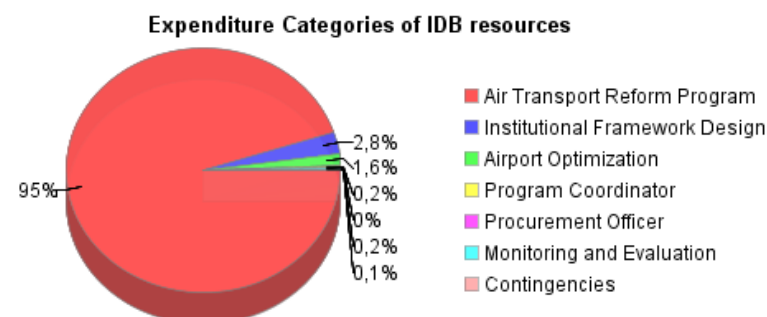
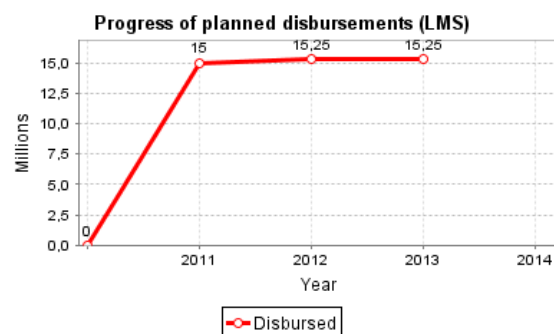
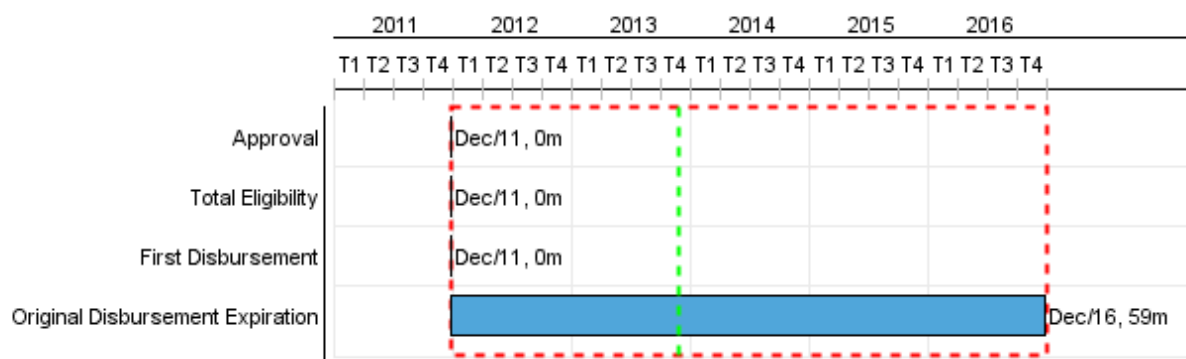


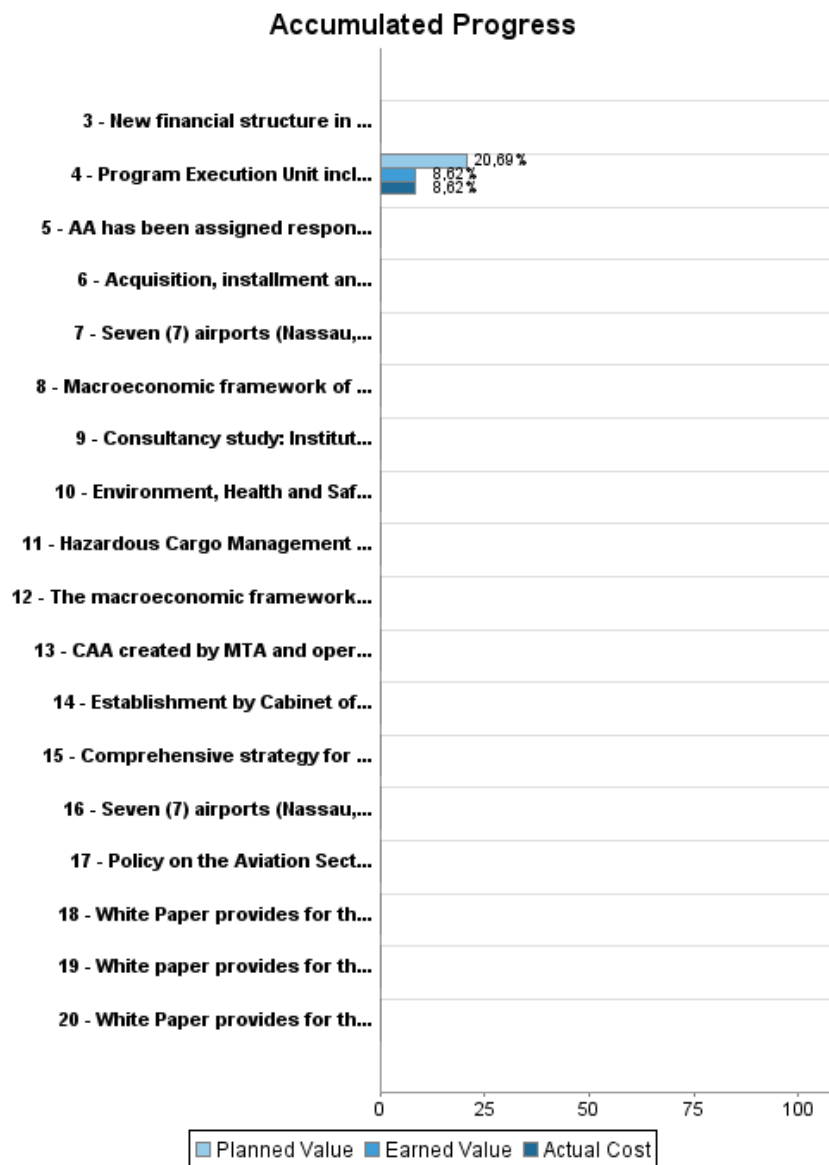
Summary Report

Basic Data		Available Funds (US\$)		Total Cost and Source	
Executing Agency (EA):	Ministerio de Transporte y Aviación				
Sector:	TRANSPORT				
Loan Number(s):	2682/OC-BH;2683/OC-BH	Current Approved Amount:	50.000.000,00	Original IDB:	50.000.000,00
Stage:	Approved	Disbursed Amount to Date:	15.250.000,00	Current IDB:	50.000.000,00
Operation Type:	HIB - Hybrid Operation	% Disbursed:	30,50	Pari-passu:	100,00
Related Operation(s):	RG-P1400, RG-P1442	Balance:	34.750.000,00	Co-Financing/Country:	
Operation Subtype:	HIB - Hybrid Operation			Original Estimate:	50.000.000,00
				Amortization Period (months):	174

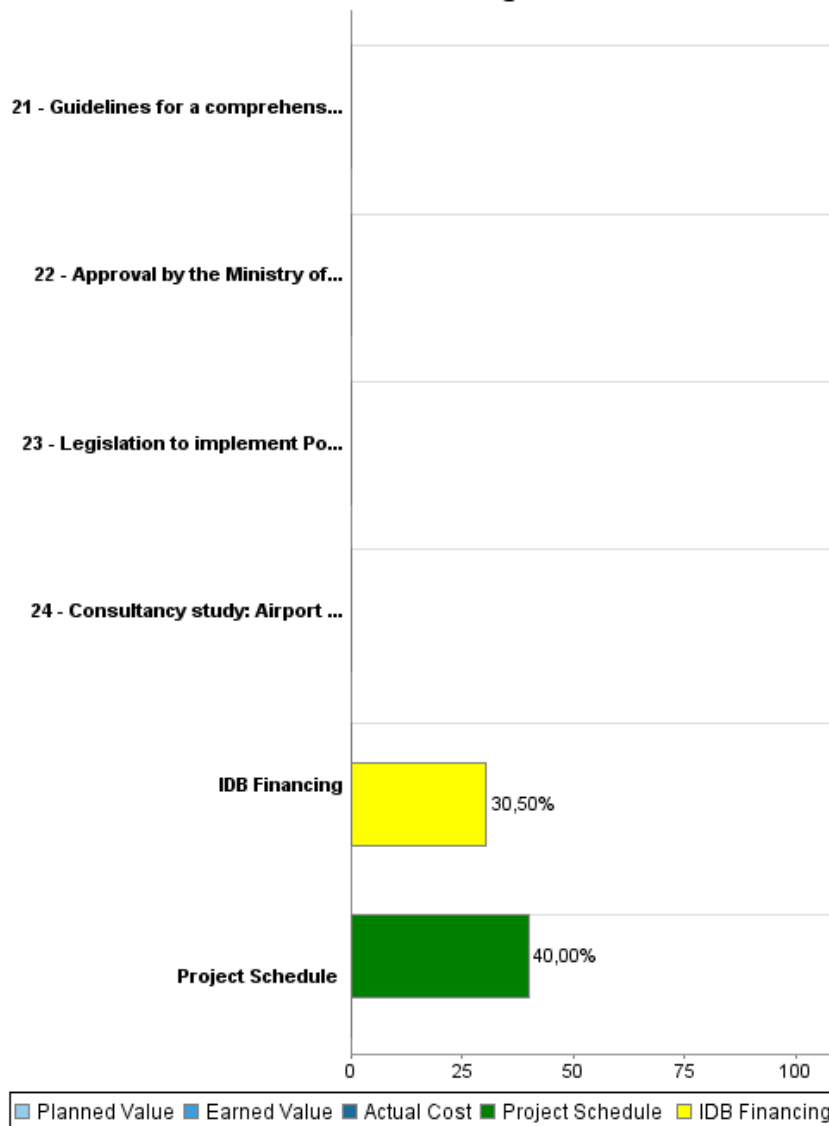
Project Environmental and Social Impact Category	Reformulation	Validation
Project Environmental and Social Impact Category: B13	() Was the objective(s) of this project reformulated?	Validated by Division Chief: 25-sep-2013 Validated by Country Representative: 08-oct-2013



Accumulated Progress as of 2013



Accumulated Progress





PROGRESS MONITORING REPORT

BH-L1027 - Air Transport Reform Program
2013 1º period closed in (31-Oct-2013)

Inter-American Development Bank - IDB

Office of Strategic Planning and Development Effectiveness
Last Update: 20/09/2013

Outcomes

- No information available

Outputs: Annual Physical and Financial Progress 2013

Description	Unit of Measure	Physical				Financial			
		Planned	Actual	Accumulated units	EOP units	Planned	Actual	Accumulated costs	EOP costs
Conditions for First Tranche (\$15 million)									
Macroeconomic framework of the borrower and program objectives alinged	framework				1,00				
Policy on the Aviation Sector Reform (White Paper), approved by Cabinet, separating policy making, regulatory and operational functions.	Cabinet Approval				1,00				1,00
White Paper provides for the creation of an independent and autonomous Civil Aviation Authority, responsible for technical regulation of the aviation sector.	Independent CAA				1,00				1,00
White paper provides for the transfer of all responsibilities for airports operaiton and Air Traffic Control operation to the Airport Authority .	Vested Airport Authority				1,00				1,00
White Paper provides for the assignment of responsibility for accident and incident investigation to a newly created body, completely independent from the regulator and operator.	Responsibility assigned to a newly created body for accident investigation				1,00				1,00
Guidelines for a comprehensive strategy for Family Islands airport optimization to satisfy the new aviation sector policy and obligations of the Airport Authority.	Approved strategy for Family Islands airport				1,00				1,00
Approval by the Ministry of Tourism and Aviation of bidding documents for the procurement of the new radar equipment for LPIA according to ICAO standards.	Approved bidding documents				1,00				1,00
Environment, Health and Safety and Emergency Preparedness standards and procedures for airports, under preparation	Development of Health, safety and emergency standards				1,00				1,00
Hazardous Cargo Management Procedures, under preparation.	Development of Harzrdous Cargo Management Procedures				1,00				1,00
Standards for energy and water-use conservation in airports under preparation	Development of conservation measures				1,00				1,00

Description	Unit of Measure	Physical				Financial			
		Planned	Actual	Accumulated units	EOP units	Planned	Actual	Accumulated costs	EOP costs
Conditions for Second Tranche (\$32.5) million									
The macroeconomic framework of the Borrower and Program objectives are aligned.	Aligned macro economic framework				1,00				1,00
Legislation to implement Policy on the Aviation Sector Reform (included in the White Paper), approved by Parliament, and in implementation.	Legislation approved				1,00				
CAA created by MTA and operaitonal for three months with responsibility over regulation of the aviation sector and ability to charge for its services, with defined organizational structure, lines of responsibility approved and allocated annual budget, and adequate staff to meet its responsibility.	CAA and MTA created.				1,00				
AA has been assigned responsibility to operate and develop all government owned airports and manage ATC operations in The Bahamas control airspace, with defined organizational structure and lines of responsibility revenue strategy in place to meet its financial obligations and adequate staff.	AA assigned responsibility for all government airports				1,00				
Establishment by Cabinet of a unit and procedures for the independent investigation of accidents and incidents at airports under Bahamian Jurisdiction and within The Bahamas control airspace and the unit is operational for at least three months.	Accident Unit establised				1,00				
New financial structure in place to implement the policies for (i) a financially stable CAA with sufficient resources to meet its responsibilities (ii) An AA that operates on a commercial basis over five airports (iii) Adequate GBH budget allocations for other airports in the Family Islands.	New financial structure in place				1,00				
Comprehensive strategy for Family Islands airport optimization to satisfy the new aviation sector policy and obligations of the AA, finalized and approved by Cabinet, including timeline for and resources for its implementation.	Optimized strategy for family islands				1,00				
Acquisition, installment and operation of new radar equipment for LPIA (Nassau airport).	Radar Installed				1,00				

PROGRESS MONITORING REPORT

BH-L1027 - Air Transport Reform Program
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Description	Unit of Measure	Physical				Financial			
		Planned	Actual	Accumulated units	EOP units	Planned	Actual	Accumulated costs	EOP costs
Seven (7) airports (Nassau, Freeport, Marsh Harbour Abaco, North Eleuthera, San Salvador, Governor's Harbor and Exuma & Moss Town) comply with the established Environment, Health and Safety and Emergency Preparedness standards.	7 airports comply with safety standards				7,00				
Seven (7) airports (Nassau, Freeport, Marsh Harbour Abaco, North Eleuthera, San Salvador, comply with the established hazardous cargo management procedures.	Number of airports comply with hazardous cargo management procedures				7,00				
Standards for energy and water use and conservation in airports, approved by MoTA	Conservation standards approved				1,00				
Technical Cooperation component (\$2.5 million)									
Consultancy study: Institutional framework design	number of consultancies				1,00				1.400.000,00
Consultancy study: Airport Optimization	Number of consultants hired				1,00				810.000,00
Program Execution Unit including monitoring and evaluation	cost					35.000,00			290.000,00
TOTAL						35.000,00			2.500.010,00