



International Civil Aviation Organization

North American, Central American and Caribbean Office

Sixth Meeting of Directors of Civil Aviation of the Central Caribbean (C/CAR DCA/6)

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C/CAR DCA/6 - IP/04

06/06/03

Agenda Item 4: Safety Oversight matters

**UPDATE ON ACTIVITIES OF REGIONAL AVIATION SAFETY OVERSIGHT SYSTEM
(UNDER ACAAC) SINCE OCT. 2002**

(Presented by the Coordinator of the Regional Aviation Safety Oversight System (RASOS))

1. Objective

1.1 In October 2002 a RASOS briefing and information paper was presented at the ICAO CAR-SAM meeting in Cayman Islands that described the formation and the activities of the RASOS. This paper will update the information from that Cayman Island briefing and information paper and will describe the new developments that have been taking place in RASOS since October 2002. The **Appendix** to this paper shows a presentation summarizing this matter.

2 Background

2.1 In November 2001 the Civil Aviation Authorities of Barbados, Belize, Guyana, Haiti, Jamaica, the Organization of Eastern Caribbean States, Suriname, and Trinidad and Tobago signed a memorandum forming the Association of Civil Aviation Authorities of the Caribbean (ACAAC). The original participating authorities are from English speaking countries and from Haiti (which has French as its official language) and all are members of CARICOM, and the RASOS group would like to see the membership of any interested authority in the Caribbean Region.

2.2 The Authorities participating in ACAAC agreed to create a Regional Aviation Safety Oversight System (RASOS) to operate under the guidance of a Board of Directors comprised of a representative from each participating State. Each representative is the Director General or Director of a participating civil aviation safety oversight authority or administration. Rules of procedure have been developed and approved for the RASOS Board and its Directors, including the definition of the reporting relationship for the RASOS Office and the System Coordinator. The Belize authority is closely involved with its Central American neighbors in the ACSA group safety oversight activities and, although it is a signatory member of RASOS, it is not an active participant in RASOS at this time.

2.3 The RASOS was created to bring the region to a higher level in all areas of aviation safety covered by the Conventions on Civil Aviation, the Annexes and guidance material and to share technical expertise, technical resources, safety information and to harmonize safety standards, inspection procedures and inspector guidance material among the participating authorities..

3. Developments Since October 2002

3.1 The budget and administrative rules have been agreed upon and the members have implemented the agreement on the contribution mechanism and now each member is contributing funds via a CARICOM trust account and member's funds now flow to RASOS from CARICOM or may be deposited directly to the operating account for RASOS.

3.2 The RASOS office is in a separate building owned by the JCAA and located on the grounds near the main JCAA office in Kingston, Jamaica.

3.3 The initial set up of the RASOS Coordinator Office is complete and the Interim Coordinator is continuing to strengthen working technical level relationships among the participating safety oversight administrations.

3.4 Job descriptions have been developed for the coordinator, assistant coordinator and a technical administrative officer. In February 2003 the Administrative Officer was employed and an Assistant Coordinator will soon be employed to round out the technical expertise in the RASOS office. These three persons will form the nucleus of the RASOS and the skills, experience and capabilities of the coordinator and assistant coordinator will be augmented by technical experts from donor States and by inspectors from participating States.

3.5 The RASOS records and filing system has been developed, a common technical inspector qualification and skill record has been developed, a combined regional aircraft register has been developed and a template for inspection and surveillance work planning has been developed. Very importantly, a matrix of all RASOS member technical inspectors has been developed listing the names, location, and all of the major qualifications of each inspector and this matrix has been made available to each member authority so they can realize the benefits of having any or all of these inspectors available to meet their operational needs.

3.6 The office is currently being equipped with modern computers and provision of the office, Coordinator and each of the Directors of RASOS with satellite telephone communications capability is presently being arranged. Work has started to organize and set up a RASOS web page and the ultimate goal is to have the RASOS information and files available through secure online data link for each participating authority.

3.7 A six-week long detailed assessment of RASOS member authority's needs was completed December 2002. The study was conducted using a team of technical experts made up of from FAA and RASOS member technical expert personnel and the Interim Coordinator. The team's travel expenses were funded by the FAA. During a series of visits to all participating authorities in November and December 2002 the team developed a detailed description of resource needs, training needs and workload analysis. Their final report laid out a matrix of needs that concentrated first on development of the technical staff to a common level of technical training and next on the harmonization of operating rules and standards for licensing and certification as envisaged by the CARICOM Treaty of Chaguaramas transportation initiatives.

3.8 The RASOS Board accepted the recommendations of the needs assessment study report in at the Second RASOS Board meeting in January 2003. RASOS is now engaged in active implementation of the report's recommendations via multilateral and bilateral technical and resource assistance that is also being very strongly augmented by the FAA technical experts assigned to work alongside RASOS members.

3.9 The FAA has provided technical experts to assist the RASOS project on an ongoing basis since January 2003 and they have participated on a bilateral level with in-country technical advice and on-the-job training and mentoring of national technical inspectors. Following the December 2002 needs assessment study the RASOS members have sent their technical staff on formal training courses covering the following areas, with the tuition being funded by the FAA assistance funds:

- basic international airworthiness inspector course: 6 persons
- basic international flight operations inspector course: 5 persons
- accident and incident investigation training: 15 persons
- assistance to the ICAO Dangerous Goods seminar: major presenter
- various advanced airworthiness technical courses
- aerodrome certification training course: 16 persons
- later in 2003, a FAA dangerous goods course
- and, in November 2003 a personnel licensing course

3.10 Several projects aimed at harmonization of standards, procedures, inspector guidance material and inspector training have been approved by the RASOS Board. These include:

- development of a computerized common personnel licensing system;
- development of common personnel licensing written examinations
- aerodrome certification;
- central aircraft register information
- common inspection forms;
- development of a central ACAAC regulatory safety audit group;
- development of a central ACAAC group capability to investigate air safety incidents and accidents.

3.11 These projects have a combined total estimated cost of USD \$288,000 and are presently not funded. A proposal is being developed to submit for MIF grant funding to complete the projects.

3.12 Working groups with formal terms of reference have been assigned by the RASOS Board to examine and provide recommendations on the following areas and some have already had their initial meetings already and established their project plans:

- harmonization of safety oversight regulations and/or standards
- harmonization of personnel licensing standards
- harmonization of flight test standards and reports
- harmonization of inspection and surveillance forms
- aerodrome certification to meet the ICAO Nov 2003 target date.

3.13 The working groups will continue to be convened on frequent basis and are comprised of technical and management staff from member authorities, RASOS staff and FAA technical experts.

3.14 Technical cooperation activity since October 2002 has included flight operations and airworthiness safety oversight assistance to Suriname's CASAS for the certification and safety oversight aspects related to the addition of the MD-80 aircraft to the Suriname Airways air operator certificate and maintenance certificate. Technical cooperation has also been provided to the Jamaica CAA and Trinidad and Tobago CAA for safety oversight duties on the A320 and A340 aircraft and for operations approvals for BWIA and Air Jamaica A340 aircraft CAT II and III precision approach operations. Suriname CASAS has also had RASOS assistance in obtaining DHC-6 training and check airman safety oversight.

Barbados Directorate of Civil Aviation will receive flight operations safety oversight assistance through RASOS later in July and for the remainder of 2003.

3.15 This is still the early stage of technical cooperation in RASOS and benefits have already been noted by receiving CAAs.

4. Administrative and Financial Arrangements

4.1 The budget and work plan for RASOS Coordinator Office are approved for 2003, the contribution formula for participating States to fund RASOS activities is now operational and RASOS funds are now available to support the office's RASOS operations.

4.2 Regional airlines continue to assist the new organization by permitting reduced fare and confirmed space duty travel for inspectors on RASOS duties. As previously noted, all participating authorities have identified funds in their CAA budgets for support to the regional organization. Agreement on the funding formula was reached at the RASOS Board Meeting in September 2002 and full contributions have now been received for the 2002 RASOS operations. Equal contributions are now flowing regularly from each active RASOS member in the amount of USD \$51,000 per year each, and this is the minimum required to sustain ongoing RASOS Coordinator Office operations but does not cover approved projects or working group activities. RASOS expenses funded by the members' regular contributions include office rental, operating expenses including travel, training and equipment and salaries for the RASOS Coordinator Office staff. Financial management and administration procedures have been accepted and are now in use. The 2004 RASOS budget will be tabled for approval at the Fourth RASOS Board meeting in Antigua in July 2003.

4.3 ICAO has notified RASOS Board that Canada has approved CDN \$100,000 through ICAO and has committed to assist with technical expertise. Both CARICOM and ICAO are still actively seeking further donor funding for RASOS.

4.4 The IDB MIF has offered considerable grant funding support for aviation security initiatives in the region subject to a qualification that counterpart funding be part of each initiative. The MIF representatives have stated that it is also possible to consider regional security initiatives and this may be an area for RASOS to develop some group projects as the criteria for counterpart funding may be met through the development and funding of the RASOS Coordinator Office.

4.5 RASOS members have agreed that RASOS user states will fund the travel costs of RASOS donor states inspectors when required to provide services outside their home state(s).

4.6 In July 2002 the Interim RASOS Chairman met with UK CAA to bring them up to date on the ACAAC and the proposed operations of the RASOS and how they might accommodate aviation safety oversight for the UK Caribbean dependent territories in cooperation with the OECS. The UK CAA is in the process of building a Caribbean office and intends to base some inspectors in Antigua to provide oversight service for the Caribbean dependent territories and may be interested in exploring the potential for its technical inspectors to participate in RASOS activities, assisting with technical expertise. This has potential for future cooperation although no agreements have yet been made and no further details can be provided at this time.

5. Upcoming Work

5.1 Continuation of the five working groups for the next several months to years will be required; some results will be rapid while others will require a great deal of study, time and effort to achieve the desired results. Additional working groups may also be formed as the need arises in other areas of safety oversight.

5.2 Development of cooperative regional security projects for MIF funding is desirable for economies of scale.

5.3 The workload and needs analysis is complete and a detailed regional inspection work plan is being developed and will be implemented to ensure that all international standards for certification, inspection and surveillance are satisfied. The work program will be carried out by member authorities and may also involve the use of RASOS staff and FAA technical experts working with the RASOS Coordinator office as well as the use of qualified technical staff from participating States. The goal is to develop and maintain a sustainable, independent inspection and technical support program following the peak of the initial heavy work program. It is envisaged that all member authorities may be credited with the availability of a much larger skilled inspector work force than each might separately afford. This is the major benefit of pooling or sharing of resources and it is expected that this will lead to a faster track for smaller states to meet and maintain ICAO Universal Safety Oversight Audit requirements and to achieve FAA IASA Category 1 status.

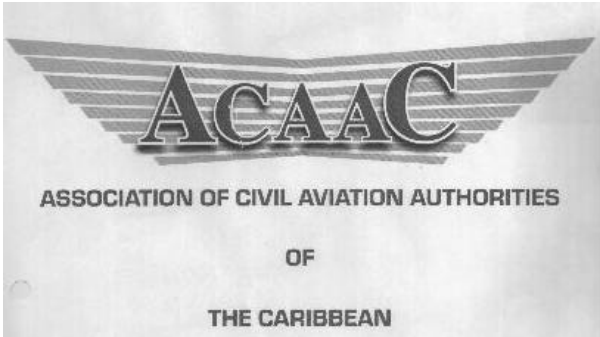
5.4 These combined initiatives will unquestionably result in a safer aviation environment in the Caribbean region and most particularly in the member authority's areas of safety oversight responsibility. It is clear that a great deal of technical expertise already exists within the region and it is also evident that outside technical and resource assistance will be required for a few more years until the RASOS group achieves full independent capability for safety oversight.

6. Conclusion

6.1 The representatives and observers are invited to note the progress of the RASOS during its first year of operations and interested authorities are invited to observe the RASOS Board meetings.

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APPENDIX



REGIONAL AVIATION SAFETY
OVERSIGHT SYSTEM

RASOS

RASOS REGION



RASOS Members

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

RASOS Developments

- Budget and administrative rules agreed on.
- Member contribution mechanism agreed on.
- Funds through CARICOM trust or directly.
- Initial office set up complete.
- Job descriptions complete.
- Staffing almost complete.
- Records and filing system developed.

RASOS Developments

- Common inspector technical qualification and skill record template developed.
- Template for inspection and surveillance work planning developed.
- Matrix of all member authority inspectors qualifications and skills developed and provided to members.

RASOS Developments

- RASOS office computers
- RASOS Office and Board SATCOM project (FAA funding).
- RASOS Web Page and online data-link capability to be developed.
- RASOS aircraft register developed.

RASOS Developments

- Detailed needs assessment completed.
- Final report contains matrix of needs.
- First priority inspector training.
- Second priority harmonization of operating rules and standards for licensing and certification.
- Follows CARICOM Treaty of Chaguaramas transportation goals for barrier reduction.

RASOS Developments

- **FAA assistance: technical experts, needs assessment, on job training, formal training.**
 - basic airworthiness inspector course- 6 persons
 - basic operations inspector course- 5 persons
 - accident and incident investigation course-12 persons
 - major presenter at ICAO DG seminar
 - various advanced airworthiness technical courses
 - aerodrome certification course
 - personnel licensing course
 - dangerous goods course

RASOS Developments

- **Projects approved but not yet funded:**
 - computerized personnel licensing system
 - common written examinations
 - aerodrome certification
 - common inspection forms
 - central aircraft register database
 - central audit group
 - central incident and accident investigation group
 - estimated cost USD \$288,000: possible MIF submission

RASOS Developments

- **Working groups with formal terms of reference:**
 - harmonization of safety oversight regulations and/or standards
 - harmonization of personnel licensing standards
 - harmonization of flight test standards and reports
 - harmonization of inspection and surveillance forms
 - aerodrome certification to meet Nov. 2003 target date.

RASOS Developments

- **Technical Cooperation**
 - Suriname CASAS
 - Trinidad and Tobago CAA
 - Jamaica CAA
 - Barbados DCA
 - Guyana CAA
 - assistance includes A320 and A340 safety oversight, CAT II and III operations approvals, DHC-6 and MD-80 safety oversight and certification, aerodrome certification advice and documents.

RASOS Developments

- 2003 budget and work plan approved.
- Contribution formula now operational.
- RASOS funds available to RASOS Office.
- Airlines continue to assist with transportation.
- 2002 RASOS activities fully paid for now.
- 2004 budget to be tabled in July 2003.

RASOS Developments

- Continue to seek donor funding.
- Agreement on use of each others' inspectors and on method of funding the assistance.
- Possibility for future widening of RASOS membership.
- Potential for future technical cooperation with UK CAA Caribbean office.

RASOS Developments

- Upcoming work:
 - continue with working groups
 - possible formation of additional working groups
 - investigate regional security projects
 - complete regional inspection and surveillance work plan
 - continue to develop regional human resources through training

Thank you.

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