

ORGANISATION OF EASTERN CARIBBEAN STATES – OECS

EASTERN CARIBBEAN CIVIL AVIATION AUTHORITY – ECCAA

*The Regional Approach to Improve Safety
Oversight*

Presentation by: Mr. Herald Wilson, Director General





Agenda

- ❑ ECCAA - Genesis
- ❑ Civil Aviation legal framework
- ❑ Staffing
- ❑ Financial considerations
- ❑ Information Technology
- ❑ Regional Initiatives
- ❑ Looking towards the future
- ❑ Conclusions





ECCAA - Genesis

- ❑ Genesis dates back to 1957 - Islands were colonies of the United Kingdom
- ❑ The Directorate developed as the islands evolved from UK colonies to Independent States
- ❑ In 1982, the Directorate became an institution of the OECS – Treaty of Basseterre
 - Vehicle for facilitating a collective approach to civil aviation matters affecting the OECS



ECCAA – Genesis Cont'd

- The 35th Meeting of the OECS Heads of Government (2002) decided that;
 - a fully autonomous body should be established with the responsibility to regulate civil aviation activities within OECS Member States
 - the body should be self-financed



ECCAA – Genesis Cont'd

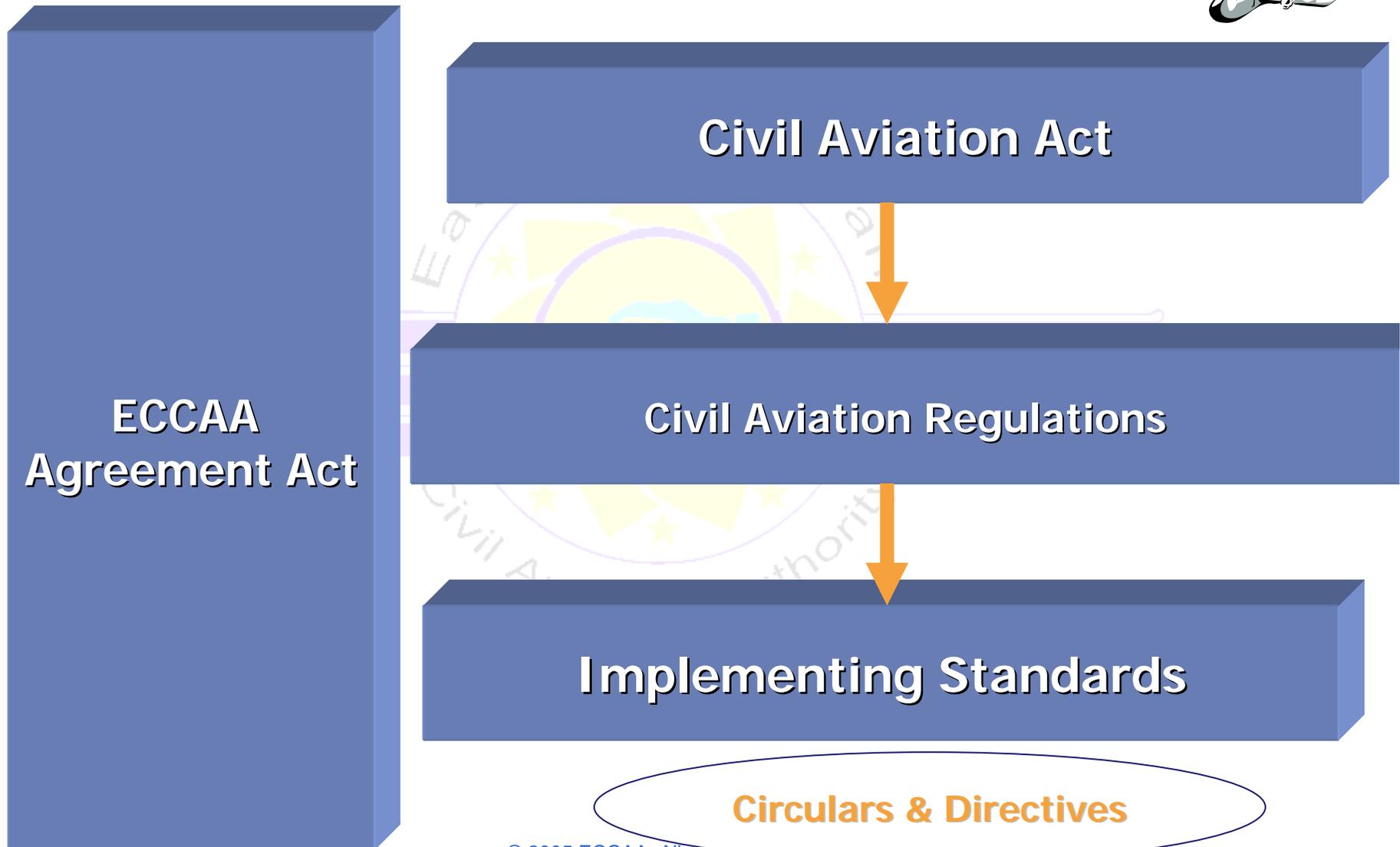
- ❏ The Agreement for the establishment of ECCAA was signed by all OECS States in October 2003
- ❏ Given legal effect through the enactment of the Eastern Caribbean Civil Aviation Authority Agreement Act
 - Enacted by each Member State

Civil Aviation Legal Framework





Civil Aviation Legal Framework





Functions of ECCAA

- ❏ Regulate all civil aviation activities in the OECS
- ❏ Provide the necessary safety and security oversight of all aviation activity in the sub region
- ❏ 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 ECCAA



- ❑ Provide technical and specialized civil aviation services
- ❑ 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 Agreement Act

 **Preamble** – “**WHEREAS** it is desirable to promote aviation by establishing an autonomous regional regulatory organization for the purpose of regulating civil aviation and fostering competitiveness in the aviation industry in the Eastern Caribbean and for harmonising the application of the standards and recommended practices adopted by the International Civil Aviation Organisation (ICAO) and to the extent practicable with neighbouring Caribbean States.”



ECCAA Agreement Act, Cont'd

- Appointment of the Director General by the OECS Heads of Governments (Article 10 (2))
 - Chief Executive Officer
 - Responsible to the ECCAA Board of Directors for the day-to-day administration and management of the ECCAA (Article 10 (3))
- ECCAA is a body corporate having perpetual succession (Article 3)
 - Can sue and be sued (Article 5 (c))
- Article 25 outlines the immunities and privileges of the Authority and its officers
 - Property and assets of the Authority shall be immune from search, confiscation or seizure
 - Archives of the Authority shall be inviolable



ECCAA Agreement Act, Cont'd

- ❑ Enforce existing rules, regulations and aviation standards (Article 5 (i))
- ❑ Impose administrative fines and penalties for violations of the rules, regulations and aviation standards (Article 5 (i))



Civil Aviation Act

- ❑ Primary Legislation
- ❑ Enacted in and by all Member States
- ❑ Authority of the DG enshrined in the Civil Aviation Act (Part III Section 10 (6))
 - Appointment of Inspectors (Part III Section 12)
 - RASOS
 - Delegate functions to appointed officers (Part III Section 13)
- ❑ Shall be deemed to be the DG of Antigua/Barbuda (in the case of Antigua) and shall exercise the functions and powers set out in the Act (Part III Section 10(4))



Civil Aviation Act

Part VIII Enforcement

- The DG may issue fines for the contravention of the provisions of the Act, Regulations and Directives (Section 43(2))
- Right of appeal to the Eastern Caribbean Supreme Court



Civil Aviation Regulations

- Based on ICAO Model Regulations
 - Contents identical in all Member States
- Provisions for the establishment and functions of the Flight Safety Division (ECCAA) (Chapter 13 Section (76))
 - Appointment of the Director, FSD (Section 77)
- Enforcement of Regulations (Chapter 15 Section 89)
 - Imposition of monetary penalties
- Powers and duties of authorized persons (Section 80)
- Passed by each Member State

Staffing





Staffing

- Since 1980s, the staff has grown from a staff of just over 6 officers to a total of over 40
- Positions filled since 1996
 - Human Resource Officer
 - IT Officer
 - Airworthiness Inspectors
 - Flight Operations Inspectors
 - Operations Officer - ATS
 - Operations Officer - PEL
 - Operations Officer - Aerodromes



Staffing

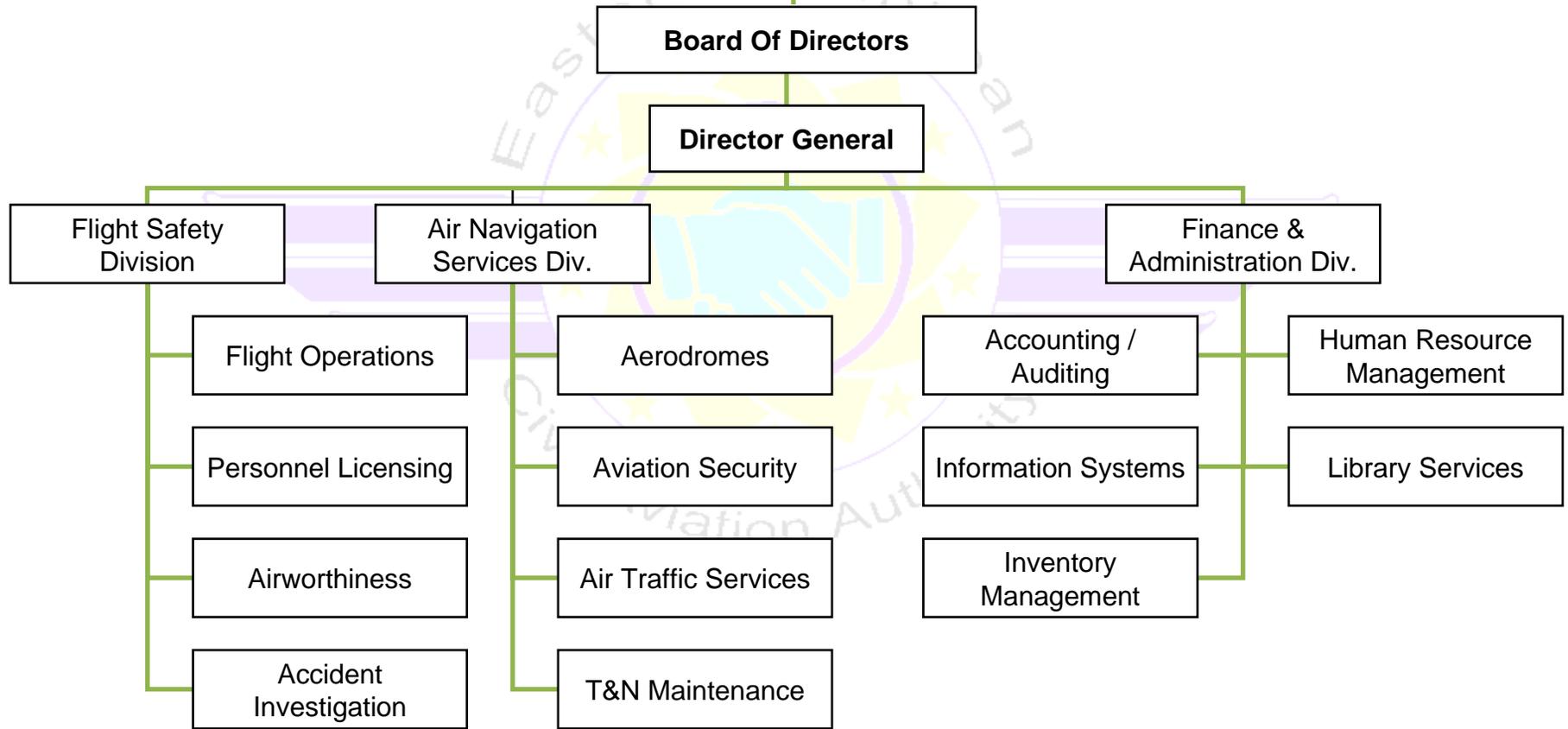
Appointment of other officers since becoming the ECCAA

- Director - Flight Safety Division
- Director – Finance and Administration
- Director – Air Navigations Services



Functional Chart

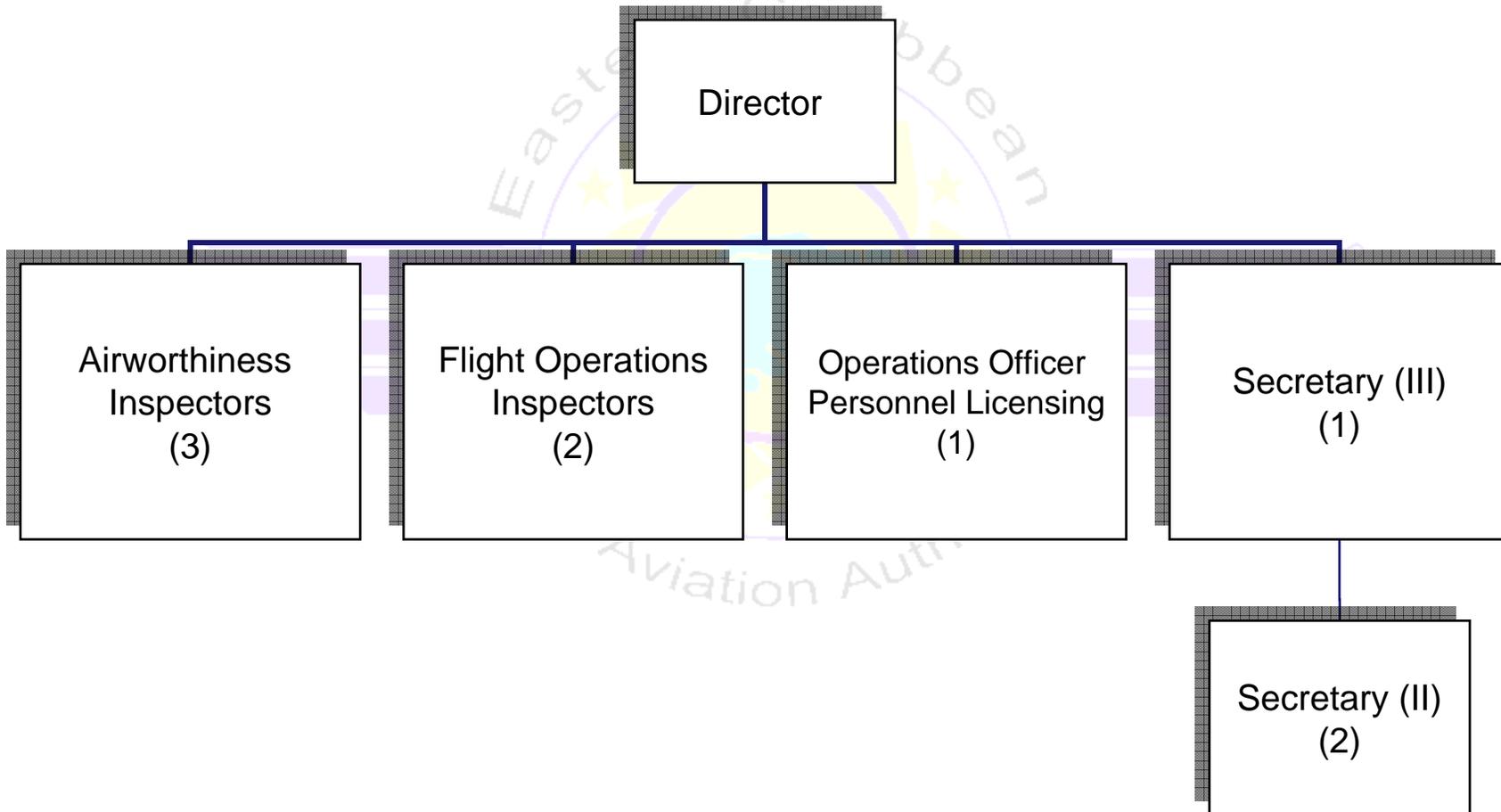
Council of Ministers Responsible for Civil Aviation





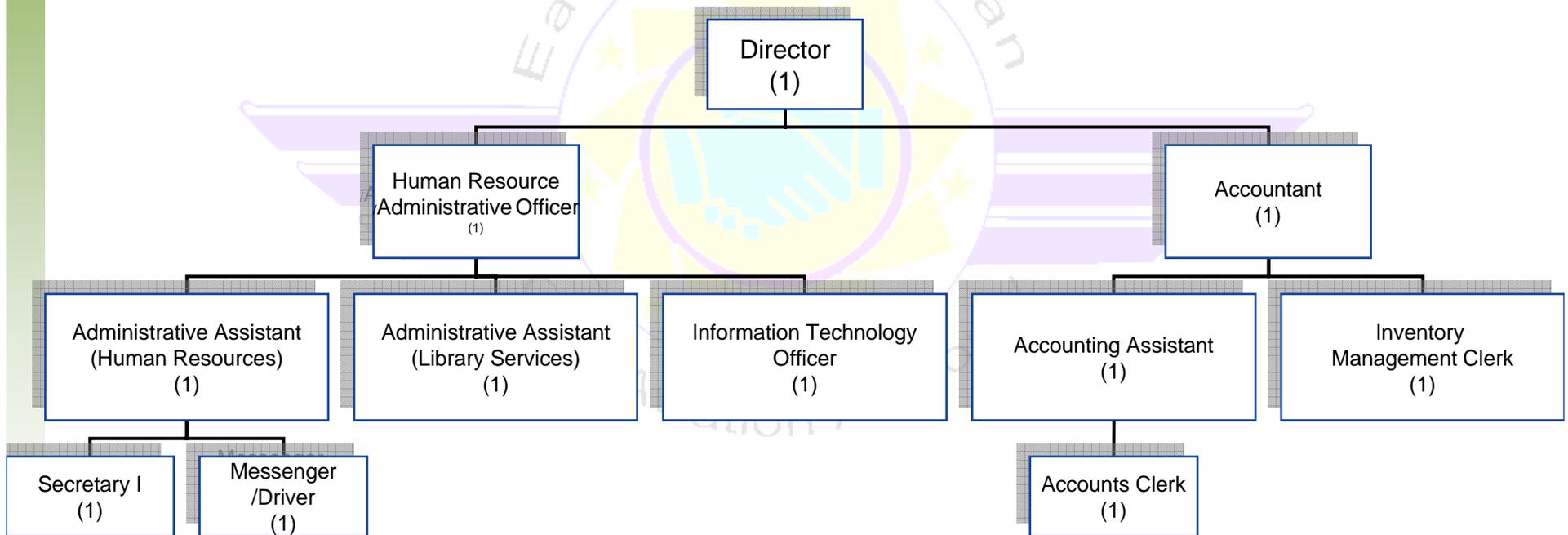
Organisation Chart

Flight Safety Division





Finance and Administration Division





Financial Considerations

- Self-financed since 1999
 - Air Navigation fees
 - Direct invoicing – services provided to Member States
- Annual Budget EC\$ 5.377 Million (Jul 2005 – Jun 2006)
 - Annual work programme approved by Board
 - Not for profit
- Expenditure authorized by the DG
- Ex-Budget expenditure requires approval of the Board



Financial Considerations

- Article 17 Funding (ECCAA Agreement Act)
 - Issue, renewal, amendment and endorsement of civil aviation documents
 - Use of facilities or services provided in respect of any aircraft
 - Provision of services to airports





Information Technology

- Information Technology is an integral part of the ECCAA's strategy
- Each officer is equipped with a PC (Notebook)
- Management Information Systems
 - CASORT (internet capability)
 - Document Management System (Track all documents)
 - Accounting
- Office is fully networked with high speed Internet access for all Officers
- Web-site used to provide information to the public
 - Document download
 - Electronic versions of the civil aviation legislation
 - Promulgation of Safety information



Technical Guidance

- ❑ Flight Operations Manual
- ❑ Personnel Licensing Handbook
- ❑ Airworthiness Technical Procedures Manual
- ❑ Enforcement Manual
- ❑ FSD General Procedures
 - encompasses guidance material that is common to more than one discipline





Regional Initiatives



ACAAC

ASSOCIATION OF CIVIL AVIATION AUTHORITIES

OF

THE CARIBBEAN

The Association of Civil Aviation Authorities of the Caribbean (ACAAC) and its Regional Aviation Safety Oversight System (RASOS)

**Evolution toward a future Caribbean Aviation
Safety and Security Oversight System
“CASSOS”**





Background

- ❏ 1997 Caribbean Directors of Civil Aviation met in Montego Bay with ICAO, US FAA, UK CAA
- ❏ ICAO promoting regional and sub regional approaches to safety oversight for smaller nations
- ❏ Discussions among CARICOM Directors of Civil Aviation continued over next four years



Background

- ❏ Revised Treaty of Chaguaramas July 2001 - Part 6 Transport Objectives
- ❏ Nov 2001 CAAs agree to establish Association of Civil Aviation Authorities of the Caribbean - ACAAC
- ❏ Nov 2001 ACAAC Members agree to form operating arm for technical cooperation, resource sharing and harmonization of rules under ICAO safety Annexes 1, 6, and 8 and proposed this as the Regional Aviation Safety Oversight System - RASOS
- ❏ May 2002 Interim RASOS Office commenced operations



- ❑ RASOS scope, achievements, current activities and responsibilities
- ❑ Why RASOS future as a CARICOM Institution is important for the region
- ❑ CASSOS structure and mandate

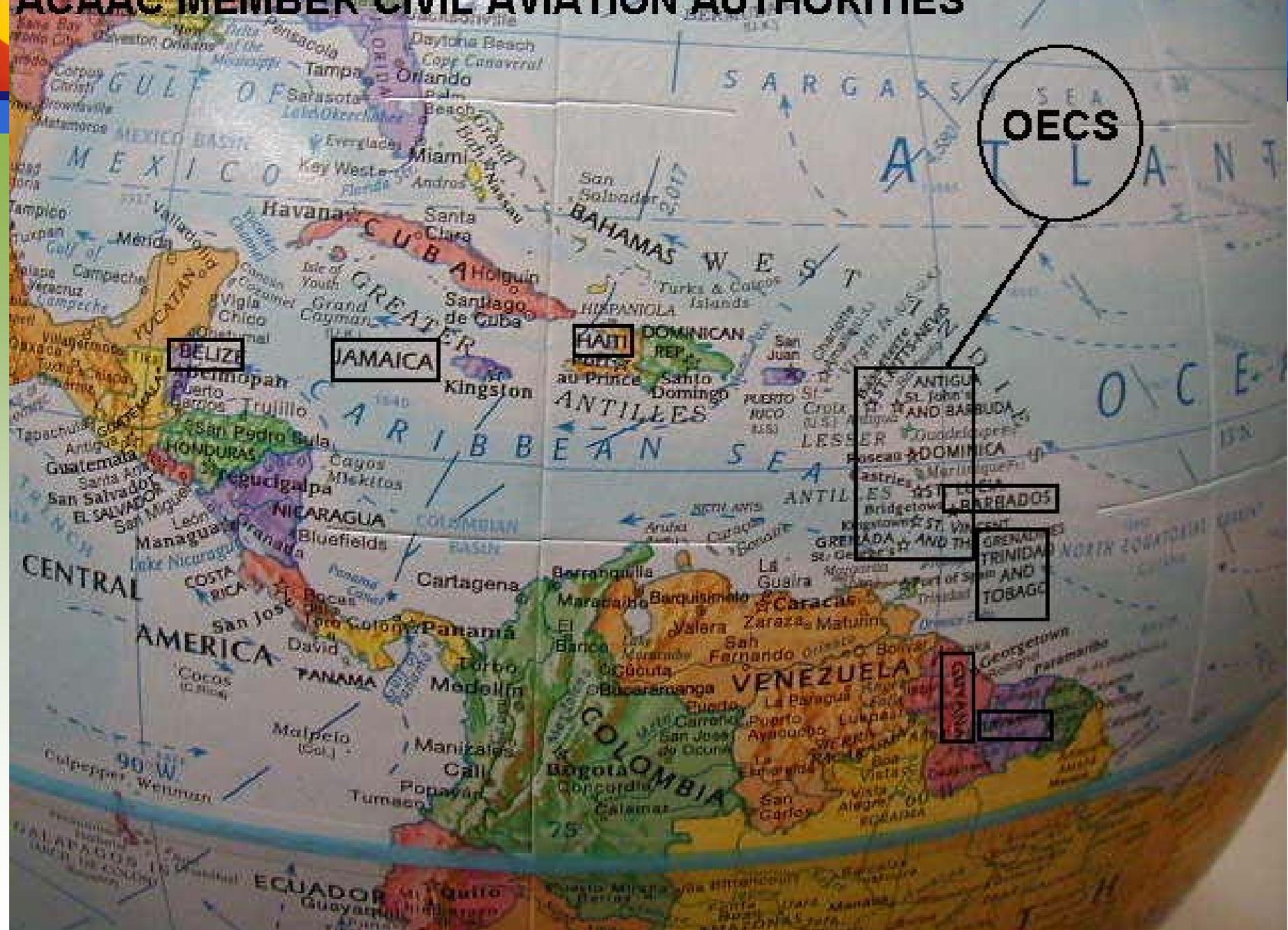


ACAAC-RASOS

- Barbados
- Belize (active with ACSA)
- Guyana
- Haiti
- Jamaica
- OECS
- Suriname
- Trinidad and Tobago



ACAAC MEMBER CIVIL AVIATION AUTHORITIES





ACAAC-RASOS Vision

“To create a safe and regulatory environment that will foster growth in the aviation industry and contribute to the national economies”



ACAAC-RASOS Mission

“To support the vision through training, technical assistance, harmonized safety rules and standards, monitoring of Member States’ safety oversight organizations and promotion of safety awareness”



RASOS Members Safety Oversight Mandate

- 275 aircraft including 70 transport category
- 6 international air transport airlines
- 25 approved maintenance organizations
- 35 foreign repair stations
- 2000+ licensed personnel
- 20 international aerodromes
- 25 foreign operators
- 70+ airline stations



RASOS Technical Resources

- 7 CAA organizations for 13 States (ECCAA=6)
- 7 licensing officers
- 32 aviation safety inspectors (14 Ops, 16 AW, 2 Cabin Safety/Dangerous Goods)
- 7 Aerodrome inspectors, 7 Security inspectors
- RASOS Staff (Coordinator OPS, Asst Coordinator AW)
- Donor state technical experts



RASOS Developments

- ❑ Budget and administrative rules in place.
- ❑ Member contribution mechanism in place.
- ❑ Track record of sustainable funding for past four years.
- ❑ Physical office set up complete, staff in place, administration system in place.
- ❑ Web Site www.rasos.org



RASOS Developments

- ❏ Common inspector technical qualifications.
- ❏ Template for inspection and surveillance work plan.
- ❏ Matrix of member authority inspectors qualifications and skills.



RASOS Developments

- ❏ Needs Assessments completed early 2003.
- ❏ First priority was inspector training.
- ❏ Second priority was harmonization of operating rules and standards for licensing and certification.
- ❏ Next priority is to assist Member States to attain IASA Category 1 and ICAO USOAP compliance
- ❏ In accord with CARICOM Treaty of Chaguaramas transportation objectives.



Harmonization and Technical Cooperation

- ❏ AGA-Aerodrome Certification Working Group (to standing committee under CASSOS)
- ❏ REG-Regulations Standing Committee
- ❏ Short term task groups
- ❏ PEL-Personnel Licensing Working Group (to standing committee under CASSOS)
- ❏ Under CASSOS will also need to form CNS ATM MET AIS standing committees





RASOS Developments

- **harmonized personnel licensing system**
- **common written examinations**
- **aerodrome certification team**
- **common flight test standards**
- **harmonized inspection guidance and forms**
- **central aircraft registry data**
- **shared audit groups (air operator, security)**
- **shared incident and accident investigation group**
- **shared foreign operator and repair station approvals**
- **RASOS WEBSITE**



RASOS Achievements

- **Suriname CASAS** (US FAA Category One 2003)
- **Trinidad and Tobago CAA** (US FAA Category One 2005)
- **Jamaica CAA** (US FAA Category One 1997, 2005)
- **OECS- ECCAA** (US FAA Category One 2006)
- **Barbados DCA** (preparing for ICAO & IASA audits)
- **Haiti OFNAC** (preparing for ICAO & IASA audits)
- **Guyana CAA** (preparing for ICAO & IASA audits)
- **Trans national inspections and cooperation**



Why CASSOS?

-  To elevate RASOS to an institution serving CARICOM States
-  To permit CASSOS to have more formal relations with other international organizations including donor organizations.
-  To allow CASSOS to represent the common aviation interests of Members.
-  To take the first step toward a possible future regional safety oversight authority.

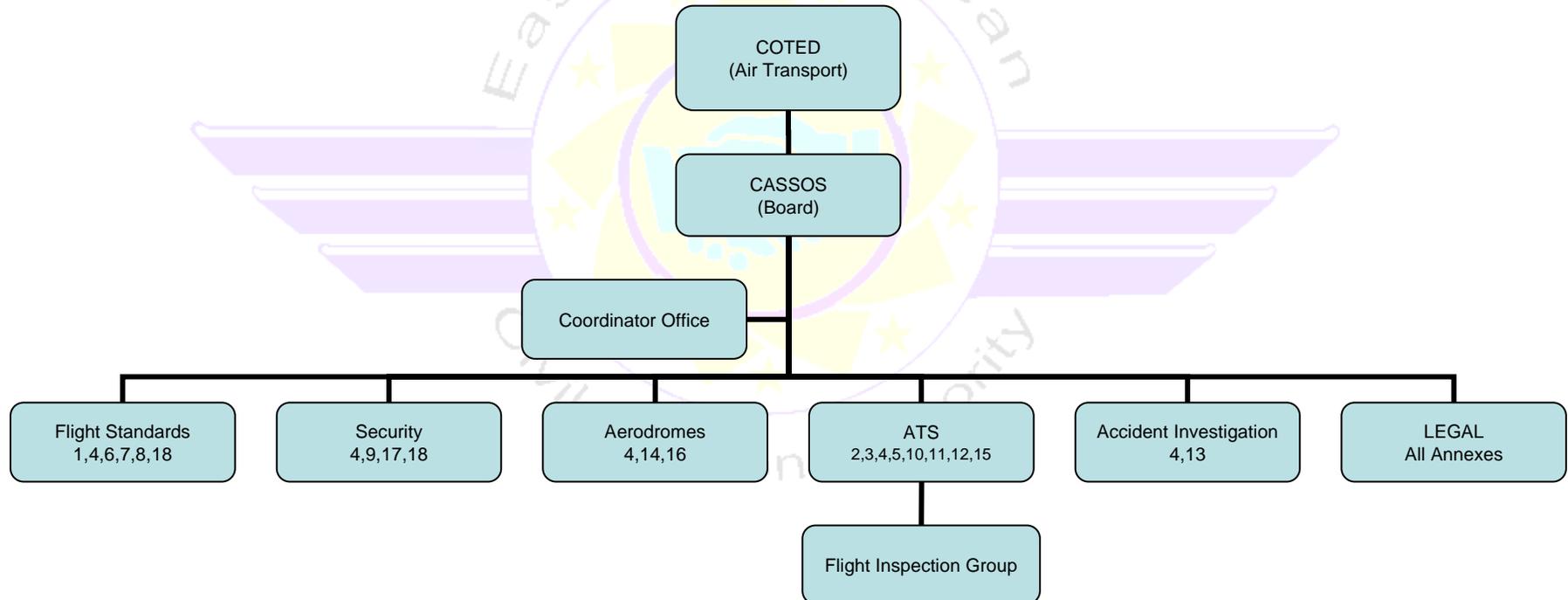


CASSOS Developments

- ❏ **Meeting of ACAAC-RASOS Institution Working Group in April 2005 that, by September 2005, had drafted an agreement that would serve to form CASSOS and that detailed its mandate.**
- ❏ **Heads of State Agreement, still in draft, that renames RASOS as CASSOS and designates CASSOS as a CARICOM Institution with mandate for all ICAO Annexes**
- ❏ **Draft Agreement has been reviewed by COTED and is awaiting CARICOM Legal Affairs Committee review, requires a supporting policy paper from Ministers**



Proposed CASSOS Organization





Future Developments

- To form additional standing committees drawn from experts throughout the region to cover all ICAO Annexes
- To investigate the feasibility of regional security and flight inspection projects
- To complete regional inspection, surveillance and certification and to conduct periodic reviews of Member Authorities
- To continue to develop regional human resources through training and to use them in the region
- To continue WEBSITE enhancements such as safety reporting systems and inspection and surveillance activity tracking systems



Future Developments cont'd

- As CASSOS evolves we will continue to seek donor funding especially for ongoing training and technical development assistance.
- Possibility for future widening of CASSOS membership to non-CARICOM States.

Looking Towards the Future





Looking Towards the Future

- ❑ Maintain an active role in the continued development of CASSOS - the regional safety oversight organization
- ❑ By so doing OECS expects to fulfill all its obligations enshrined in the Chicago Convention
- ❑ Maintain US FAA Category 1 status



Looking Towards the Future

Critical Success Factors

- Continued focus on aviation safety
- Staff training and development
- Financial Health of the ECCAA
- ECCAA's effective interfacing with and continued support from OECS Member States

Implementation of new initiatives

- Airman's Knowledgebase and examination bank
- Online access to CASORT by technical staff
- Upgrade of PEL infrastructure and actual license

Conclusions

- ❑ The Governments of the OECS have given the ECCAA the legal mandate to regulate all matters of civil aviation within the OECS and to participate fully in the development of the Regional Safety Oversight Organization – CASSOS
- ❑ Top priority has been given to autonomy, safety and security of civil aviation through the enforcement of rules, regulations and standards



Eastern Caribbean Civil Aviation Authority

Thank You

