



International Civil Aviation Organization

WORKING PAPER

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ASSEMBLY — 37TH SESSION

TECHNICAL COMMISSION

Agenda Item 29: Report on the implementation of the ICAO Universal Safety Oversight Audit Programme (USOAP) under the comprehensive systems approach and Evolution of the ICAO Universal Safety Oversight Audit Programme (USOAP) beyond 2010

THE CUBAN EXPERIENCE

(Presented by Cuba)

EXECUTIVE SUMMARY

This information paper describes Cuba's experience of preparation for the ICAO Universal Safety Oversight Audit Programme (USOAP) under the comprehensive systems approach (CSA), the results obtained as a consequence of that preparation and the current situation of our administration following fulfilment of the Corrective Action Plan.

Based on this experience we believe that the ICAO USOAP programme under CSA has been successful in raising safety levels and has contributed to fostering greater awareness in the global aviation community.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A: Safety — <i>Enhance global civil aviation safety.</i>
<i>Financial implications:</i>	N/A
<i>References:</i>	Annex 1 — <i>Personnel Licensing</i> Annex 6 — <i>Operation of Aircraft</i> Annex 8 — <i>Airworthiness of Aircraft</i> Doc 7300, <i>Convention on International Civil Aviation</i> Doc 9902, <i>Assembly Resolutions in Force</i> Doc 9734, <i>Safety Oversight Manual</i> Doc 9735, <i>Safety Oversight Audit Manual</i> <i>Resolutions of the President of the Civil Aeronautical Institute of Cuba.</i>

¹ Spanish version was provided by Cuba

1. INTRODUCTION

1.1 From 18 to 22 November 1996, ICAO carried out a safety audit, reported in Annexes 1 — *Personnel Licensing*, 6 — *Operation of Aircraft*, and 8 — *Airworthiness of Aircraft*, as part of a voluntary assessment audit requested by Cuba, in preparation for the audit which would subsequently be carried out in almost all Member States of the Organization. This was the first experience of this kind carried out in Cuba in relation to safety oversight, and it enabled us to have the necessary elements ready to prepare our Administration for the mandatory audit.

1.2 In the first Universal Safety Oversight Audit Program (USOAP) audit carried out in Cuba from 29 November to 6 December 1999, a number of deficiencies were pointed out which led to the preparation of a Corrective Action Plan to eliminate those weak points. From 10 to 11 December 2001, a second follow-up audit was carried out by the audit team, who confirmed satisfactory fulfilment of the Action Plan devised in 1999.

2. PREPARATION FOR THE USOAP AUDIT

2.1 The new cycle of ICAO USOAP audits under CSA, which included 16 of the 18 Annexes to the *Convention on International Civil Aviation* (Doc 7300), represented a huge challenge for our administration, just as it did for most other Member States, and Cuba set about putting in place the organizational measures needed to complete the programme quickly and resolutely.

2.2 The designated National Coordinator participated in a preparatory seminar organized by the ICAO Regional Office in Mexico, which provided the tools and knowledge needed to start preparing all personnel, both from the Aeronautical Authority and from companies forming part of our civil aviation system; from the most senior managers in each area to the least influential workers. This was the first success achieved during the preparatory period, as all personnel, nationwide, acquired the knowledge and awareness necessary to prepare the civil aviation system for audit, not only as individuals but also as an overall system.

2.3 The most experienced specialists set themselves up as auditors and performed two rigorous internal audits of all dependencies and of various companies, using the audit protocols to do so. These self-audits enabled us to identify deficiencies that we still had and detect inconsistencies in the existing Cuban Regulations and the need to prepare new Regulations that would enable us to comply with national and international requirements. Altogether, including amendments and new regulations, a total of 30 Cuban Aeronautical Regulations was reached, all consistent with the recently approved Decree-Law on Civil Aviation. Procedures for periodic review of those regulations were established, in accordance with ICAO-approved amendments to the SARPs and PANs and according to national needs.

2.4 Additional resources were allocated to the Aeronautical Authority budget for the acquisition of the means required to support work in preparation for the audit, as well as work required during the audit itself and subsequent to it, anticipating the fulfilment of corrective actions that might arise.

3. RESULTS

3.1 From 19 to 28 February 2008, Cuba was visited by the audit team, which worked very professionally with our officers and visited facilities and air transport companies as planned. As a result of that audit, our State obtained, on average, a deficiency rate of 13.24%, which subsequently generated a Corrective Action Plan, agreed between ICAO and our State, in accordance with the Memorandum of Understanding signed between both parties. The Appendix to this information paper includes a figure showing the results obtained at that time compared against the world average, up to date on the date of this information paper, obtained from 156 States audited.

3.2 The intense work undertaken in preparation for the audit made our Administration a stronger participant in this exercise and provided the basis for subsequent fine-tuning of our aeronautical safety management, in addition to continuous improvement of both our Aeronautical Regulations and safety supervision functions. Fulfilment of the measures for compliance with the Corrective Action Plan is currently at 93% and we anticipate full completion and compliance by December 2010. There is a restricted-access link on the website of the Civil Aeronautical Institute of Cuba (www.iacc.gov.cu) where compliance with the Corrective Action Plan is regularly updated for the attention of the lead auditor.

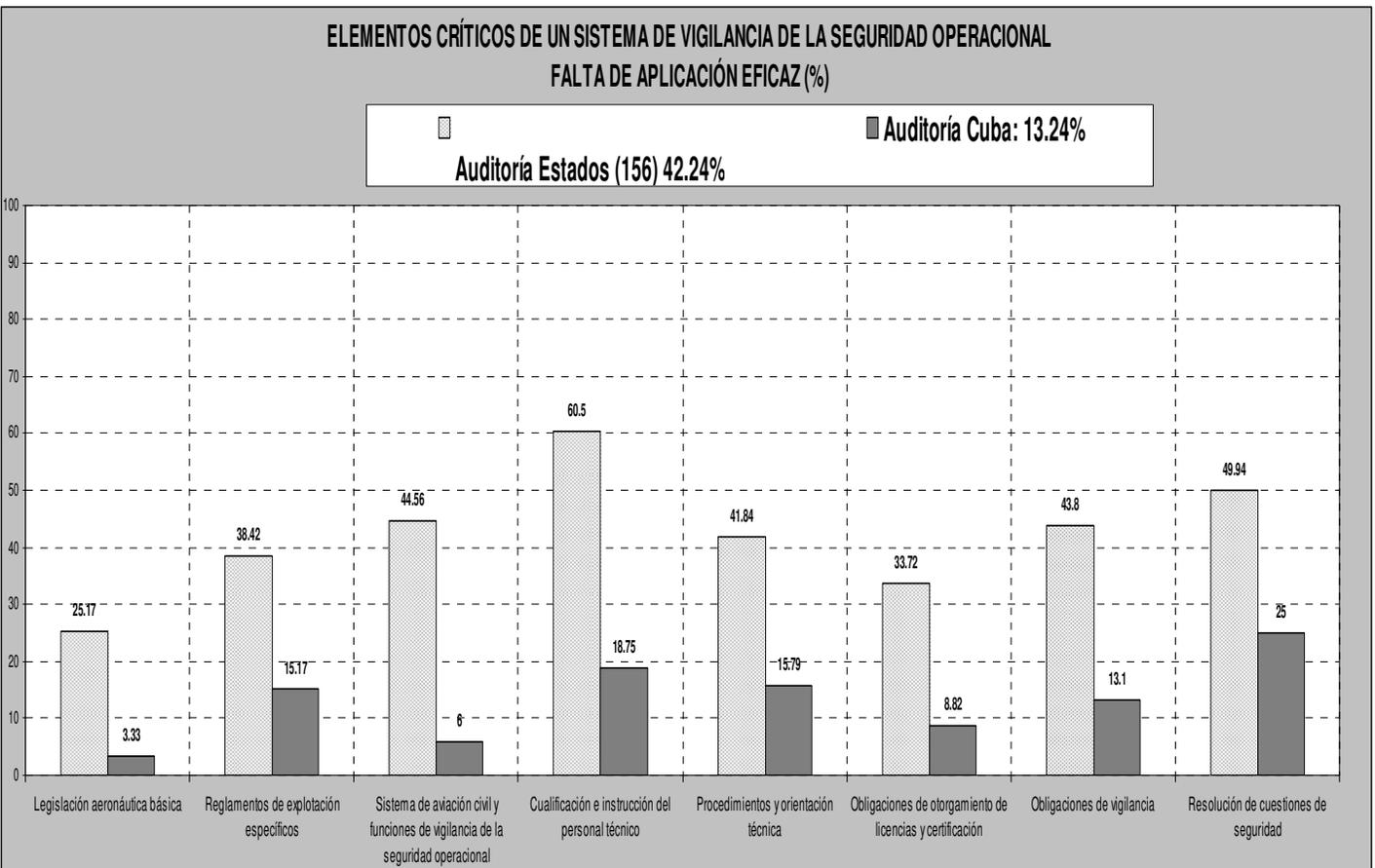
3.3 Given that these results have been published by ICAO with our authorization, some civil aviation administrations learned of them and approached us to request that we collaborate with them in their own audit preparations, which we agreed to do. That collaboration represents our modest contribution to the good results that those Member States achieved.

4. CONCLUSIONS

4.1 Based on our experience, we consider that the ICAO USOAP programme under CSA has been successful in raising safety levels and has contributed to fostering greater awareness in the global aviation community.

APPENDIX TO THE PAPER

FIGURE SHOWING THE RESULTS OF THE REPUBLIC OF CUBA IN THE ICAO UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAM (USOAP) UNDER THE COMPREHENSIVE SYSTEMS APPROACH



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