



ASSEMBLY — 38TH SESSION

**EXECUTIVE COMMITTEE
TECHNICAL COMMISSION**

Agenda Item 14: Universal Security Audit Programme (USAP)

Agenda Item 17: Environmental Protection

Agenda Item 30: Aviation Safety – Implementation Support

**CARIBBEAN AVIATION SAFETY AND SECURITY OVERSIGHT SYSTEM (CASSOS)
REPORT OF ACTIVITIES AND PROGRESS SINCE THE 37TH GENERAL ASSEMBLY**

(Presented jointly by CASSOS member States¹)

EXECUTIVE SUMMARY	
This information paper provides information on the Caribbean Aviation Safety and Security Oversight System (CASSOS) report of activities and progress since the 37th Session of the Assembly.	
<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objectives of Safety, and Environmental Protection and Sustainable Development of Air Transport.
<i>Financial implications:</i>	Not applicable.
<i>References:</i>	Doc 9734 — <i>Safety Oversight Manual, Part B — The Establishment and Management of a Regional Safety Oversight Organization</i>

1. CASSOS SAFETY ACTIVITIES

1.1 General complexity of the aviation industry in CASSOS member States

1.1.1 CASSOS' thirteen member States have about 300 registered aircrafts, 2500 licensed personnel, 20 international airports and 120 domestic aerodromes. Airlines operate aircraft types ranging from a complex fly-by-wire four-engine airbus 340, modern twin-engine Boeing 737-800 and slightly older 737-300 series, dash 8 and ATR regional turboprop aircraft, corporate jets, offshore oil industry helicopters, twin turboprop commuter aircraft such as jetstreams and twin otters, smaller twin engine aircraft, bush aircraft such as caravans and islanders, and a variety of smaller single engine aircrafts and a few light helicopters. Air traffic operating in, or traversing the five flight information regions controlled by CASSOS members is served by five area control centres, twenty terminal control units, and twenty two aerodrome control towers. Two of the five area control centres are already equipped with secondary

¹ Barbados, Guyana, Haiti, Jamaica, the Organization of Eastern Caribbean States (Antigua and Barbuda, Dominica, Grenada, St. Lucia, St. Kitts and Nevis, St. Vincent and the Grenadines), Suriname and Trinidad and Tobago.

surveillance radars, and five terminal control units have terminal radar service. A third area control centre and one terminal control unit in that nation have recently been equipped with radar and are in the process of training their staff. One nation has decided to move directly to ads-b, while the fifth is in the process of acquiring ATC radars.

1.1.2 There are several flight training organizations, two aircraft maintenance engineer training organizations, and six air traffic controller training organizations. Three of the training organizations are associated with or are ICAO Trainair and one of the aircraft maintenance engineer training schools is listed in the Trainair catalog.

1.1.3 English is the predominant language of aviation within CASSOS nations, although national languages of French and Dutch also are used, while creole, patois, and Takitaki are also widely spoken in some nations, as well as Amerindian languages in Guyana and Suriname. The legal systems in the CASSOS member nations include systems modelled on British common law, mixtures of British common law and Dutch Roman Law, Napoleonic code, and Dutch Roman Law.

1.1.4 Presently there is no aviation manufacturing industry within the CASSOS nations. There are approximately fifty certified air operators operating domestically and about 50% of those operate internationally. There are about ten approved maintenance organizations, and the air operators have about fifty stations within the CARSAM region and one in Europe. Several training organizations contracted by the operators also require safety oversight, and several locations outside the car region have flight simulators that are leased by the air operators for training. Air operators from CASSOS nations fly to about 25 different countries and about twenty-five foreign operators from about fifteen non-CASSOS nations operate into CASSOS nations.

1.1.5 ICAO regional offices and the Federal Aviation Administration (FAA) are each regular participants at CASSOS board meetings, and CANSO has just been granted official observer status for CASSOS meetings.

1.2 Structure of safety oversight within CASSOS and its member States

1.2.1 Six CASSOS members have independent civil aviation authority structures, while one still operates as a department of a government ministry. Full autonomy is desired by all, but may be hampered by shortages of autonomous funding sources. All of these organizations are responsible for ensuring all areas of safety oversight are met in their respective nations. Most are rather small organizations and this had prompted the formation of a regional safety oversight organization to assist them in meeting their mandates. CASSOS exists under the auspices of a formal treaty and a further international agreement that established it as a formal institution of the Caribbean community (CARICOM), wherein it enjoys full legal personality and autonomy.

1.2.2 CASSOS completed a full review of its structure in 2012 and has an approved structure with job descriptions for four permanent staff. The permanent headquarters of CASSOS is located in Kingston, Jamaica, adjacent to the headquarters of the Jamaica Civil Aviation Authority. CASSOS is guided by a board of directors who are the leaders of the civil aviation authorities in the CASSOS member States. CASSOS staff includes a chief executive officer and an office manager. They, with the board of directors and the functional standing committees, provide coordination of interstate and multistate functional harmonization activities, the deployment of transnational safety or security inspectors, or other technical experts between CASSOS member States, and they are responsible for the day-to-day execution and management of all CASSOS activities. The board meets at least three times per year in person and may meet electronically as often as necessary. CASSOS activities are guided by an updated five year strategic plan, and by an annual operational work plan, each of which is approved by the CASSOS Board annually.

1.3 Aviation law and regulations

1.3.1 CASSOS members participate in a regulations standing committee with representation from each member. The standing committee reports to the board of directors and provides functional advice and harmonization recommendations to members. It meets electronically, and occasionally in face to face meetings. Each CASSOS member State has enacted, and promulgated civil aviation law and regulations based on the ICAO Model Law, and ICAO Model Civil Aviation Regulations, and the standing committee is tasked with reviewing members' laws and regulations to ensure these remain up-to-date with the amendments to the annexes and are harmonized to the maximum extent possible. The committee is also tasked with advising on the development of harmonized guidance material for safety inspectors and the industry, and for development of guidance for harmonized resolution of safety issues. ICAO USOAP has identified some common requirements for further development of law and regulations for safety oversight of aerodromes, air traffic management, accident investigation, search and rescue, and as the new Annex 19 comes into force, some additional changes will be required.

1.3.2 CASSOS does not have any delegated authority from its member States, nor is that expected at this time.

1.4 Licensing and certification obligations within CASSOS and its member States

1.4.1 The treaty that supports CASSOS and the CASSOS Agreement each speaks to harmonization of licensing and certification, and sharing of technical resources in these areas, and in accident investigation activities. Each sovereign State is responsible for its own licensing and certification and CASSOS assists through harmonization and facilitating the sharing of technical inspectorate resources. CASSOS standing committees have been created to deal with the functional harmonization and standardization of personnel licensing, airworthiness, flight operations, aerodrome certification, aviation security, air navigation and accident investigation.

1.5 Technical guidance for CASSOS and its member States' CAAs and industry

1.5.1 CASSOS standing committees for AW.PEL, OPS, AIG, AGA and ANS are tasked with working with the REG standing committee to develop harmonized guidance material in each CASSOS member State.

1.6 Qualified technical personnel within CASSOS and its member States

1.6.1 CASSOS has developed an ideal profile of qualifications for the inspectorate, including both formal and on-the-job training, and selects transnational inspectors from the national inspectorate staff and designates them as transnational inspectors when they meet the profiles. CASSOS has, with a lot of assistance from the US FAA, developed a set of computerized written knowledge examinations that will be implemented soon throughout the member nations to have a common set of pilot knowledge exams. Harmonization of flight testing is in progress, and similarly, written examinations for flight operations officers and aircraft maintenance engineers are expected to be developed. CASSOS is aiming at a common licensing system and mutual recognition of licenses and certifications, although several years of work still remain before these goals will be achieved. Approximately twenty national CAA inspectors are designated as CASSOS transnational aviation safety inspectors and these inspectors are available to any of the CASSOS members.

1.7 Continuing surveillance and resolution of safety issues within CASSOS and its member States

1.7.1 Continuing surveillance and resolution of safety issues are state responsibilities. CASSOS assists IKTS member States by provision of qualified technical inspectors, and assists in development of harmonized inspection guidance and forms, has developed training profiles for inspectors, and can and does provide expert advice to States in matters related to these responsibilities.

2. AVIATION SECURITY WITHIN CASSOS AND ITS MEMBER STATES

2.1 CASSOS is still rather new in its approach to dealing with its aviation security mandate which is to assist its member States with expertise, inspectors, and guidance while assisting them to harmonize their approaches to aviation security. In 2013, CASSOS formed a functional aviation security standing committee comprised of senior aviation security inspectors from CASSOS member States, and that committee has not yet had its first meeting. There are several aviation security matters of interest that are also handled by other CARICOM institutions, with the advance passenger information service being the primary one, and others with national and regional security interests that are aimed at countering all types of criminal activities, including unlawful interference.

3. ENVIRONMENTAL PROTECTION AND SUSTAINABLE DEVELOPMENT OF AIR TRANSPORT WITHIN CASSOS AND ITS MEMBER STATES

3.1 CASSOS has a technical committee that deals with issues related to reduction in carbon emissions and it will report separately during the environmental interest portion of the Assembly. It has worked with air traffic service providers and airlines in two CASSOS States and is working in two more to develop reductions in carbon emissions by reduction in fuel burn. Activities of the committee relate to assisting in the development of national emissions reduction plans, consolidation of these into a regional plan, and provision of technical advice to States oversight authorities and airlines related to fuel burn reduction strategies and fuels saving routes and ATC practices.

4. REGIONAL AND NATIONAL RESOURCES

4.1 CASSOS member nations have seven civil aviation authorities with a total of approximately fifteen flight operations inspectors, twenty airworthiness inspectors, five of whom are avionics specialists, nine aviation security inspectors, five dangerous goods inspectors, six aerodrome inspectors, five air navigation/air traffic services inspectors. Three of the CAAs are supported by passenger ticket fees, while the others are supported by some regulatory fees and government subventions. The main difficulty for some has been in attracting and retaining qualified flight operations inspectors and CASSOS has been meeting some of this need by the transnational inspector mechanism wherein such technical resources are shared.

4.2 CASSOS itself has had a very stable budget since its earliest inception as the operating arm of a regional association of civil aviation authorities in 2002. The annual budget has remained at approximately USD 389.0 k, comprised of equal contributions from each member (OECS is counted as one). This funding level has been sufficient to maintain salaries for two staff members and all of the operations and maintenance for the HQ Office, including travel within the region and elsewhere, to fund some special projects and fund some capital expenditures. Expansion of CASSOS staff and activities to meet its new mandate of all 19 ICAO Annexes will require additional human and financial resources and the CASSOS board is seeking new ways to sustainably fund the organization based on the recommendations in Doc 9734, Part B.

5. NEW CASSOS INITIATIVES

5.1 CASSOS supports the ICAO GASP and safety strategies and has approved a regional program to implement SSP and SMS within the CASSOS States over a three-year period commencing in late 2013. External assistance will be used to develop expertise within the CASSOS States so they can meet the ICAO GASP goals of SSP earlier than in the GASP timelines.

5.2 Three new international airports have been developed within CASSOS States in the year since the last general Assembly, and there is expected to be more of this type of developmental progress in the region.

5.3 CASSOS has recommended that a regional study be conducted related to the structure and organization of air traffic management in its region, seeking efficiencies and economies of scale and has sought funding through CARICOM for a feasibility study to support this goal and the goal of ensuring a seamless airspace will exist within the region. In the meantime, each CASSOS member State is developing fuel efficient routings, and developing plans for implementation of RNP, and ADS-B, and modernization of their air traffic management and aeronautical communications systems.

5.4 CASSOS has resolved to integrate aviation training within the region to support the global shortage of aviation professionals and has proposed a freedom to move for aviation professionals within the region to help counteract such shortages.

5.5 CASSOS serves the ICAO Regional Aviation Safety Group Pan Americas as a member of the Executive Steering Committee and the Regional Aviation Safety Team and the Issues Analysis Team. A CASSOS member, Jamaica, served the ICAO RASG-PA as co-chair with ALTA for the past four years.

6. CONCLUSION

6.1 The Assembly is invited to:

- a) note this status report from CASSOS;
- b) note that CASSOS is willing to share its experience with other RSOOs; and
- c) note that CASSOS is open to non-CARICOM States that wish to be considered for associate membership in CASSOS and to aviation organizations that may wish to have professional observer status at CASSOS meetings.