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# Pilot Project: Institutional Strength Measurement

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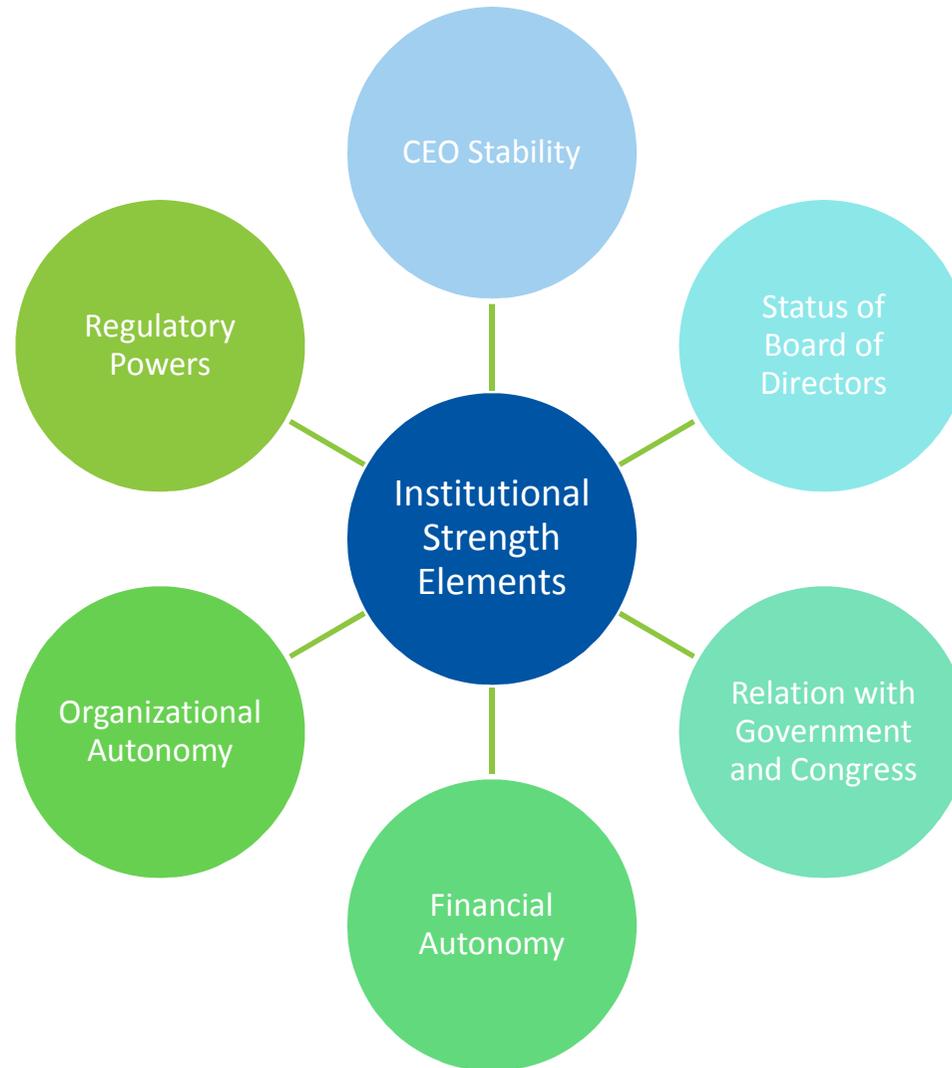
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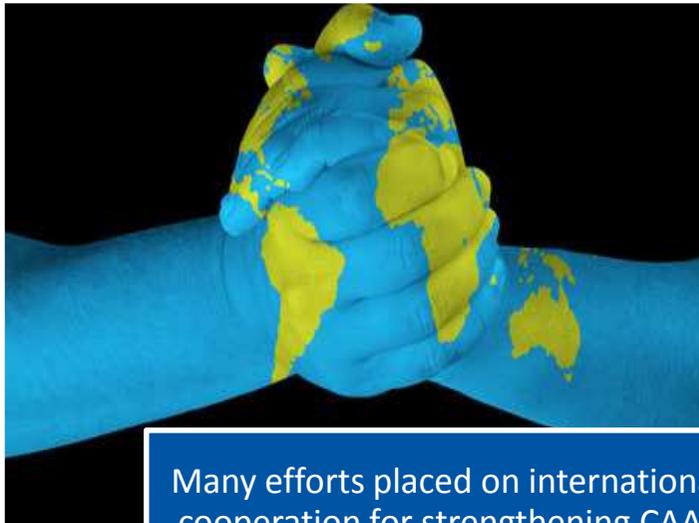
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# Hypothesis

Strong CAA = Safety







Many efforts placed on international cooperation for strengthening CAAs



How effective are our efforts?



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# How to measure the institutional strength of a CAA?





## Related ICAO USOAP PQs

### Legal basis for CAA

- PQ. 2009

### Clearly defined functions and responsibilities

- PQ 2.011

### Separation of responsibilities between ANSP and Regulator

- PQ 2.012

### Sufficient financial resources

- PQ 2.051

### Sufficient HHRR

- PQ 2.053

### Active role of CAA in the selection and recruitment of technical staff

- PQ 2.101



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## Related ICAO USOAP PQs

Ability of CAA to attract, recruit and retain appropriately qualified and experienced technical staff

- PQ 2.103

Tools and equipment as needed by CAAs technical staff

- PQ 2.203

Appropriate facilities

- PQ 2.205

Provisions of a CAA and CEOs

- PQ1.103

Authority to the head of CAA

- PQ 1.015

Legal provisions for enforcement

- PQ 1.051



- Is this good enough ?





# RASG-PA Pilot Project for Metric on Institutional Strength

- Use an already proven method
- Might be combined with USOAP associated PQs
- Scope: Pan-America
- Worth having States from other regions participating



# Activities

- Data collection through ICAO State Letter
- Data processing (Intern)
- Report consolidation (Intern)
- Visibility actions
- Analysis of sustainability
- Review cycle?



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# Vision



- Develop globally recognized criteria to assess CAA institutional strength by 2019



# Project Status

- RASG-PA support
- ICAO SAM RO seeking local or international internship
- Profile social policy
- HQ interest and support with 2 months internship
- Goal: first report issued before the end of 2014

