that already implemented RST's at selected international aerodromes are effective to mitigate runway safety risks by YE2025.

3.7.6   In addition, there is the project **Runway Safety Teams (RST) Implementation for the Central American States**, which the main objective of the project is to reach the goal of establishing and implementing effective local RST at specific international aerodromes by 2025:

   - RSTs implemented at international aerodromes.
   - RSTs implemented following ICAO guidance (including established Terms of Reference and Action Plan).
   - State and Aerodrome Staff trained on runway safety.
   - Collaborative mechanism in place that will support other SMS processes within the involved parties (Aerodrome, ANSP, Air Operator).
   - Establishment of a mechanism (RST role) to advise the appropriate management on potential runway safety issues, and to recommend mitigating measures.

3.7.7   The baseline at the start of the project was 50% for CAR Region (73 out of 149). After following up with States and several virtual meetings on the topic, the current numbers are:

Region	% on ESC37 (2022)	% on ESC38 (2023)	% on ESC39 (2024)
CAR Region	50%	52%	55%

3.7.8   Details on the current situation of the project are presented the table below:

#	Deliverable	Activity	Comments
D1	RST implementation plan per State	Virtual Meetings	• Questionnaire was forwarded in December 2022 for States and Airports to inform the status of implementation of RST and its difficulties to implement. Expected to get responses by June 2023. • 10 teleconferences were held with focal points from 15 States to monitor the implementation process of RST in their airports.
D2	RST Effectiveness mechanism	Virtual Meetings	• Task force (ARG, BRA, CHL, ABW) discussed several models, but most in favour of the Brazilian model. • In September 2023 was presented a proposal for effectiveness evaluation tool (checklist)
D4	Runway Safety Go-Teams (reports)	Virtual RS Go-Teams Face to Face RS Go-Teams	• There is a proposal to carry out RST Go-Teams in 2024 at Eastern Caribbean and Barbados airports

#	Deliverable	Activity	Comments
			with the support of funds from the project (still on planning phase).
D5	Specific training on Runway Safety Teams	Preparation of RST virtual, on-demand training. In English/Spanish	• A workshop has been planned by the NACC RO to be delivered on May 23 to 26. More than 55 participants already registered from CAR and SAM States. • Funds used from other non-RASGPA sources, but in support of RASG-PA project.

4.   Suggested Actions

4.1   The Meeting is invited to consider the following Draft Conclusions:

DRAFT CONCLUSION NACC/DCA/12/** ASSISTANCE AND FOLLOW-UP THROUGH THE NACC AIG TURNKEY PROJECT	
What: That, to support the NACC Regional Office's initiatives to promote an increase in the level of effective implementation by States in the field of accident and incident investigation: a) each State that has not already done so inform the Secretariat of its interest in receiving AIG on-site assistance missions from Phase 2 of the NACC AIG Turnkey Project by **16 August 2024**; and b) each State receiving any assistance mission under the NACC AIG Turnkey Project, insert information on the resulting implementation in the OLF, within 4 weeks after the end of the mission.	**Expected impact:** ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: NACC AIG Turnkey site assistance missions provide a unique opportunity to develop and implement critical elements of the AIG area.	
When: **Before 16 August 2024**	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☐ ICAO ☐ Other:	

DRAFT CONCLUSION NACC/DCA/12/**	SUPPORT ON CONTINUING ASSISTING STATES IN THE DEVELOPMENT OF THEIR NASPs	
What: That, acknowledging the accomplishment in the NASP development and implementation as well as the need of support for the Caribbean States: a) each State who has not yet developed their NASP, coordinate with the NACC Regional Office for their respective assistance; and b) that ICAO NACC coordinate with States and International Organizations to promote the allocation of financial resources to continue the assistance to Caribbean States on the development or their NASP.	**Expected impact:** ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical	
Why: The onsite NASP assistance missions have benefited States in the development and acceptance of their NASP, this accomplishes its implementation and alignment with actions linked to the compliance of the GASP.		
When: **NACC/DCA/13**	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☒ States ☐ ICAO ☐ Other:		

4.2   In addition, the Meeting is invited to:

   a) note of the information presented on this paper and its Appendix;

   b) use and promote the safety advisories issued by RASG-PA;

   c) implement CSTs to strengthening Safety data analysis and mitigations;

   d) actively participate in PA-RAST activities;

   e) support RASG-PA approved projects; and

   f) take action, along with industry, to promote the implementation of local RST's; and

— — — — — — — — — — —

APPENDIX
IP/04 - STATUS OF THE RASG-PA PROJECTS (RASG-PA ESC/39)

International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

INFORMATION PAPER

RASG-PA ESC/39 — IP/04
15/05/24

Thirty-Ninth Regional Aviation Safety Group — Pan America
Executive Steering Committee Meeting (ESC/39)

Mexico City, 29 & 30 May 2024

Agenda Item 2: Safety management process within RASG-PA

STATUS OF THE RASG-PA PROJECTS

(Presented by the Secretariat)

EXECUTIVE SUMMARY
This paper presents information on the current status of the approved RASG-PA Projects.

Action:	The Meeting is invited to take note on the information provided on this working paper.
Strategic Objectives:	• Safety
References:	

1.   Introduction

1.1   The RASG-PA work program should be implemented through project management methodology. The Executive Steering Committee shall be the authority to be provide account of and to review the progress of each of the projects.

1.2   Project proposals following the data driven process, will be presented to the ESC for consideration when specific problem(s), stakeholders, activities, resources, and timelines can be clearly identified, to support the ESC decision-making process.

1.3   In order to conserve the limited resources of the RASG-PA, project proposals should be supported through the analysis of data. Projects which cannot be supported or prioritized using data may be considered outside the scope of the RASG-PA.

1.4   PA-RAST and other RASG-PA projects that involve the States as stakeholders must ensure that the interactions on behalf of RASG-PA directly involve the corresponding ICAO Regional Office. ICAO will coordinate adequate States participation based on ESC-approved projects nature. Every ESC approved project (PA-RAST or other) will have an ESC member as project champion.

2. **Status of valid projects**

At this time, the following 4 projects approved by the ESC, which are not carried out by the PA-RAST, are active:

a) SSP implementation project in the CAR Region. See **Appendix A** for details;

b) RST Implementation Support Project for CAR and SAM Regions. See **Attachment B** for details;

c) Visual to PBN project in NACC. See **Attachment C** for details; and

d) Language Proficiency in Air Traffic Controllers. See **Attachment D** for details.

APPENDIX A / APÉNDICE A

View results

Respondent

1   Marcelo Orellana

00:17

Time to complete

1. Project name *

SSP implementation project

2. Team leader name and Organization *

Marcelo Orellana

3. Project approval date *

25/05/2022

4. ESC Approval Conclusion *

RASG-PA ESC/37/C1

5. Objective of the Project *

• Apoyar la obtención de las capacidades y las herramientas para desarrollar del documento del SSP y su implementación por parte de los estados de la región CAR.
• Proveer cursos requeridos para el desarrollo/implementación del SSP
• Desarrollar un taller para la implementación del SSP.
• Coordinar las sinergias entre ACSA y los Grupos de trabajo de SSP de la oficina NACC, para el desarrollo/implementación del SSP.
• Proveer a los estados que así lo requieran de soporte técnico y acompañamiento por parte de SMEs de estados campeones y ACSA.

6. Project deliverable (Provide a brief description): *

se han realizado evaluacione virtuales a 4 estados equivalente a 22% de la region y se ha realizado el analisis de temas comunes por muestreo, actualmente ya se desarrollo el material del taller que abordara dichos temas.
los estados evaluados estan pendientes de enviar sus planes de trabajo de acuerdo a lo encontrado en las evaluaciones virtuales. una vez recibido se coordinara el soporte tecnico por parte de los SMEs y la oficina NACC de la OACI.
el taller sera impartido por los SMEs de los estados campeones del 22 al 24 de Mayo 2024.

7. Current Status of the Project *

( ) To be started

APPENDIX A / APÉNDICE A

(●) Active & On track

( ) Delayed

( ) Completed

( ) On hold

( ) Cancelled

8. If Question 6 answer was not "Active and On track" please provide the reason of the current status

[   ]

9. Original closing date (As reflected in the Charter) *

[15/12/2024   🗓]

10. Expected closing date (Under current circumstances) *

[31/05/2024   🗓]

11. Did the project receive funding from RASG-PA? *

(●) Yes

( ) No

12. Approved funds in USD *

[35000   ]

13. Funds executed to date: *

[23713.93   ]

14. Additional comments

[para 2025 se espera realizar evaluaciones en los estados del Caribe   ]

APPENDIX B / APÉNDICE B

View results

Respondent

2   Rodrigo Otavio Ribeiro

10:01

Time to complete

1. Project name *

RST Implementation Support Project for CAR and SAM Regions

2. Team leader name and Organization *

Fabiana Todesco, AGA RO ICAO NACC

3. Project approval date *

26/05/2022

4. ESC Approval Conclusion *

RST Implementation Support Project for CAR and SAM Regions

5. Objective of the Project *

Establishing and implementing effective local RST at selected international aerodromes by 2025

6. Project deliverable (Provide a brief description): *

1. RST implementation plan per State
2. RST Effectiveness measure mechanism
3. Project repository/workplace
4. Runway Safety Go-Teams (reports)
5. Specific training on Runway Safety Teams

7. Current Status of the Project *

○ To be started

APPENDIX B / APÉNDICE B

◉ Active & On track

○ Delayed

○ Completed

○ On hold

○ Cancelled

8. If Question 6 answer was not "Active and On track" please provide the reason of the current status

[   ]

9. Original closing date (As reflected in the Charter) *

[31/12/2025   📅]

10. Expected closing date (Under current circumstances) *

[31/12/2025   📅]

11. Did the project receive funding from RASG-PA? *

◉ Yes

○ No

12. Approved funds in USD *

[15,000   ]

13. Funds executed to date: *

[3,152   ]

14. Additional comments

[the project is entering its final phase, when most of its funds will be spent on RST GoTeams misions in four airports on NACC and SAM Regions during 2024]

APPENDIX C / APÉNDICE C

View results

Respondent

3   Anonymous

29:03
Time to complete

1. Project name *

> visual PBN procedures

2. Team leader name and Organization *

> Pablo Carranza Plata - Agencia Federal de Aviación Civil

3. Project approval date *

> 11/04/2024

4. ESC Approval Conclusion *

> Still in process

5. Objective of the Project *

> Establishment of PBN visual procedures at airports lacking ground navigation aids and complex terrain conditions

6. Project deliverable (Provide a brief description): *

> Visual PBN procedure letters in the AIP of México

7. Current Status of the Project *

○ To be started

APPENDIX C / APÉNDICE C

○ Active & On track

○ Delayed

○ Completed

◉ On hold

○ Cancelled

8. If Question 6 answer was not "Active and On track" please provide the reason of the current status

> in the process of removing obstacles at airports in Oaxaca, Oax and San Jose del Cabo, Baja California

9. Original closing date (As reflected in the Charter) *

> 18/04/2024

10. Expected closing date (Under current circumstances) *

> 15/12/2024

11. Did the project receive funding from RASG-PA? *

○ Yes

◉ No

12. Approved funds in USD *

> no funds were provided by any organization

13. Funds executed to date: *

> does not apply

14. Additional comments

> The project is on hold because the obstacle surveys carried out by the selected airports were returned due to erroneous data, waiting for corrected data to be presented again to continue the process.

APPENDIX D / APÉNDICE D

View results

Respondent

4 Anonymous

166:35
Time to complete

1. Project name *

Language Proficiency in Air Traffic Controllers

2. Team leader name and Organization *

Roberto Sosa/ICAO

3. Project approval date *

17/03/2023

4. ESC Approval Conclusion *

RASG-PA ESC/38/D05 APROBACION DE FONDOS PARA EL PROYECTO DE PROYECTO DE COMPETENCIA LIGUISTICA: El CES aprueba el proyecto piloto sobre competencia lingüística descrito en el WP09

5. Objective of the Project *

Implementation of a pilot language program to enhance language proficiency in the air traffic services of the CAR/SAM region by implementing an effective and efficient training program, leveraging economies of scale.

6. Project deliverable (Provide a brief description): *

The project aims to create a regional pilot training program for air traffic controllers in the CAR/SAM region to enhance their language proficiency in aeronautical communication. The program will utilize online instruction with synchronous and asynchronous sessions focusing on relevant aspects of the English language in air traffic services.

The program will be carried out by an organization with proven experience in developing language training programs for air traffic controllers and pilots.

The pilot program will cover the expenses for the same number of participants proposed by the State, increasing participation to double the number of proposed participants.

RASG-PA Report on the progress of its projects

7. Current Status of the Project *

○ To be started

APPENDIX D / APÉNDICE D

○ Active & On track

◉ Delayed

○ Completed

○ On hold

○ Cancelled

8. If Question 6 answer was not "Active and On track" please provide the reason of the current status

> The term of reference for the tender process has been completed, and we are preparing to publish the tender to identify the training organization that will develop the program. The delay in starting the project is related to the bureaucratic process for the tender.

9. Original closing date (As reflected in the Charter) *

> 01/07/2024

10. Expected closing date (Under current circumstances) *

> 28/03/2025

11. Did the project receive funding from RASG-PA? *

◉ Yes

○ No

12. Approved funds in USD *

> 35000

13. Funds executed to date: *

> 0

14. Additional comments

>

— END —