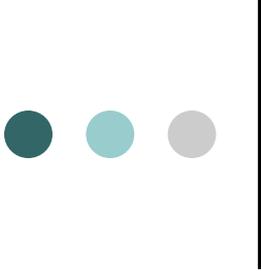


RSOO Forum

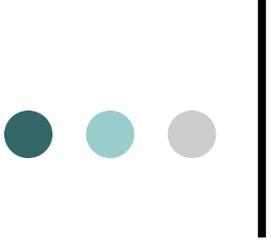
The Eastern Caribbean Civil Aviation Authority

Donald McPhail
22 March 2017

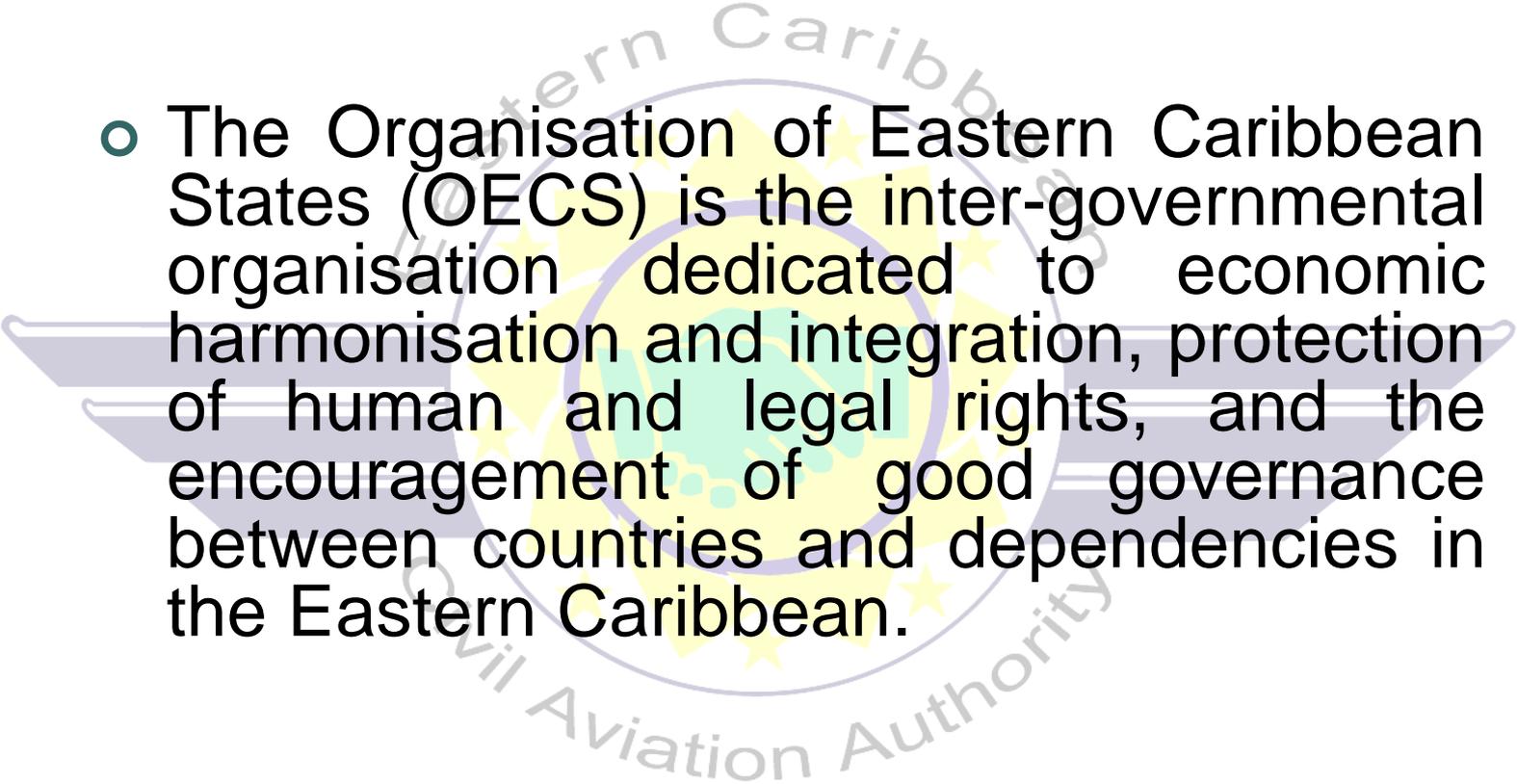


The OECS

- The Organisation came into being on June 18th 1981, when seven Eastern Caribbean countries signed a treaty agreeing to cooperate with each other and promote unity and solidarity among the Members. The Treaty became known as the Treaty of Basseterre, so named in honour of the capital city of St. Kitts and Nevis where it was signed.



The OECS

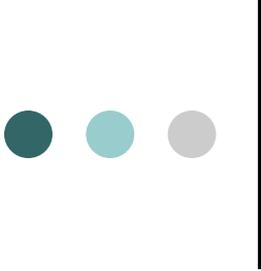
- The Organisation of Eastern Caribbean States (OECS) is the inter-governmental organisation dedicated to economic harmonisation and integration, protection of human and legal rights, and the encouragement of good governance between countries and dependencies in the Eastern Caribbean.
- 

Member State	Population	Tourism Contribution (%)		
		GDP	Emp.	Export
Anguilla	13,037	61.2	63.4	86.5
Antigua & Barbuda	84,816	58.3	53.0	71.6
British Virgin Islands	28,280	85.9	94.5	62.0
Dominica	71,293	26.4	24.0	48.0
Grenada	106,667	24.2	22.1	47.8
Montserrat	4,922
St. Kitts & Nevis	46,204	25.5	24.2	34.7
Saint Lucia	166,526	39.5	44.1	59.2
St. Vincent & Grenadines	109,188	19.9	18.2	49.1



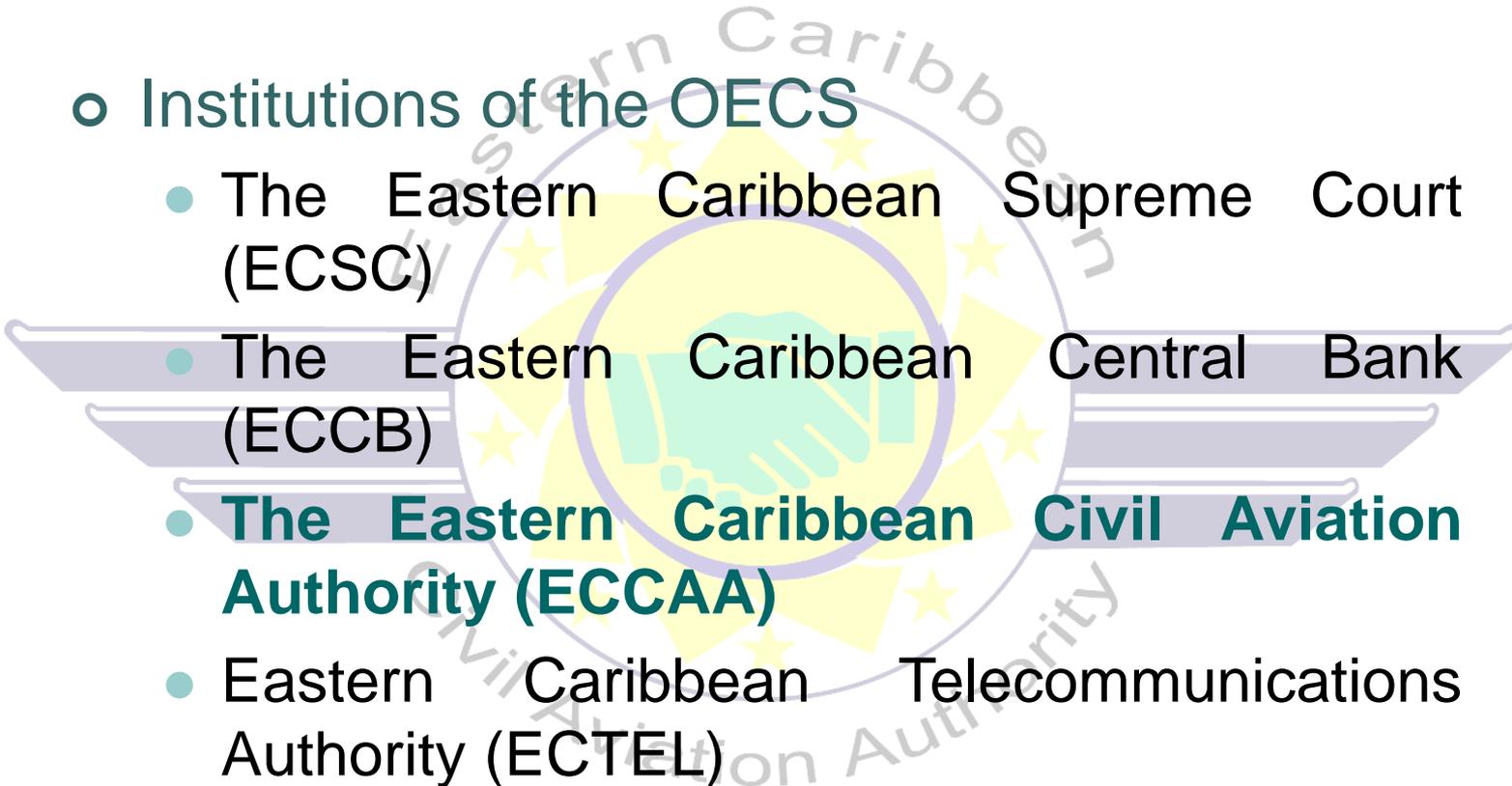
CARIBBEAN SUB-REGIONS

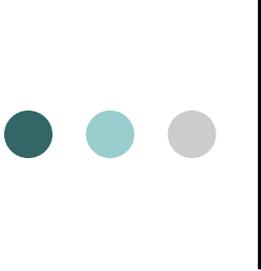




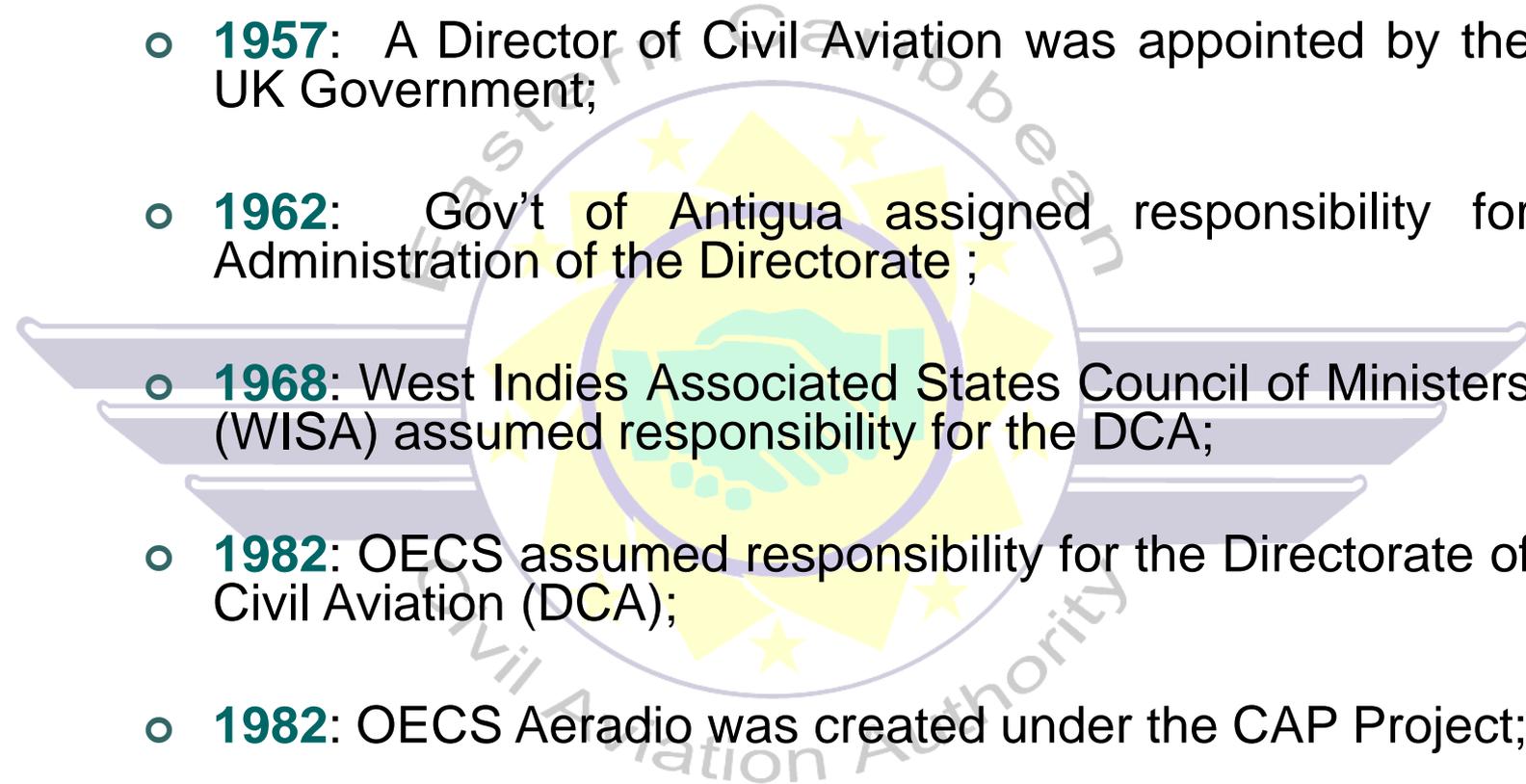
The OECS

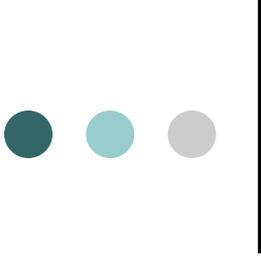
o Institutions of the OECS

- The Eastern Caribbean Supreme Court (ECSC)
 - The Eastern Caribbean Central Bank (ECCB)
 - **The Eastern Caribbean Civil Aviation Authority (ECCAA)**
 - Eastern Caribbean Telecommunications Authority (ECTEL)
- 

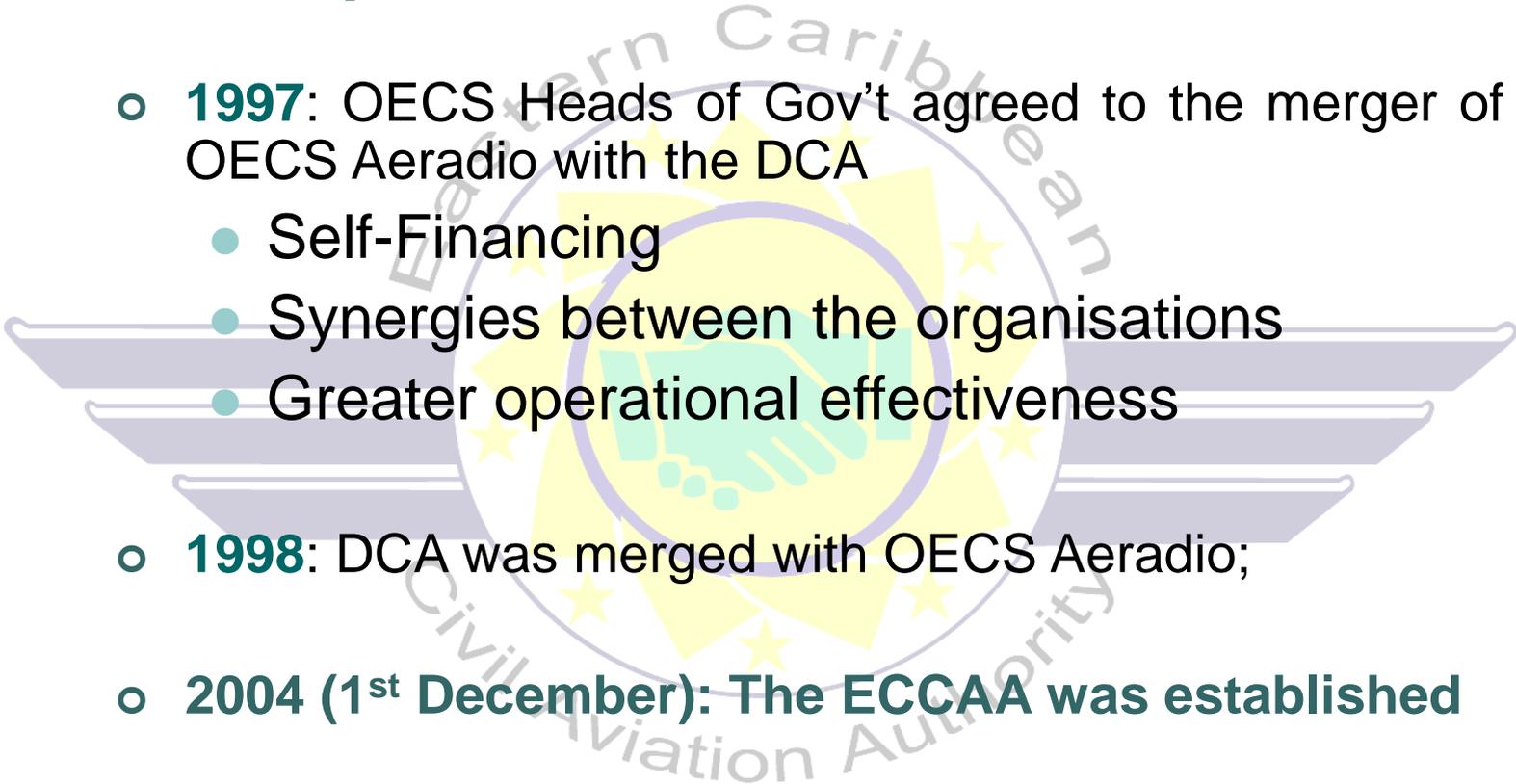


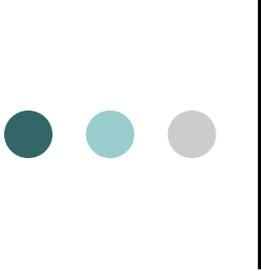
The ECCAA – Historical Perspective

- **1957:** A Director of Civil Aviation was appointed by the UK Government;
 - **1962:** Gov't of Antigua assigned responsibility for Administration of the Directorate ;
 - **1968:** West Indies Associated States Council of Ministers (WISA) assumed responsibility for the DCA;
 - **1982:** OECS assumed responsibility for the Directorate of Civil Aviation (DCA);
 - **1982:** OECS Aeradio was created under the CAP Project;
- 

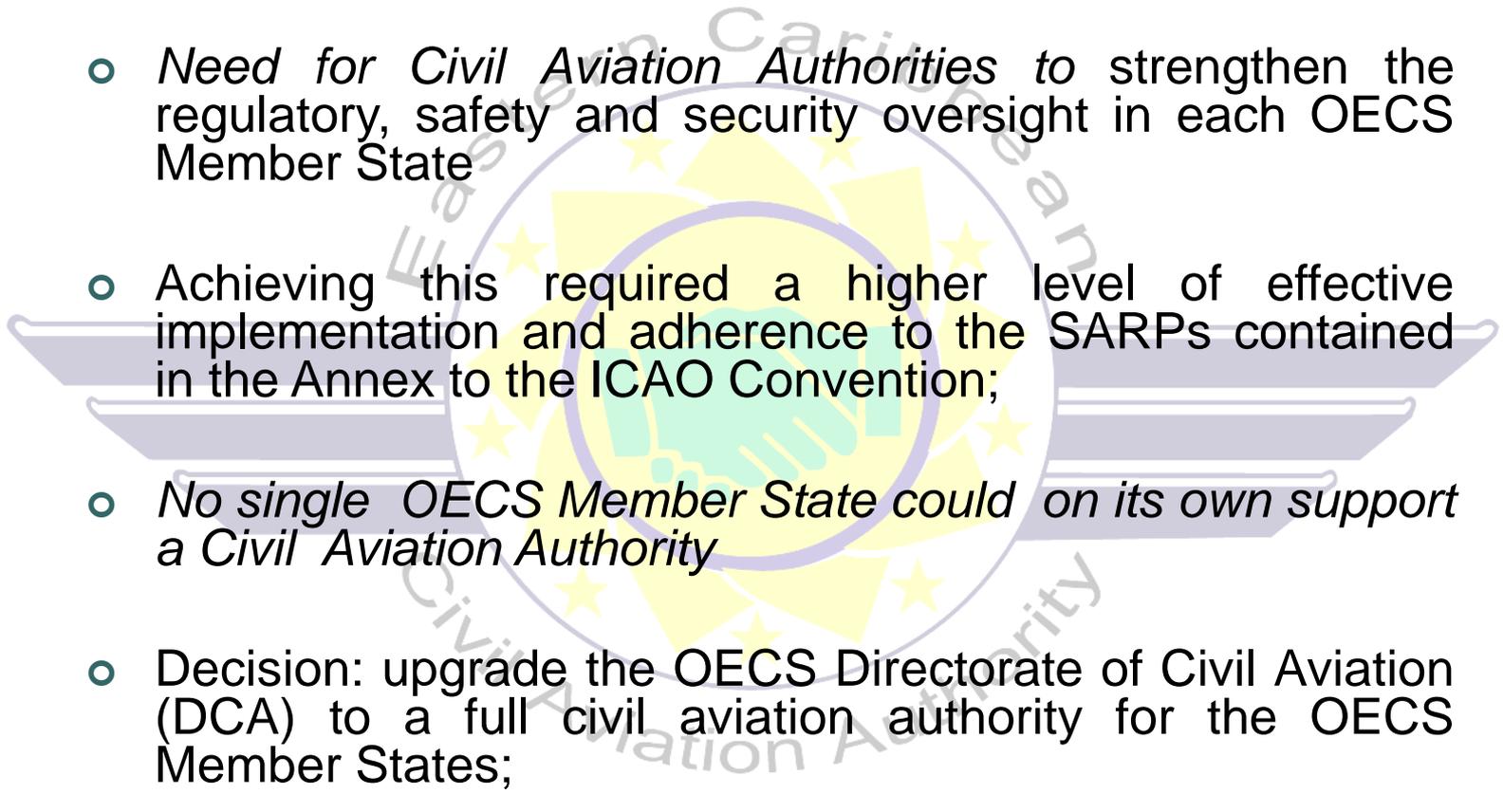


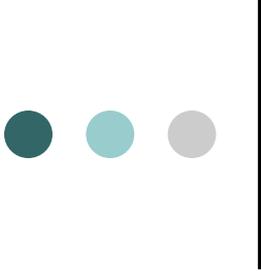
The ECCAA – Historical Perspective cont'd

- **1997:** OECS Heads of Gov't agreed to the merger of OECS Aeradio with the DCA
 - Self-Financing
 - Synergies between the organisations
 - Greater operational effectiveness
 - **1998:** DCA was merged with OECS Aeradio;
 - **2004 (1st December):** The ECCAA was established
- 



The ECCAA – Why?

- *Need for Civil Aviation Authorities to strengthen the regulatory, safety and security oversight in each OECS Member State*
 - Achieving this required a higher level of effective implementation and adherence to the SARPs contained in the Annex to the ICAO Convention;
 - *No single OECS Member State could on its own support a Civil Aviation Authority*
 - Decision: upgrade the OECS Directorate of Civil Aviation (DCA) to a full civil aviation authority for the OECS Member States;
- 



Legal Framework

Civil Aviation Act

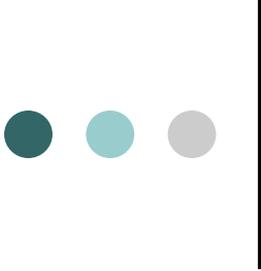


Civil Aviation Regulations

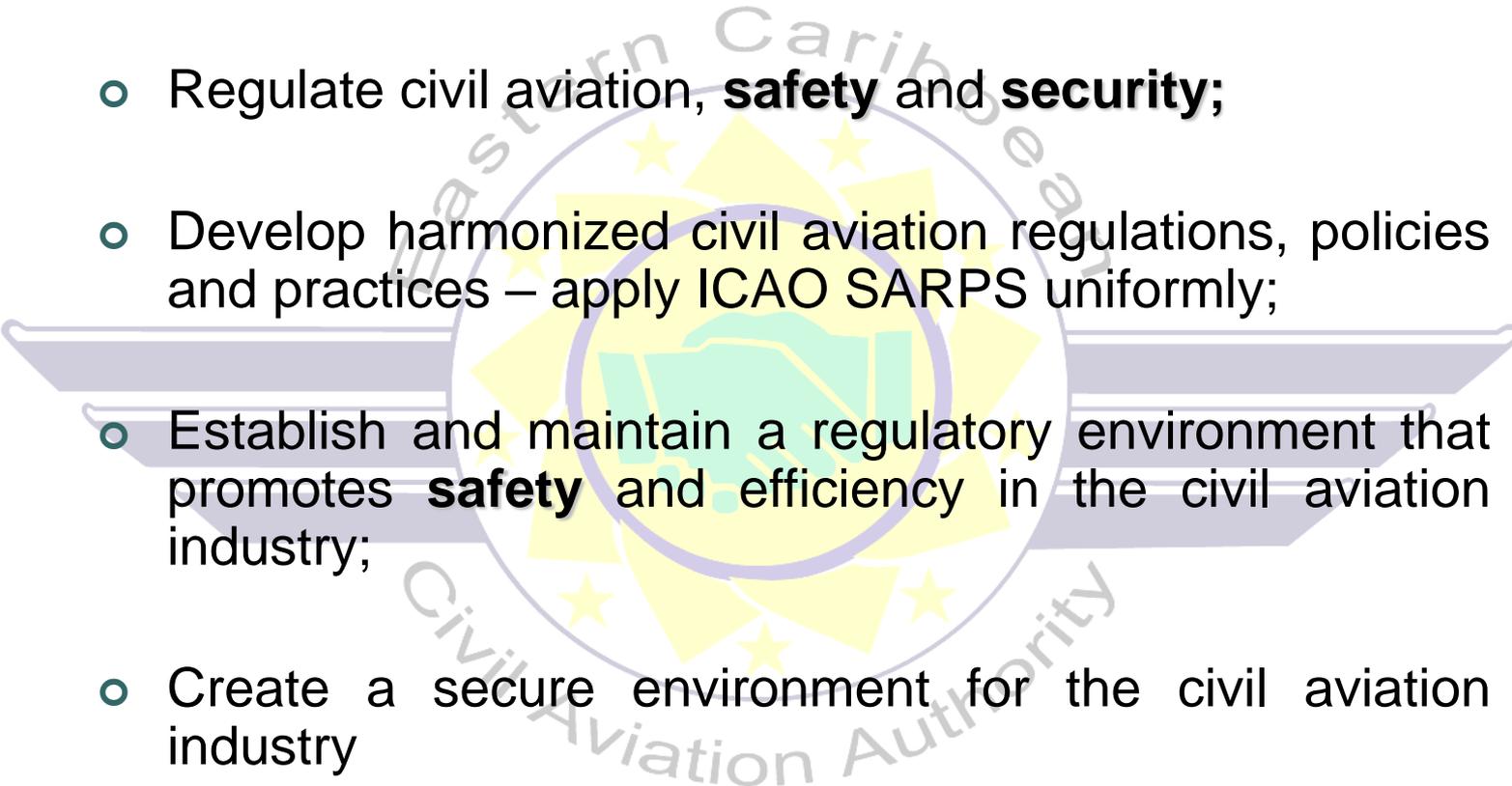


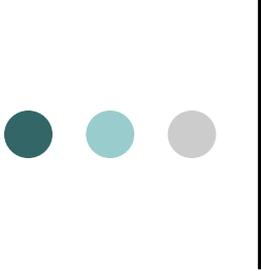
Implementing Standards

Circulars & Directives

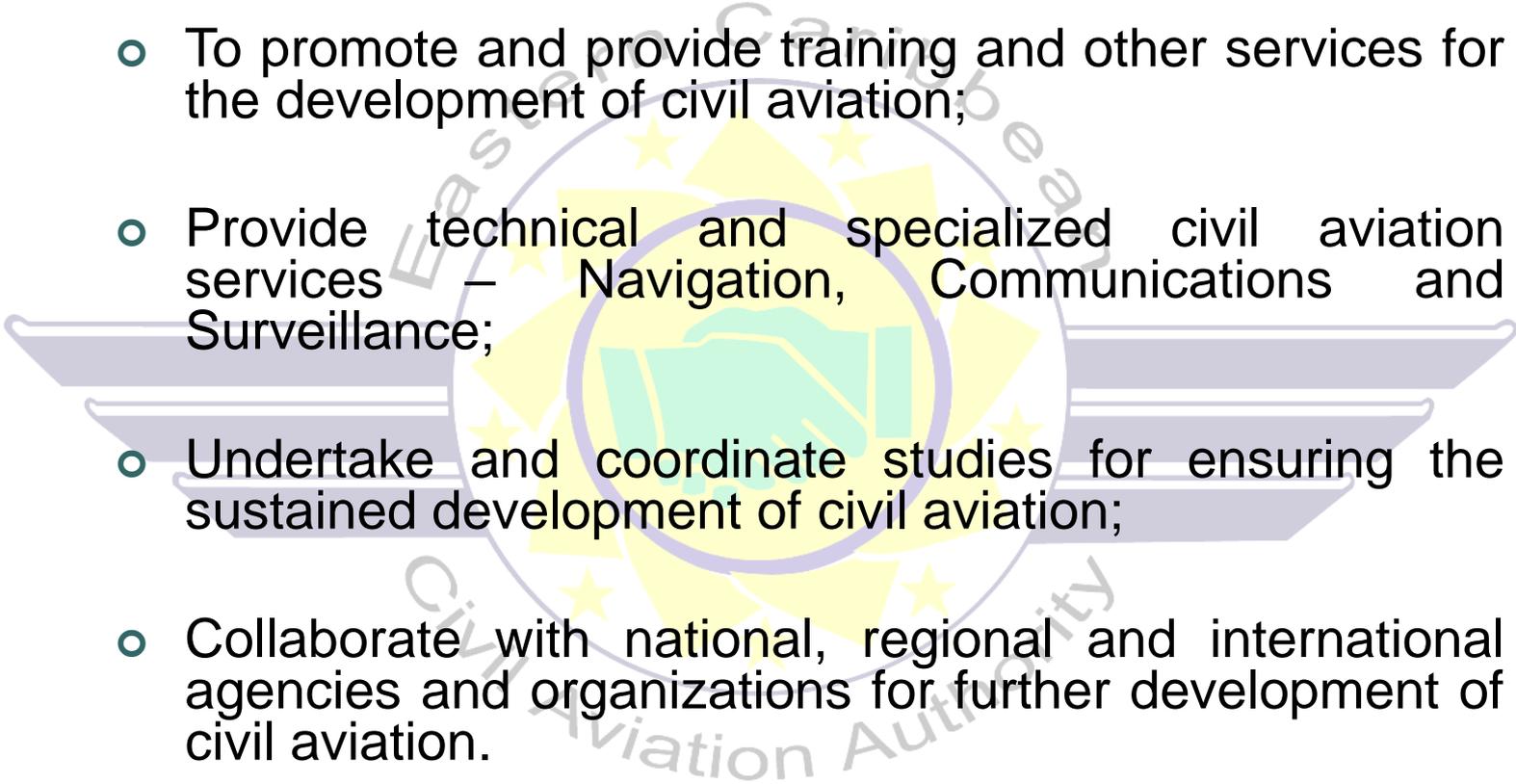


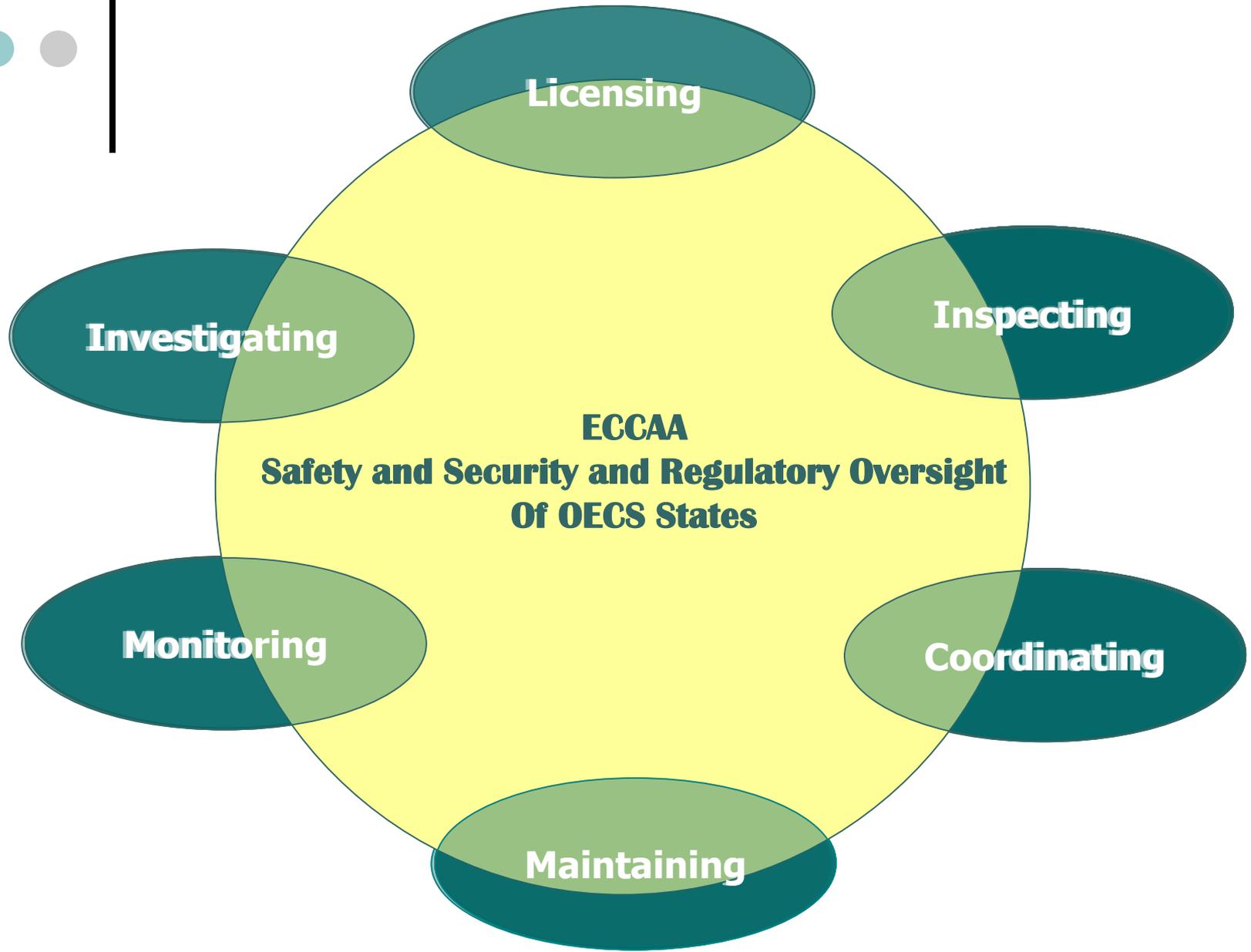
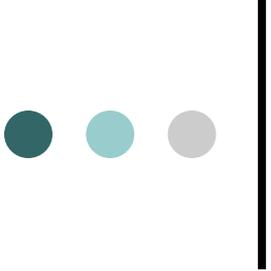
Functions of the ECCAA

- Regulate civil aviation, **safety** and **security**;
 - Develop harmonized civil aviation regulations, policies and practices – apply ICAO SARPS uniformly;
 - Establish and maintain a regulatory environment that promotes **safety** and efficiency in the civil aviation industry;
 - Create a secure environment for the civil aviation industry
- 



Functions of the ECCAA cont'd

- 
- To promote and provide training and other services for the development of civil aviation;
 - Provide technical and specialized civil aviation services – Navigation, Communications and Surveillance;
 - Undertake and coordinate studies for ensuring the sustained development of civil aviation;
 - Collaborate with national, regional and international agencies and organizations for further development of civil aviation.



ECCAA
Safety and Security and Regulatory Oversight
Of OECS States

Functional Chart

Ministers Responsible for Civil Aviation

Board of Directors

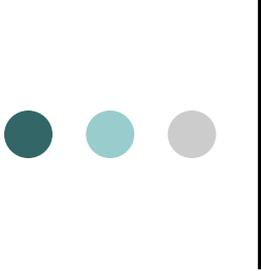
Director General

Finance and Administration
Division

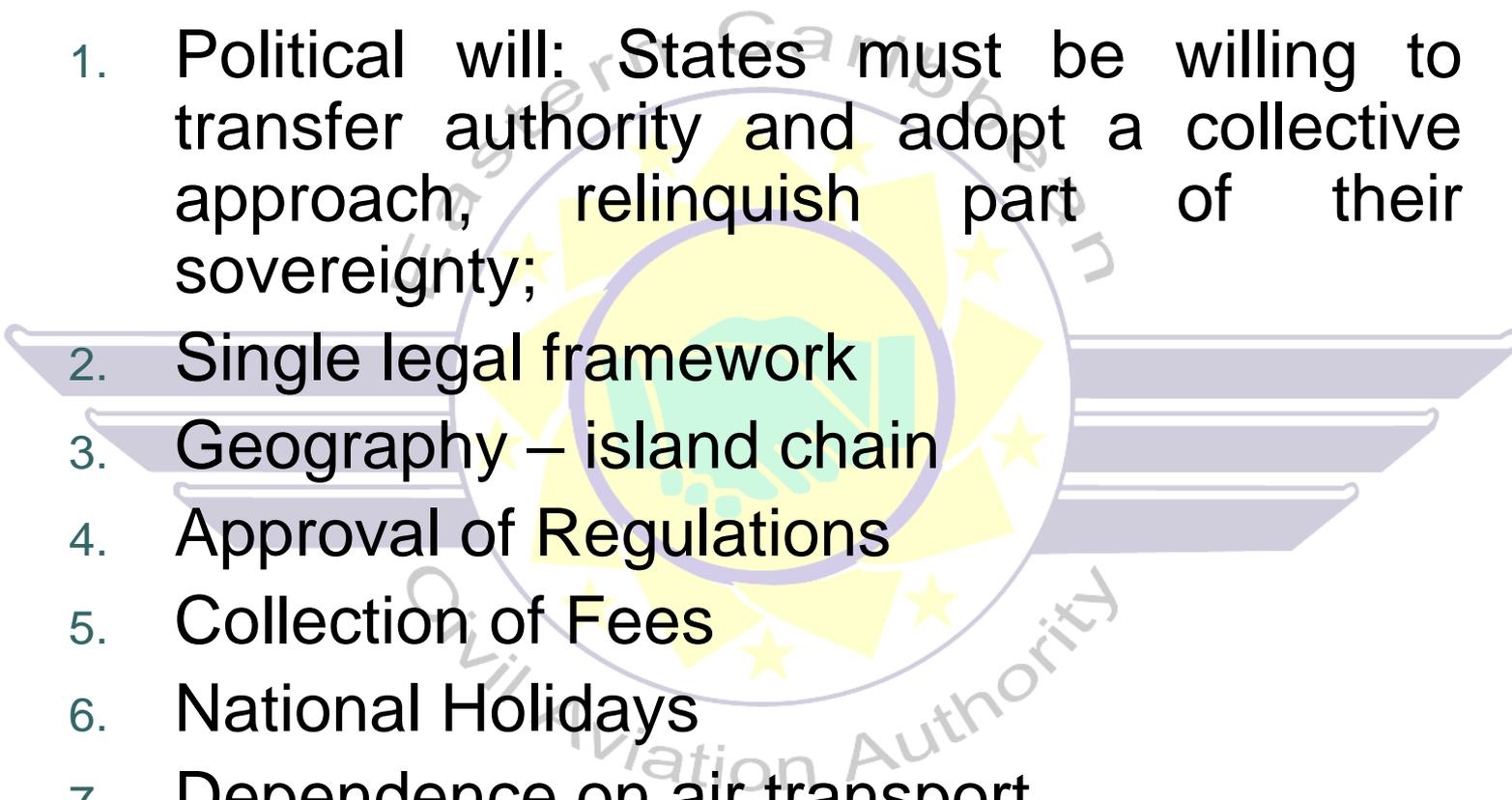
Flight Safety Division (FSD)

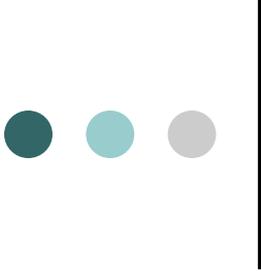
Air Navigation Services (ANS)
Division

Communications, Navigation and Surveillance (CNS)
Unit



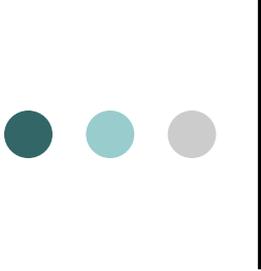
Challenges

1. Political will: States must be willing to transfer authority and adopt a collective approach, relinquish part of their sovereignty;
 2. Single legal framework
 3. Geography – island chain
 4. Approval of Regulations
 5. Collection of Fees
 6. National Holidays
 7. Dependence on air transport
- 



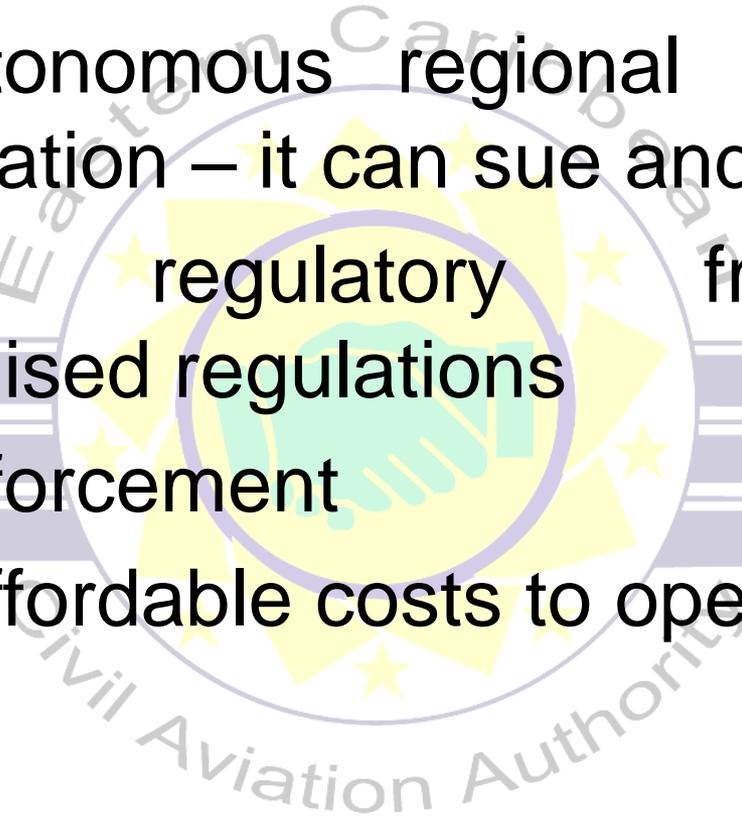
Advantages

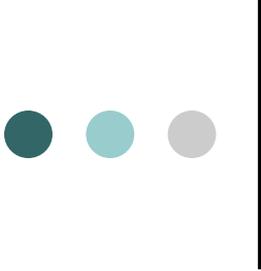
- Economies of scale
 - One common language
 - One judiciary
 - One currency
 - Inspectors are free from political direction
- 



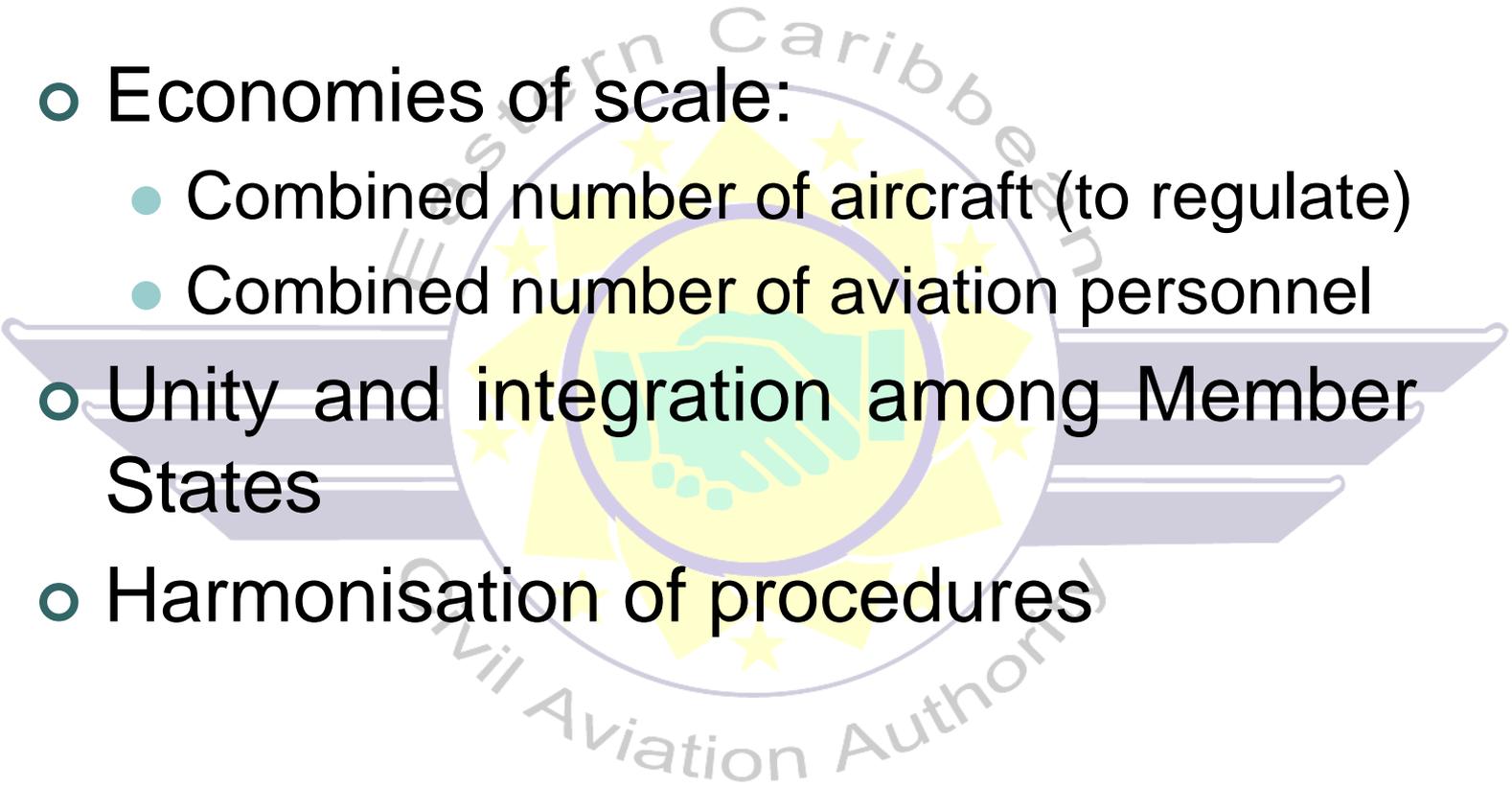
Advantages cont'd

- An autonomous regional regulatory organization – it can sue and be sued
- Single regulatory framework:
harmonised regulations
- Fair enforcement
- More affordable costs to operators



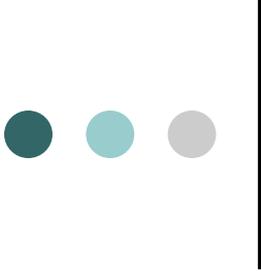


ECCAA's Contribution

- Economies of scale:
 - Combined number of aircraft (to regulate)
 - Combined number of aviation personnel
 - Unity and integration among Member States
 - Harmonisation of procedures
- 

ECCAA's Contribution cont'd

- Harmonisation of civil aviation regulations and implementing standards
- Training and capacity building among member states
- Affordable operating costs to Member States



Future Plans

- Develop CO2 Emissions Plan
 - One (1) action plan for Eastern Caribbean
 - Convince States within ECCAA Region to have 1 action plan
- Increase effective implementation to 90%
- Ensure that the number of fatal accidents within the region is kept to a minimum (# of fatal accidents in past 10 years -2)
- Reduce the occurrence of aircraft accidents
- Provision of training to Aviation professionals and to the next generation of Aviation professionals
- Staff recruitment commensurate with growth in industry