



EU-LAC APP II
Latin American and Caribbean Aviation Partnership Project
Work Plan Year 2
01/06/2023 – 31/05/2024
Version 00

Project implementation period:
01 June 2022 – 31 May 2025
Contract reference: PI/2021/430-012



Acronyms

		<u>English translation (if applicable)</u>
ACSA	Agencia Centroamericana de Seguridad Aérea	Central American Agency for Aviation Safety
AESA	Agencia Estatal de Seguridad Aérea (España)	Spanish Agency for Aviation Safety and Security
AIDC	ATS Interfacility Data link Communications	
AIG	Accident Investigation Section	
AIR	Airworthiness	
ANAC	Agência Nacional de Aviação Civil	Brasilian National Aviation Safety Agency
ANS	Air Navigation Services	
ANSP	Air Navigation Service Provider	
ARCM	AIG Regional Cooperation Mechanism	
ATM/ANS	Air Traffic Management / Air Navigation Services	
CAA	Civil Aviation Authority	
CASSOS	Caribbean Aviation Safety and Security Oversight System	
CNS	Communication, Navigation, Surveillance	
CORSIA	Carbon offsetting and reduction scheme for international aviation	
DG MOVE	Direction General of Mobility and Transport (European Commission)	
DOA	Design Organisation Approval	
EASA	European Aviation Safety Agency	
EBT	Evidence Based Training	
EC	European Commission	
ECCAIRS	European Coordination Centre for Accident and Incident Reporting Systems	
ENI	European Neighbourhood Instrument	
ESCP	European Strategic Coordination Platform	
EU	European Union	
FPI	Foreign Policy Instruments	
FSTD	Flight Simulation Training Device	
HEMS	Helicopter Emergency Medical Service	
ICAO	International Civil Aviation Organisation	



ICAO NACC	ICAO North American, Central American and Caribbean Office	
ICAO SAM	ICAO South American Office	
KPI	Key Performance Indicator	
LACAC/CLAC	Latin American Civil Aviation Commission	Comision Latino Americana de Aviation Civile
OJT	On the Job Training	
OPS	Aircraft Operations	
OSS	One Stop Security	
PBN	Performance Based Regulation	
PEL	Personel Licensing	
R&D	Research and Development	
RPAS	Remotely Piloted Aircraft Systems	
RSOO	Regional Safety Oversight Organisation	
SAFA	Safety Assessment of Foreign Aircraft	
SAMIG	South America Implementation Group	
SARPs	ICAO Standards and Recommended Practices	
SMS	Safety Management System	
SRVSOP	Sistema Regional de Vigilancia de la Seguridad Operacional	South American Aviation Safety Regional System
SSP	State Safety Programme	
TC CEA	Training Center Centro de Estudios Aeronauticos (Colombia)	
USOAP	ICAO Universal Safety Oversight Audit Programme	
VTOL	Vertical Take Off and Landing	
WA	Working Arrangement	



Index

WORK PLAN YEAR 1	5
1 Project Management.....	6
RESULT 1: STRENGTHEN INSTITUTIONAL RELATIONS, DEEPEN DIALOGUE AND COOPERATION BETWEEN AVIATION AUTHORITIES, ENCOURAGE REGIONAL COOPERATION AND SUPPORT IMPLEMENTATION OF AVIATION AGREEMENTS.....	8
RESULT 2: PROMOTE INDUSTRIAL EXCHANGES AND SUPPORT EU COMPETITIVENESS IN THOSE MARKETS. FACILITATE A MORE SECURE, MORE COMPATIBLE AND LESS RESTRICTED ACCESS FOR EUROPEAN INDUSTRY	14
RESULT 3: INCREASE MUTUAL AWARENESS OF AVIATION BEST PRACTICES, PROMOTE EU STANDARDS, RAISE ENVIRONMENTAL PROTECTION EFFORTS AND ENCOURAGE CLIMATE ACTION.....	19



WORK PLAN YEAR 2 (2023 – 2024)

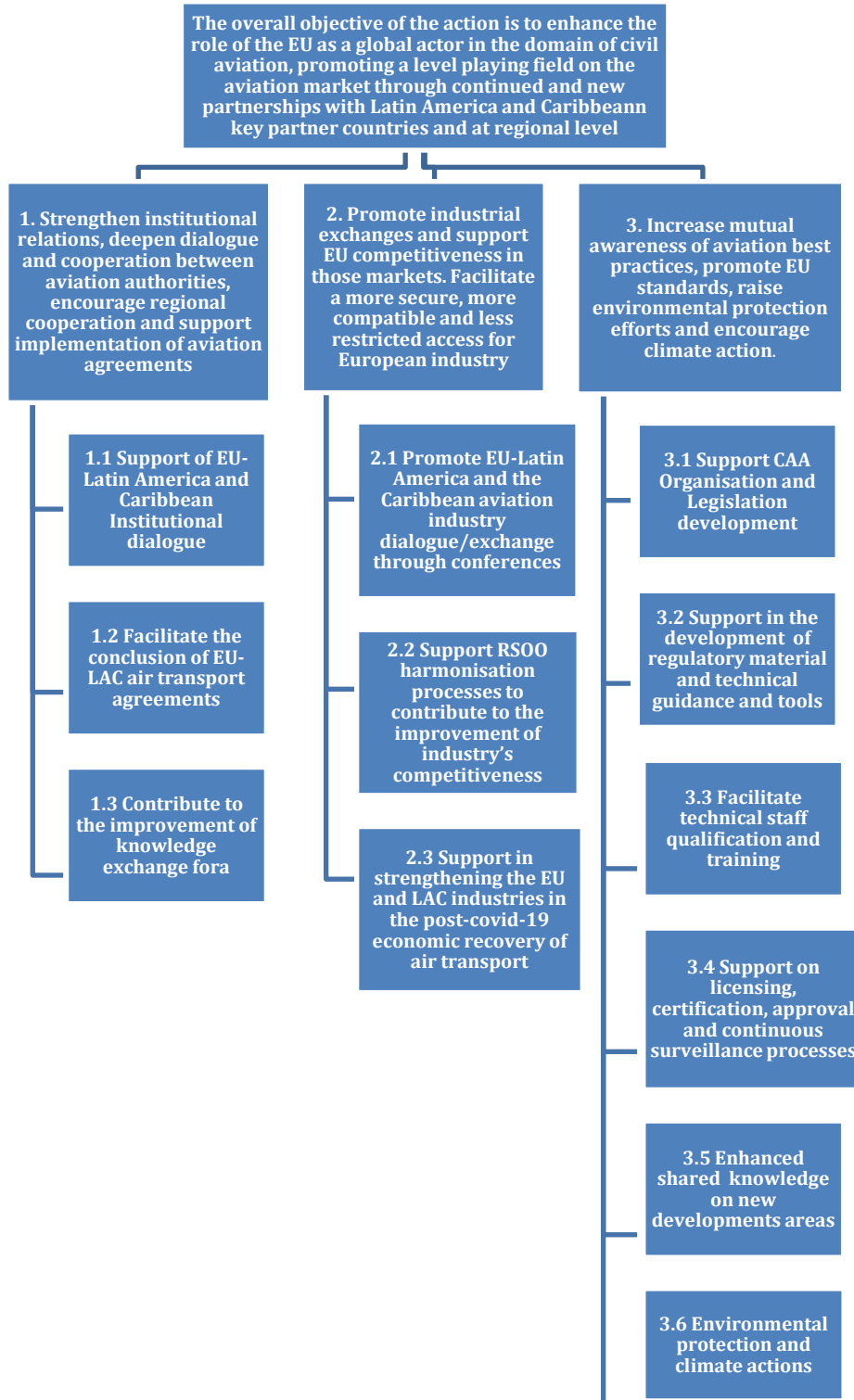
This document presents a tentative work plan for 2023-2024 (but also mentioning long term activities) drawn up to meet needs expressed by EU industry, EC-FPI, EASA, LACAC, ACSA, SRVSOP, CASSOS, Argentina, Brazil, Chile, Colombia, Mexico, Dominican Republic and Panama.

In addition, the inputs from ICAO NACC and ICAO SAM are continuously held to ensure coordination at regional level. Regular coordination meetings have been agreed to enhance synergies and share resources.

Subject to the approval of DG MOVE and FPI, certain activities that are a follow-up of previous project actions have been included, as were part of the previous work plan.

A regional dimension and a national/bilateral dimension are followed. The project will not assume all states' immediate buy-in but aims to positively influence the overall regional dynamic and bring other states in, in the wider region and principally through the regional mechanisms, as the project develops.

The project will contain sustainability actions to ensure continuation of the actions implemented during the previous years to pave the way for European Commission new initiatives focused on Green Deal and Digitalisation.



1 Project Management

The project is implemented by the European Union Aviation Safety Agency, whose head offices are in Cologne (Germany). A Project Office in the region is located at ACSA premises in Costa Rica, and it's use is being ramped up, as physical presence in the region returned to normality.



The project team in cooperation with the European Commission (DG Move, FPI), the project partners and the main industry players present this draft work plan with a special focus on the year 2 of the project implementation, building up the good experience gained during the implementation of the previous project EU LAC APP I (2018-2022) and of the first phase of the EU LAC APP II started on the 1 June 2022.

Continuous dialogue with all partners and stakeholders provided also a good material to make it more efficient and accurate.

It must be noted that:

- due to the nature of the aviation industry, the work plan will be living document, whose changes will be subject to agreement with the partners and the approval of the Competent Authority. This is specially relevant after the pandemic of the COVID-19 that had a big impact in all sectors of the economy and even more in the aviation.
- given that most of these tasks are oriented towards supporting and working together with the partners and not performing the work for them (as is the strategy of the project), their implementation will depend on the availability of resources from the partners and their fulfilment of the tasks assigned to them. While the expert has tried to ensure that these tasks have been validated with the partners and that the partners are committed to their implementation, the situation could change and require a re-assessment of the work and planning, since these factors are to a great extent outside the project's control
- the activities, duration, location and dates are indicative and subject to further discussion with the project partners and relevant stakeholders, during the progressing of the activities implementation.
- For each activity a dedicated terms of reference (activities description/action fiches) is drafted in agreement with the project partner before the initiation of the activity.

Result 0		Project Management				
Code	Activity Name			Duration	Location	Date
0.1	Missions			n/a	LAC	All project long
0.2	Project support and coordination			n/a	LAC	All project long
0.3	Contributors Meeting			1 day	TBD	Q4 2023
0.4	1 st Project Meeting	Steering Committee		1 day	remote	15 Sep 2022
04a	2 nd Project Meeting	Steering Committee		1 day	remote	06 July 2023
0.5	1 st Project Meeting	Management Board		1 day	Iguazu Brazil	22 Nov 2022



05a	2 nd Project Management Board Meeting	1 day	Lima (Peru)	Q3 2023
0.6	Bilateral meetings during Project Management Board	n/a	Videocalls	All project long
0.7	Other horizontal meetings/Milestones	n/a	LAC	All project long
0.8	Communication and visibility	n/a	LAC	All project long
0.9	External meetings	n/a	LAC	All project long
0.10	Project external audit	n/a	Cologne	TBC
0.11	Preparation of the inception report	n/a	Cologne	Q4 2022
0.12	Preparation of Project Progress Report	n/a	Cologne	Q4 2023

RESULT 1: STRENGTHEN INSTITUTIONAL RELATIONS, DEEPEN DIALOGUE AND COOPERATION BETWEEN AVIATION AUTHORITIES, ENCOURAGE REGIONAL COOPERATION AND SUPPORT IMPLEMENTATION OF AVIATION AGREEMENTS

Result 1 Strengthen institutional relations, deepen dialogue and cooperation between aviation authorities, encourage regional cooperation and support implementation of aviation agreements				
Code	Activity Name	Duration	Location	Date
Activity 1.1	Support of EU-Latin America institutional dialogue			
1.1.1	Institutional meetings hosted by the EU Delegations in the region	n/a	LAC	All project long
1.1.2	Coordination with SRVSOP	Continuous		
1.1.3	Coordination with ACSA	Continuous		
1.1.4	Coordination with CASSOS	Continuous		
1.1.5	Coordination with Argentina	Continuous		
1.1.6	Coordination with Brazil	Continuous		
1.1.7	Coordination with Chile	Continuous		



1.1.8	Coordination with Colombia	Continuous		
1.1.9	Coordination with Mexico	Continuous		
1.1.10	Coordination with Panama	Continuous		
1.1.11	Coordination with Dominican Republic	Continuous		
1.1.12	Coordination with ICAO Regional Offices (NACC and SAM)	Continuous		
1.1.13	Coordination with LACAC/CLAC	Continuous		
Activity 1.2	Facilitate the conclusion of EU-LAC air transport agreements			
	Support to the design of the Air Navigation Plan:			
	The project is cooperating since years in the development of the Colombia National Air Navigation Plan (PNACOL) to align the ANS planning with Global and Regional priorities.			
1.2.2	This culminated in the publication of the PNACOL Volume I (Strategic Level) in 2020 and the publication of the first part of the technical/operational level (Volume II Part A) in May 2022.	Continuous	Colombia	2022 2024
	Recent changes in Aerocivil management and at political level have resulted in changes in strategic priorities which triggered a re-assessment of the PNACOL process as well as of the performance management framework.			
1.2.2a	Civil-Military cooperation in ATM, FUAS, Radar sharing and air surveillance oversight processes		Colombia	2023 2024
1.2.2b	Support to improve "El Dorado Airport" capacity; Airspace re-design and ATM		Colombia	2023 2024
	Support to the design of the Air Navigation Plan:			
1.2.3	Cooperation in developing the National Air Navigation Plan, in order to align the ANS planning with global and regional priorities, as well as to	Continuous	Mexico	2023 2024



address challenges and opportunities stemming from the situation of Air Navigation in Mexico, following a performance management framework in line with the ICAO GANP and European best practices.

- Cooperation in completing the performance management framework with the consolidation of the performance objectives, definition of Key Performance Indicators, calculation of the baseline values and gaps, and establishment of performance targets
- Support with the validation of BBB (Basic Building Blocks). BBBs are the essential services and infrastructure necessary to comply with ICAO Standards. As such, any gaps in the BBBs should be a priority in the air navigation planning.

Support to the design of the Air Navigation Plan:

The States of Central America as well as COCESNA are in the process of updating their Air Navigation Plans (National plans for each state, and a regional plan for COCESNA services), in order to align their ANS planning with global and regional priorities, as well as with the ICAO GANP performance-based methodology.

1.2.4

The ICAO NACC has a pilot project underway supporting COCESNA and the states in this topic, whose details and strategies were acquired through participation in the ICAO NACC WG RAP meeting.

The plan is to assist COCESNA in implementing the tasks according to the ICAO NACC pilot project:

- Validation of BBB (Basic Building Blocks) for COCESNA and Member States
- Development and implementation of the performance management

ACSA

Continuous

Dom Rep

2023 2024



		<p>framework of the COCESNA Air Navigation Plan</p> <ul style="list-style-type: none"> - Support with regional alignment and harmonization of planning framework of COCESNA and Member States to set the stage for having a regionally aligned component of the planning approach, with the goal of having a regional plan in the future. <p>Similarly, with the Dominican Republic, the project activities will be coordinated and aligned with the ICAO NACC WG RAP road map for the development of the Air Navigation Plan.</p>	
	<p>1.2.5</p>	<p>ANSP certification:</p> <p>The project is cooperating with AFAC in the development of the regulatory structure for the certification and oversight of ANSP.</p> <p>This includes:</p> <ul style="list-style-type: none"> - Analysis of the reference requirements for the competent authority - Development of the new Mandatory Circular for Certification and Continuous Oversight of Air Navigation Service Providers. - Analysis of the common requirements applicable to service providers 	<p>Continuous Mexico 2023 2024</p>
	<p>1.2.6</p>	<p>ANSP certification</p> <p>The project is cooperating with Aerocivil in the development of the draft version of proposed contents of the new regulation that establishes requirements for provision of the ATM/ANS service that are to be met for the certification of service providers.</p> <p>The activity also includes join activities for the</p> <ul style="list-style-type: none"> - development of manual, supporting documents and 	<p>Continuous Colombia 2023 2024</p>



	<p>guidance material for the implementation of the process.</p> <ul style="list-style-type: none"> - Development of training material and training programme - Cooperation in the training delivery 			
1.2.7	<p>ANSP certification</p> <p>The cooperation with ACSA and its member states started in January 2022 under the EU LAC APP I, with an initial Analysis of COCESNA/COCESNA/ACSA regulation in order to initiate the gap analysis for the ANSP Certification and Oversight of the Regional ANSP in COCESNA States, and to determine necessary changes to be made in the current legislation.</p> <p>The objective is to contribute to the development of a common set of requirements both for the competent authorities and for the ANSPs to be implemented by the ACSA member states in their national legal framework. This will ensure an harmonised and standardised implementation in the region.</p> <p>Planned activities are:</p> <ul style="list-style-type: none"> - Cooperation in the drafting of the regional regulation on ANSP certification including authority requirements - Drafting of common ANSP requirements - Cooperation during the consultation phase with ACSA member states and during the comments response phase - Contribution to the consolidation of the regulation at the end of the consultation phase <p>Argentina and Dominican Republic have showed their interest on this activity to get a view of how ANS are certified and surveilled in Europe, both at the regional and national level. The</p>	Continuous	Regional Argentina ACSA Dom Rep	2023 2024



	<p>project will share the EU practices through the experiences of EASA and a European NAA. Particular focus will be placed on the structure and requirements of the service certification process, including the required staff qualifications, the regulatory frameworks, the technical and operational processes, as well as the benefits provided by following a certification process.</p> <p>Participation in regional activities is also envisaged</p>			
1.2.11	<p>Support in the exchange with the relevant counterparts in the EU on One Stop Security (OSS)</p>	Continuous	SRVSOP/ACS A/CASSOS/L ACAC	2023 - 2025
Activity 1.3	Contribute to the improvement of knowledge exchange fora			
1.3.1	<p>SAMIG Meetings</p> <p>The participation of EASA in the SAMIG meetings is framed in the context of the contract's objective of coordinating with the ICAO regional office and Member States, in order to identify and advance areas of cooperation in the area of ATM, and promote the project's activities to stakeholders. It is also seen as an opportunity to coordinate with European industry in the region in order to advance the project's objective of promoting European standards, regulations and approaches in ATM modernisation.</p>	yearly	SRVSOP	2023 - 2025
1.3.4	<p>EUROPEAN ROTORS</p> <p>To present to stakeholders the European Helicopter technologies and capabilities and connect this activity with some others rotorcraft related for LAC (as example, VTOL, UAM)</p>	1 week	Madrid	27 – 30 Nov 2023
1.3.6	<p>Support the active participation of EASA in the North American, Central American and Caribbean</p>	yearly	NACC and SAM region	2023 - 2025



(NACC) and South America (RAAG SAM) Directors of Civil Aviation Meeting
(NACC/DCA/XX) (SAM/RAAG/XX)

RESULT 2: PROMOTE INDUSTRIAL EXCHANGES AND SUPPORT EU COMPETITIVENESS IN THOSE MARKETS. FACILITATE A MORE SECURE, MORE COMPATIBLE AND LESS RESTRICTED ACCESS FOR EUROPEAN INDUSTRY

Result 2		Promote industrial exchanges and support EU competitiveness in those markets. Facilitate a more secure, more compatible and less restricted access for European industry			
Code	Activity Name	Duration	Location	Date	
Activity 2.1 Promote EU-Latin America and the Caribbean aviation industry dialogue/exchange through conferences					
2.1.1	Helicopter Safety Roadshow(s) The helicopter roadshows, aims to promote European aeronautical industries researches, strategies, studies and analysis, emerging safety-enhancing technologies, strengthen institutional relations between the EASA and partners in the region and increase flight safety in the area.	5 days		LAC	Q1 2024
	High level conference on: new operational and mobility concepts (in particular urban air mobility), based on innovative technologies (RPAS, VTOL) LACAC is organising the intervention as a round table where the EASA expert will illustrate the main concepts and approaches of the EU and EASA on UAM, trying to stimulate the discussion and Q&A from the audience.	3 days	December 2023	Lima (Peru) LAC	Q4 2023
2.1.5	“Certification of ATM equipments” – regional workshop	3 days		SRVSOP LACAC	Q2 2024



	<p>Opinion 1/2023 proposes new Regulations on conformity assessment of certain ATM/ANS equipment, approval of organisations involved in the design and/or production of ATM/ANS equipment, airspace usage requirements (AUR) and amendments to Commission Implementing Regulation (EU) 2017/373 as regards conformity assessment of ATM/ANS systems and ATM/ANS constituents and interoperability of the EATMN as well as to Regulation (EU) No 923/2012 as regards interoperability of the EATMN.</p> <p>The activity aims at sharing the background, the objectives and the benefits of the proposed regulation with the LAC RSOOs and partner states.</p>
Activity 2.2	Support RSOO harmonisation processes to contribute to the improvement of industry's competitiveness
2.2.1	<p>Support for strengthening of the regional civil aviation safety oversight system</p> <p>The activities meet the ICAO A41 – WP8 strategy: Technical assistance implemented through a regional approach will also facilitate the harmonization and standardization of services within the region and will help facilitate compliance with ICAO SARPs and consist in</p> <ol style="list-style-type: none"> 1. Strengthen State safety oversight capabilities; and 2. Support ACSA to make it more effective and efficient, empowered and strengthened to effectively carry out functions on behalf of States. 3. Support ACSA to be aligned with the ICAO aviation safety strategies in the GASP and in conducting the assessment review in accordance with the GASOS programme. <p style="text-align: right;">continuous ACSA 2023 2025</p>



<p>2.2.2</p>	<p>Workshop for the strengthening of the regional civil aviation safety and security oversight system</p> <p>A workshop to recall and outline the role of an RSOO related to the elaboration and implementation of common and harmonised set of regulations and procedures for the aviation operation in several domains. The legal and regulatory systems of states that are part of the RSOO need first to be adequately adapted to the regional concept, to allow the harmonisation, for the benefit of the local and EU industry that operates in the region. That harmonisation will reduce the duplication of activities and approvals needed to operate in several States or to provide regional services, allowing a level playing field contributing to improve competitiveness</p>	<p>3 days</p>	<p>Regional (CASSOS, ACSA, SRVSOP)</p> <p>Through participation in the RSOO event in Kenya</p>	<p>Q3 2023 (10 – 12 October)</p>
<p>2.2.3</p>	<p>SSP follow-up activities</p> <p>The purpose of this activity is to share the perspective of an EASA National Aviation Authority (NAA) to support the practical implementation of the SSP (State Safety Programme) and associated plan for safety legislative framework in the Region. To this end, the project will follow a practical approach, which will consider the work done under the EU LAC APP I and the SSP implementation status in the region and the contribution of regional actors such as the SRVSOP, ICAO, and other country stakeholders.</p> <p>It consists in regional initiatives to foster harmonized implementation across partner states, with the support of the relevant RSOOs in developing the aforementioned project objective.</p>	<p>Continuous support</p>	<p>ACSA</p>	<p>2023 - 2024</p>
<p>2.2.3.a</p>	<p>SSP and ECCAIRS</p>	<p>Workshop</p>	<p>ACSA</p>	<p>2023</p>



<p>2.2.4</p>	<p>SSP follow-up activities</p> <p>The purpose of this activity is to share the perspective of an EASA National Aviation Authority (NAA) to support the practical implementation of the SSP (State Safety Programme) and associated plan for safety legislative framework in the Region. To this end, the project will follow a practical approach, which will consider the work done under the EU LAC APP I and the SSP implementation status in the region and the contribution of regional actors such as the SRVSOP, ICAO, and other country stakeholders.</p> <p>It consists in regional initiatives to foster harmonized implementation across partner states, with the support of the relevant RSOOs in developing the aforementioned project objective.</p>	<p>Continuous support</p>	<p>CASSOS</p>	<p>2023 - 2024</p>
<p>2.2.5. a</p>	<p>CAMO rules development</p> <p>To introduce the EASA regulations on CAMO in line with ICAO regs and how they should be implemented and deliver the tools and practices needed for a successful implemented outcome.</p>	<p>Continuous</p>	<p>ACSA</p>	<p>2023 - 2024</p>
<p>2.2.7</p>	<p>CASSOS Policies and Procedures development Support</p> <p>To support CASSOS on the development, inception and maintenance of Policies and Procedures which could be used and enhance the regional system as a RSOO in support of comment activities in aviation.</p>	<p>Continuos support</p>	<p>CASSOS</p>	<p>2023 - 2024</p>
<p>2.2.8</p>	<p>RBO workshop</p> <p>The objective of the activity is to share the RBO approach as developed by EASA</p>	<p>3 days</p>	<p>CASSOS/ Dom Rep</p>	



					Q3 2024
2.2.9	<p>Aviation Medicine Working Group</p> <p>Support the implementation of a regional aviation medicine system by COCESNA Member States, by sharing the EU regulatory framework and guidance material to be taken as a reference for the development of harmonised rules among ACSA member states.</p>	Continuous support	ACSA CASSOS		2023/2024
2.2.10	<p>RAC 11. Development of a Regional system to develop Regulations</p> <p>The objective of this support is to provide participants a perspective of the EU rulemaking framework and its key concepts and components, which will serve as a support for the development of RAC11. This covers specifically the role of EASA, the primary aviation regulation, rulemaking procedures, as well as implementing rules and safety promotion.</p>	Continuous support	ACSA		2023/2024
Activity 2.3	Support in strengthening the EU and LAC industries in the post-covid-19 economic recovery of air transport				
2.3.2	<p>ATM systems and ATS Interfacility Data link Communications (AIDC) interoperability</p> <p>An Interoperability Working Group (GT-INTEROP) has recently been established by the ICAO SAM office, with the objective of advancing the areas of interoperability and automation, as they are key enablers for increasing the performance of air navigation and implementing advanced services.</p>	Continuous	SRVSOP/ Dom Rep		2022/2024



The EU-LAC APP is participating in this working group supporting with the coordination of AIDC and FPL interoperability testing campaigns, promotion of best practices and standards, and interfacing with EU industry.

The activities consist in:

- Participation to regional working groups
- AIDC diagnostic missions, performed in coordination with the ICAO SAM/SRVSOP regional office as well as European industry, and involve a diagnostic of the situation regarding ATM Interoperability and AIDC implementation, and provide a report with recommendations for advancing with the necessary improvements

RESULT 3: INCREASE MUTUAL AWARENESS OF AVIATION BEST PRACTICES, PROMOTE EU STANDARDS, RAISE ENVIRONMENTAL PROTECTION EFFORTS AND ENCOURAGE CLIMATE ACTION.

Result 3 Increase mutual awareness of aviation best practices, promote EU standards,				
Code	Activity Name	Duration	Location	Date
Activity 3.1	Support CAA Organisation and Legislation development			
3.1.1	State Safety Programme (SSP); Analytics, gather and use of safety data, Key Performance Indicators (KPIs), Data engineering Support to develop and implement processes and qualification of resources, allowing them to fulfil SSP and NPAS related obligations. Additional support can be provided to achieve adequate SMS	Continuous	Mexico	2023 2024



	implementation of national service providers.			
3.1.3	<p>SSP follow-up activities</p> <p>Support to develop and implement processes and qualification of resources, allowing them to fulfil SSP and NPAS related obligations. Additional support can be provided to achieve adequate SMS implementation of national service providers.</p>	Continuous support	Argentina	2022 2024
3.1.4	<p>SSP follow-up activities</p> <p>Support to develop and implement processes and qualification of resources, allowing them to fulfil SSP and NPAS related obligations. Additional support can be provided to achieve adequate SMS implementation of national service providers.</p>	Continuous support	Colombia	2022 2024
3.1.5	<p>Safety Management System (SMS)/SSP safety promotion workshop;</p> <p>The objective is to share and illustrate the EASA SMS Requirements for Part-145 Approved Maintenance Organizations (AMO), recently introduced in the EU regulatory framework</p>	Workshop 2 days	Brazil	2023
3.1.6	<p>SSP and SMS implementation</p> <p>Support to develop and implement processes and qualification of resources, allowing them to fulfil SSP and NPAS related obligations. Additional support can be provided to achieve adequate SMS implementation of national service providers.</p>	Workshop 3 days	Chile	2024
3.1.7	<p>SSP, advanced SMS and SORA training course</p> <p>The purpose of this activity is to share the perspective of an EASA National Aviation Authority (NAA) to support</p>	Training 7 days	SRVSOP	2023



	<p>the practical implementation of the SSP (State Safety Programme) and associated plan for safety legislative framework in the Region. To this end, the project will follow a practical approach, which will consider the work done under the EU LAC APP I and the SSP implementation status in the region and the contribution of regional actors such as the SRVSOP, ICAO, and other country stakeholders.</p> <p>It consists in regional initiatives to foster harmonized implementation across partner states, with the support of the relevant RSOOs in developing the aforementioned project objective</p>			
3.1.8	<p>Workshop on HR, FTE calculations, organisation structure of civil aviation authorities</p> <p>The objective of the activity is to share the EU best practices on the manpower plan and criteria for the resources calculation</p>	Workshop	SRVSOP	2024
Activity 3.2	Support in the development of regulatory material and technical guidance and tools			
3.2.1	<p>Support to rules development on RPAS</p> <p>The objective is to cooperate for the development of the ACSA common rules on UAS operations in the open and specific categories, to cooperate for the consolidation of common harmonised rules to be implemented by the member states in their national regulation and provide training to the technical staff on the new rules.</p>	Continuous	ACSA, Dom Rep, CASSOS	2022 2024
3.2.2	<p>Support in the development of RPAS management system in Colombia air space and in the web</p> <p>The activity consists in cooperate with Aerocivil Colombia to:</p> <ul style="list-style-type: none"> Develop Management systems for airspace based on three categories of UAS operations 	Continuous	Colombia	2023 2024



	<ul style="list-style-type: none"> Develop authority processes for the implementation of the new rules 			
3.2.2.a	UTM Development UAS	Continuous	Colombia	2023 2024
3.2.3	<p>UAS Regulatory and Oversight support;</p> <p>The activity consists in cooperate with AFAC by:</p> <ul style="list-style-type: none"> Explaining and sharing EASA rules based on three categories of UAS operations Illustrating the oversight processes applied by authorities Covering the entire range of possible UAS operations in the open and specific categories (i.e. toy aircraft, model aircraft, recreational, private, non-commercial and commercial) 	Continuous	Mexico	2023
3.2.5	<p>Language proficiency requirements implementation</p> <p>Share the ICAO road map for the implementation of the language proficiency requirements for pilots and air traffic controllers.</p> <p>Present the ICAO EUR NAT EASPG Language Proficiency Implementation Task Force (LPRI TF/41) activities and deliverables and</p> <p>Share the EU regulatory provisions</p>	Workshop	Regional	2023 2024
3.2.6	<p>Flight Simulator Guidance Document Project Assistance</p> <p>The activity consists in participating in the ICAO NACC WG for the development of a harmonised approval guidance for FSTD</p>	Continuous	Regional ICAO NACC	2023 2024
3.2.7	Guidance on establishment of an FSTD H operator in Guatemala	ACSA		2023/2024
Activity 3.3	Facilitate technical staff qualification and training			
3.3.2	Inspector's profile definition support	Continuous	Mexico	2023



	<p>The objective is to analyse AFAC existing inspector profiles and compare with those applicable by European NAAs in line with EASA expectations with a view to harmonise and apply best practices.</p> <p>The approach is to make sure that the profiles are not exceeding to what is required or are faulty on any aspect.</p>			
3.3.4	<p>Aerodrome operating minima and credits</p> <p>The objective of the workshop is to illustrate the EASA provision as per the Annex VI to ED Decision 2022/012/R ‘AMC & GM to Annex VI (Part-NCC) to Commission Regulation (EU) No 965/2012 — Issue 1, Amendment 16’ to meet the ICAO Doc 8168 - Procedures for Air Navigation Services (PANS-OPS)</p>	Workshop	SRVSOP	2023
Activity 3.4	Support on licensing, certification, approval and continuous surveillance processes			
3.4.1	<p>Air Operator Certificate (AOC) Approval process – Third Country Operator (TCO)</p> <p>The objective is to share the certification process of new commercial air transport operators used by EASA as competent authority and to detail the stages of this process, how it is organized within the agency, how EASA employees participate in this process, how cases are handled, required documents and demonstrations, average process times, how the process has evolved.</p>	Training 10 days	Brazil	2023
3.4.5	<p>Aerodrome Certification support – Argentina</p> <p>The certification of Aerodromes (ADR) is considered an international best practice for improving the safety and efficiency of ADR provision as well as of the oversight functions.</p> <p>The objective is to cooperate with ANAC Argentina and ICAO SAM in the development and implementation of the regulatory framework and working</p>	Continuous support	Argentina	2023 2024



	<p>instruction for the authority to discharge its responsibilities in the aerodrome certification and</p> <p>To participate in the certification of the aerodrome according to the prioritisation done by ANAC.</p>			
3.4.6	<p>Aerodrome Certification support</p> <p>The certification of Aerodromes (ADR) is considered an international best practice for improving the safety and efficiency of ADR provision as well as of the oversight functions.</p> <p>The objective is to cooperate with Aerocivil Colombia in the development and implementation of the regulatory framework and working instruction for the authority to discharge its responsibilities in the aerodrome certification and</p> <p>To participate in the certification of the aerodrome according to the prioritisation done by Aerocivil</p>	Continuous support	Colombia	2022 2024
3.4.7	<p>Aerodrome Certification support</p> <p>The certification of Aerodromes (ADR) is considered an international best practice for improving the safety and efficiency of ADR provision as well as of the oversight functions.</p> <p>The objective is to cooperate with ACSA and its member states in the development and implementation of a harmonised regulatory framework and working instruction to be adopted by the national authorities to discharge its responsibilities in the aerodrome certification</p>	Continuous support	ACSA	2023 - 2024
3.4.8	<p>Aerodrome Certification support</p> <p>The certification of Aerodromes (ADR) is considered an international best practice for improving the safety and efficiency of ADR provision as well as of the oversight functions.</p> <p>The objective is to cooperate with AFAC Mexico in the development and implementation of the regulatory framework and working instruction for</p>	Continuos support	Mexico	2022/2024



	<p>the authority to discharge its responsibilities in the aerodrome certification and</p> <p>To participate in the certification of the aerodrome according to the prioritisation done by AFAC</p>			
3.4.9	<p>Aerodromes; Master Plan, Design, Certification and Oversight</p> <p>The certification of Aerodromes (ADR) is considered an international best practice for improving the safety and efficiency of ADR provision as well as of the oversight functions.</p> <p>The objective is to cooperate with IDAC in the development and implementation of the regulatory framework and working instruction for the authority to discharge its responsibilities in the aerodrome certification and</p> <p>To participate in the certification of the aerodrome according to the prioritisation done by IDAC</p>	Continuous support	Dominican Republic	2022 2024
3.4.12	<p>Technical meetings on:</p> <p>License and Qualification validation; Continued surveillance of accredited examiners; Flight examiners: certification and oversight process</p>	7 days	Brazil	2023
3.4.13	<p>Risk Based Oversight (RBO) workshop for Operators and Aerodromes</p> <p>The objective of the activity is to share the EU best practices on the RBO process with ANAC Brazil that has shown its interest in the development of this methodology, which is under implementation in the State.</p>	3 Days	Brazil	2024
3.4.15	<p>Fatigue Risk Management System (FRMS)</p> <p>The objective is to provide ACSA participants with experience on the</p>	10 days	ACSA	2023



	<p>qualification of Flight Operations inspectors on Fatigue Management. The goal is to introduce the European method for complying with SARPs on Fatigue Management, based on scientific principles and operational needs, and to promote the European approach and its benefits of being efficient, flexible and productive, guaranteeing international competitiveness and robust safety standards.</p>			
Activity 3.5		Enhanced shared knowledge on new developments areas		
3.5.1	<p>EASA workshop on Apron management service</p> <p>The objective is to illustrate the recent amendment to the EASA ADR regulation, which includes Apron Management Services</p>	2 days	LAC	2024
3.5.2	<p>EASA workshop on remote tower</p> <p>The objective is to present and to give a practical demonstration of the implementation in EU of the ED Decision 2019/004/R which addresses operational, procedural, technological, and human resources aspects of remote aerodrome ATS.</p>	2 days	LAC (Peru, Brazil, Colombia, ACSA, Mexico, Argentina)	Q3 2023
3.5.6	<p>Sharing of practices and implementation of UAS regulation</p> <p>Visit to Spanish main stakeholders on UAS (AES, ENAIRE)</p>		Colombia	2024
3.5.7	Workshop on Artificial Intelligence		LACAC	2024
Activity 3.6		Environmental protection and climate actions		
3.6.1	Implementation of CORSIA (Carbon Offsetting Reduction Scheme for International Aviation) support	Continuous support	Mexico	2022-2024
3.6.2	Implementation of CORSIA and State Action Plan support – Emission report	Continuous support	ACSA	2022 - 2024



3.6.3	Sustainable Aviation Fuels (SAF) workshop	workshop	Brazil Regional activity	2024
3.6.4	<p>Support to environmental topics incorporating CORSIA and Airport environmental accreditation;</p> <p>Main activity will be the delivering of technical training on the following topics:</p> <ul style="list-style-type: none"> • Environmental sustainability • Bio-fuels aviation sector/Carbon footprint certifications • Social management airports/Use of clean energy in airports. • Management of environmental risks in airports • Use of ISFET calculator and other means to calculate CO2 • MRV 	Continuous	Colombia	2022 2023
3.6.6	State Action Plan assistance	Continuous Support	CASSOS	2022/2023
3.6.7	<p>Activities on SAF</p> <ul style="list-style-type: none"> o Contribute within the scope of the Chilean programme Vuelo Limpio, the state roadmap to promote the use of PEFs in the Chilean state by conducting the analysis of the programme, and sharing similar experiences developed in Europe. o participating in the next session of the SAF roundtable in Chile (a public-private initiative that brings together the actors involved in the State), probably to be held on 1 June. The participation would be virtual and their interest would be to present again the EU strategy for the development of SAF, presented during the SAF seminar prior to the RACC17. 	Continuous	DGAC Chile	2023 - 2024



3.6.8	Emission monitoring, verification, reporting. Establishment of accredited verification bodies.			
	The activity will consist in providing support on: <ul style="list-style-type: none">- NAB/VB - Update of ISO 14.064- environmental certification in Argentinian airports- NDCs verification in Argentina	Continuous	Argentina	2023 2024

----- End of the report-----