



WORKING PAPER

ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 29: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms

PROJECT PROPOSAL FOR A SUSTAINABLE SOLUTION TO THE SHORTAGE OF QUALIFIED AND EXPERIENCED HELICOPTER INSPECTORS IN OPERATIONS AND AIRWORTHINESS

(Presented by the Cooperative Republic of Guyana and the Republic of Suriname)

EXECUTIVE SUMMARY

This working paper presents to the meeting a proposal for a sustainable solution to the shortage of qualified and experienced helicopter inspectors in operations and airworthiness.

The Assembly is invited to:

- a) take note of the information provided;
- b) invite Member States with the available financial and technical capacity to contribute to the project activities; and
- c) invite ICAO to collaborate with Caribbean Aviation Safety and Security Oversight System (CASSOS) to derive sustainable solutions to the shortage of qualified and experience helicopter inspectors in operations and airworthiness in the Region.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	Not applicable
<i>References:</i>	Doc 8335, <i>Manual of Procedures for Operations Inspection, Certification and Continued Surveillance</i> Doc 9734, <i>Safety Oversight Manual, Part A — The Establishment and Management of a State Safety Oversight System</i>

1. INTRODUCTION

1.1 In 2001, seven (7) member States of the Caribbean Community (CARICOM) agreed to form, under the tutelage of the International Civil Aviation Organization (ICAO), an Association of Civil Aviation Authorities of the Caribbean (ACAAC) with the interim Regional Aviation Safety Oversight System (RASOS) as its operating arm based in Jamaica.

1.2 The decision was based on the common pursuit of the orderly and safe development of aviation in the Region, and the recognition of the need to collaborate in order to maximize the use of the Region's scarce resources.

1.3 In order to broaden the scope of its activities a new agreement establishing the Caribbean Aviation Safety and Security Oversight System (CASSOS) entered into force on 3rd of July 2008.

1.4 CASSOS operates under the direction of its Board of Directors and its main functions and responsibilities are to facilitate the sharing of expertise, resources, information, including the transnational deployment of aviation safety inspectors; to harmonize standards, guidance material, training, inspection procedures and forms; and, to coordinate training seminars and workshops aimed at equipping the region with skilled and trained aviation personnel.

2. COPING WITH A NEW TYPE OF OPERATION

2.1 During recent years, helicopter operations have increased considerably in countries such as Guyana and Suriname due to mining activities and deep-water exploration projects. These new types of operations require that the Civil Aviation Authorities (CAA) have the capability to certify and oversee the helicopter operations. However, it has been noted that those countries as well as other CASSOS Member States do not possess enough helicopter inspectors to carry out the certification processes and the continued surveillance of new helicopter air operators. CASSOS members States have managed to hire and train safety inspectors but unfortunately the talent created has found more attractive job opportunities on other parts of the world.

2.2 Under Annex 6 — *Operation of Aircraft*, Part III — *International Operations — Helicopters*, Section II, Paragraph 2.2.1.8, and related national regulations, the State of the operator shall establish a system for both the certification and the continued surveillance of the operator in accordance with Appendix 1 of that Annex and Appendix 1 to Annex 19 — *Safety Management* to ensure that the required standards related to operational certification and supervision are maintained.

3. PROPOSED SOLUTION

3.1 To overcome the lack of qualified and experienced helicopters inspectors in Guyana and Suriname and in some other countries of the Caribbean Region, it is proposed to CASSOS to undertake the development of a Regional Project coordinated by ICAO, which takes into account the following steps:

- a) compilation of the following information on certified air operators and applicants per State: names; number and type of helicopters; authorized and requested types of operations; number of pilots; number of mechanics; name and location of the principle base of business; number of line stations; numbers of accidents and

serious incidents; SMS status for certified air operators; and the types of helicopters that require a type rating for pilots;

- b) compilation of the following information on helicopter inspectors per State: names; licences; and type ratings; experience; type of initial and recurrent training and validity of their competencies;
- c) definitions of the following: required number of inspectors for the Region based on the data collected; States' willingness to recruit helicopter inspectors; and competencies and profiles;
- d) development of the following: training programmes gap analysis and training programme amendments;
- e) conduct the training of helicopter inspectors, and review the sustainability of the competencies through recurrent training;
- f) designation of Focal Points of Guyana and Suriname to manage the project together with the ICAO SAM office;
- g) creating a strategy for talent retention; and
- h) exploring out of the box solutions.

4. CONCLUSIONS

4.1 The ICAO South American (SAM) Regional Office has completed a project proposal on the implementation of the above solutions, however, technical and financial resources are yet to be sourced and finalised. Some potential sources of funding have been identified as:

- funds from CASSOS;
- funds from SAFE Project budget;
- funds from host State;
- other funds: donations from other States of Organizations.