



International Civil Aviation Organization

**WORKING PAPER**

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**ASSEMBLY — 39TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 36: Aviation safety and air navigation implementation support**

**THE CARIBBEAN AVIATION SAFETY AND SECURITY OVERSIGHT SYSTEM (CASSOS)  
THE CARIBBEAN COMMUNITY'S REGIONAL SAFETY OVERSIGHT ORGANISATION  
(RSOO)**

(Presented by Jamaica on behalf of the CASSOS Members States: Barbados,  
Guyana, Haiti, Jamaica, the OECS<sup>1</sup>, Suriname and Trinidad and Tobago)

**EXECUTIVE SUMMARY**

This paper presents the work and accomplishment achieved by the Caribbean Aviation Safety and Security Oversight System (CASSOS), in promoting improvements among their Members States and enhancing the regional collaboration and cost effective solutions for complying ICAO SARPs in safety, security and air navigation.

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives
<i>Financial implications:</i>	N/A
<i>References:</i>	Doc 10022, <i>Assembly Resolutions in Force (as of 4 October 2013)</i> Doc 9734, <i>Safety Oversight Manual, Part B - The Establishment and Management of a Regional Safety Oversight Organisation</i> Website: <a href="http://www.cassos.org">www.cassos.org</a>

<sup>1</sup> Antigua and Barbuda, Grenada, Saint Lucia, Saint Kitts and Nevis and Saint Vincent and the Grenadines

## 1. INTRODUCTION

1.1 In 2001 the Regional Aviation Safety and Security Oversight System (RASOS) was created aimed at assisting member States in the Caribbean to meet their safety oversight mandate. The Caribbean Aviation Safety and Security Oversight System (CASSOS) came into being by treaty in 2008 and was formally launched in February 2009 at the Headquarters of the CARICOM Community (CARICOM) Secretariat in Guyana.

1.2 CASSOS succeeds the RASOS, with functions that have been redefined and are broader in scope to include all the annexes to the Convention on International Civil Aviation (Chicago, 1944). The establishment of CASSOS with full juridical personality and its designation as an Institution of the Community by the Conference of Heads of Government under Article 21 of the Revised Treaty of Chaguaramas and the establishment of the CARICOM Single Market and Economy are bold and forward steps that have elevated the status of aviation safety and security oversight in the Caribbean.

1.3 CASSOS is the first Regional Safety Oversight Organisation (RSOO) of its kind in the English speaking Caribbean aimed at strengthening safety oversight capabilities and systems in the Region. CASSOS is focussed on facilitating the growth and development of aviation in the Region through training, resource sharing, harmonization of policies and procedures among other areas as its Member States seek to uphold the highest standards of safety and security in aviation.

1.4 Of the current CASSOS Members Barbados, Guyana, Haiti, Jamaica, the OECS, Suriname and Trinidad and Tobago, six (6) of its Member States operate independent civil aviation authorities with the exception of one which currently operates an aviation department of government. Curacao has made a formal application for Associate membership while the Commonwealth of Bahamas has indicated an interest.

## 2. CASSOS STRATEGIC APPROACH

2.1 **CASSOS Vision Statement:** To be a globally recognised leader in Regional Civil Aviation Administration

2.2 **CASSOS Mission Statement:** To grow a safe, secure, vibrant and orderly civil aviation system, making a key contribution to the development of the Region through partnership.

2.3 **CASSOS Strategic Goals:**

- a) CASSOS Sustainability;
- b) Enhance Safety and Security;
- c) Increase airspace efficiency and capacity;
- d) Go Green;
- e) CARS.

2.4 **CASSOS Main Objectives:** compliance with the ICAO standards and recommended practices, the sharing of technical resources, harmonization of regulatory processes and minimization of safety and security risks in aviation operations.

### **3. CASSOS WORKS TO FACE CARIBBEAN CHALLENGES**

3.1 The dis-economies of scale faced by Small Island Developing States (SIDS) in the establishment of infrastructure and the implementation of development programmes, personnel training and establishing maintenance facilities;

3.2 High costs associated with maintaining qualified personnel. These costs which are borne by Member States prove to be wasteful and inefficient as fleets and facilities are small on a State by State basis;

3.3 Need for standardization in the approaches to regional safety oversight in areas such as licensing, aviation security, certification, inspection and surveillance;

3.4 Provision of technical assistance to CASSOS Member States through the resource-sharing mechanism co-ordinated by the CASSOS Secretariat. This assistance includes the provision of certified and experienced operations and airworthiness inspectors, and also the development and organisation of necessary training facilities and courses;

3.5 Provision of necessary leadership and guidance to participating CAAs towards developing adequate procedures and standards;

3.6 Assisting with the development and implementation of the use of common procedures, criteria and guidance materials by staff trained at the same standards. This will also serve to make aviation professionals within Member States more portable throughout the region. The use of modern technology will improve communication among the CASSOS Member States while developing a shared vision.

### **4. BENEFITS TO CASSOS MEMBER STATES**

4.1 Harmonized rules, standards and procedures (including enforcement), reporting and tracking system now exist in several civil aviation safety oversight areas;

4.2 Trans-national inspectors may be deployed to assist any participating State;

4.3 Collective cost sharing Training and a common certification of training organizations has been established;

4.4 An aircraft accident investigation “Go-Team” list for assistance with initial response to an aircraft accident has been established;

4.5 Harmonized aviation license format and delivery systems have been established;

4.6 A common accident and incident reporting and tracking system has been established among the participating States;

4.7 A regional aerodrome certification team that is tasked with aiding members to ensure that their international airports are certified to ICAO standards has been established;

4.8 Adopts actions to support and implement the air transportation objectives of the Revised Treaty of Chaguaramas.

## 5. CASSOS IMPROVEMENT PROCESS

5.1 **Organization effectiveness:** CASSOS will undergo a number of internal processes aimed at improving its efficiency and its overall assistance to its Members. In order to alleviate the shortage of aviation professionals in the region, CASSOS has proposed and is awaiting the approval of the lists of personnel submitted to the CARICOM Secretariat for consideration under the *Free Movement of Aviation Professionals* initiative;

5.2 **Safety Oversight:** develop an Action Plan to assist Member States in their effective implementation of the eight critical elements; improve the status of members critical elements; continue to support oversight activities of Member States;

5.3 **Safety Improvements:** continue to promote and remain actively involved in the development and implementation of SSP, increasing the number of aerodrome that are certified and to assist and oversee the implementation of safety initiatives under RASG-PA; ensure that safety systems (PEL, OPS etc.) are maintained and supported.

## 6. CASSOS: ENHANCEMENT OF REGIONAL COLLABORATION

6.1 CASSOS is deepening and strengthening relationships with international and regional partners including COCESNA, ICAO, CANSO, the TSA, the FAA and the Netherlands in the areas of safety, security and air navigation training:

- a) joint effort with ICAO NACC NCLB Strategy;
- b) Timely support- updates to Aviation Regulations;
- c) Transnational Inspector effort: CASSOS together with COCESNA are currently assisting Haiti in the resolution of their SSC;
- d) MOC- support among RSOOs: A Memorandum of Cooperation (MOC) was signed with COCESNA in May 2016;
- e) Documentation and procedure- joint work with COCESNA;
- f) Training- alliances;
- g) Proposal for the creation of the Caribbean Regional Accident and Incident Investigation Organization (CARAIO);
- h) CASSOS fully supports the ICAO Global Aviation Safety Plan (GASP) and the safety strategies identified. Assistance in meeting ICAO GASP goals through the implementation of State Safety Plan (SSP) and Safety Management System (SMS) will be pursued through partnership with our regional and international partners including COCESNA;
- i) CASSOS remains mindful that Regional Aviation Safety Group-Pan America (RASG-PA) continues to be critical as it seeks to broaden and improve its mandate;

- j) CASSOS Members continue to participate in training under the initiatives such as runway incursions, loss of control in flight and controlled flight into terrain.

## 7. CONCLUSIONS

7.1 The Assembly is invited to:

- a) note that CASSOS is open to mutually beneficial partnerships;
- b) CASSOS commitment to facilitating the growth and development of aviation in the Region through training, resource sharing, harmonization of policies and procedures among other areas as its Member States seek to uphold the highest standards of safety and security in aviation;
- c) committed to ICAO GASP/GANP initiatives;
- d) observing the RSOO mandate.

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