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Pilot Project: Institutional Strength Measurement

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Hypothesis

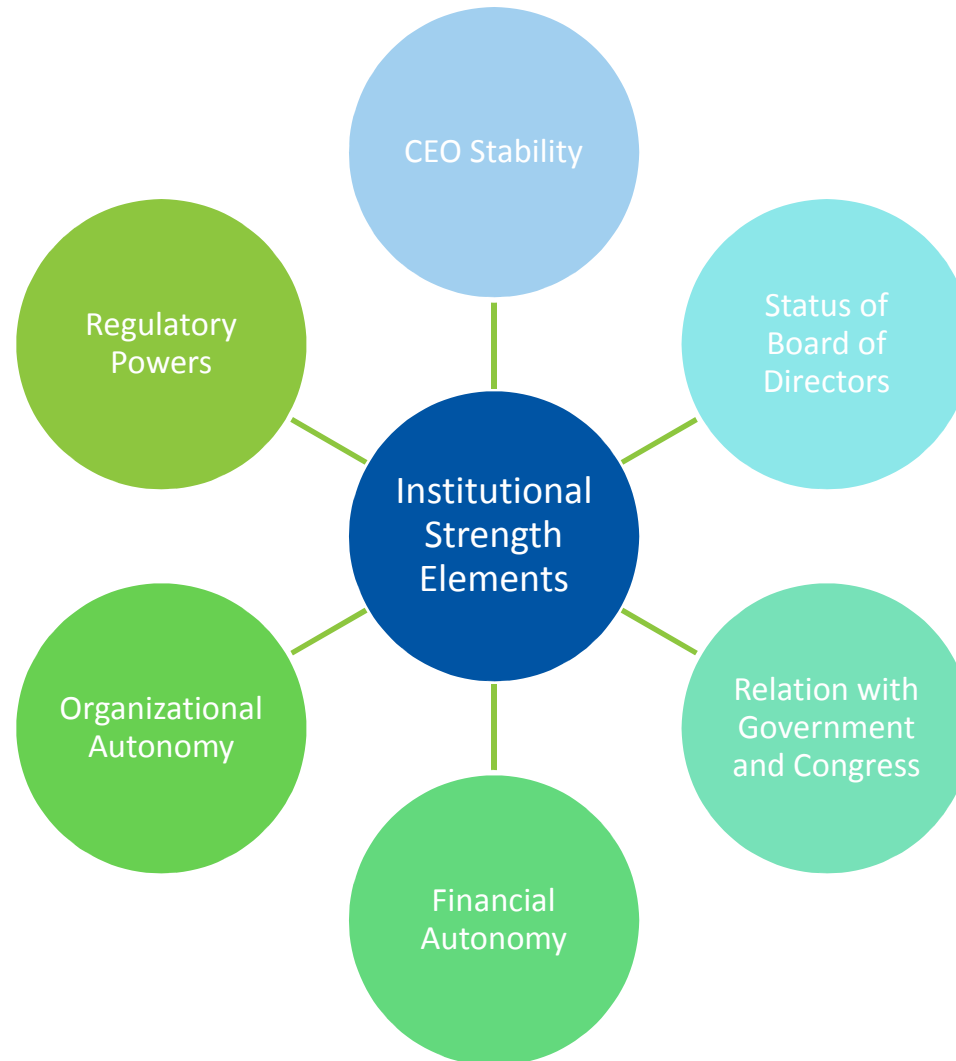
Strong CAA = Safety

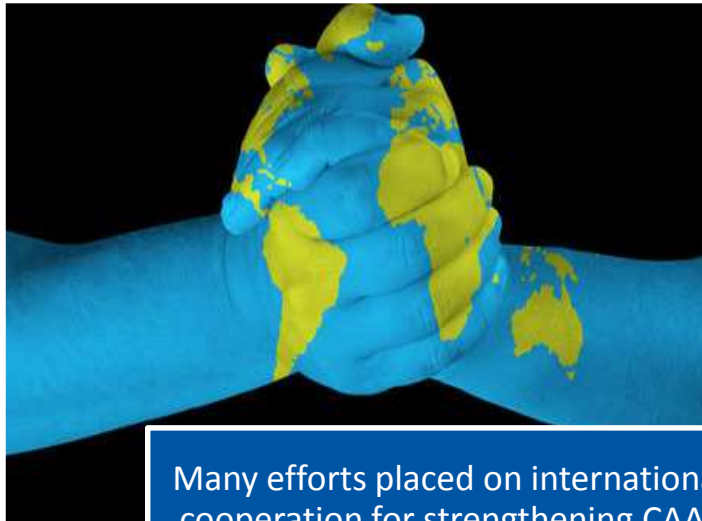




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Many efforts placed on international cooperation for strengthening CAAs



How effective are our efforts?



How to measure the institutional strength of a CAA?





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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



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 ?





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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



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Thank You