



International Civil Aviation Organization
**Second Meeting of the Regional Aviation Safety Group
(RASG-PA/02)**
Bogota, Colombia, 3 to 6 November 2009

Agenda Item 4: RASG-PA Implementation Status and Perspectives on SMS/SSP's

STATUS OF IMPLEMENTATION OF RASG-PA RECOMMENDATIONS IN CASSOS

(Presented by CASSOS)

SUMMARY

In 2008 the RASG-PA made several recommendations related to implementation of State Safety Programs and Safety Management Systems. This paper describes the status of implementation of those recommendations within the CASSOS Regional Aviation Safety and Security Oversight System participants and members.

Strategic Objectives

This working paper is related to Strategic Objectives.*

Implementation of SSP State Regulations and Guidance Material

State regulations and guidance material related to the implementation of State Safety Plans have not yet been implemented in: the OECS, Guyana, Trinidad and Tobago, Jamaica, Haiti, Suriname and Barbados. Several of the states will have representatives in attendance at the SSP Seminar in Curacao in December.

Status of Implementation of State SSP

None of the CASSOS states has yet developed a SSP. Following the Curacao seminar this development activity is expected to accelerate. Trinidad reported that it will have completed the development of the SSP by the end of 2010. While all CASSOS Members intend to implement SSP over the next two years it is clear that formal training of personnel in SSP will be necessary in all CASSOS Members organizations before SSP is implemented.

Implementation of SMS State Regulations and Guidance Material

A CASSOS working team drafted "model" regulations as a guide for CASSOS Members SMS in airports and service providers in 2007, but has not developed guidance material or standards to accompany the "model" regulations. CASSOS has developed a regional SMS Manual and a Regional Risk Management Manual for use by Members. State regulations and guidance material related to the implementation of Safety Management Systems are in varying stages as is the status of implementation of SMS in the CASSOS States. All require SMS for air operators, and most require it for airports, in most it is still in the process of being developed for CNS ATM service providers.

Barbados regulations require air operators, aerodromes and air traffic services organizations to have SMS. Barbados is in the early stage of rewriting the regulations to combine all SMS requirements related to Annexes 6, 11 and 14 into one regulation dealing with SMS and this will include other service providers. Barbados currently has limited guidance material for SMS, however, all implementing standards for SMS are in the regulations.

Guyana has not yet developed or implemented complete regulations and guidance material related to SMS. Haiti has in place the Haiti CARS that deal with SMS in an incomplete manner and need to be rewritten, and to be expanded and amended to include all required aspects of SMS.

Jamaican has regulations and guidance material for SMS for air operators and aerodrome operators. Jamaica is in the process of drafting additional regulations and developing guidance material to cover SMS for service providers.

OECS has not advised on the status of its regulations and guidance material related to SMS.

Suriname has regulations and guidance material in place regarding SMS for air operators and aerodrome operators and is in the process of drafting regulations and guidance material for other service providers.

Trinidad and Tobago has regulations in place requiring SMS for aerodromes, air operators and all service providers, but has not reported on the status of its guidance material.

Status of SSP and SMS Training of all Required Personnel in the Components and Implementation Aspects of SSP and SMS

CASSOS has not sponsored any SSP training, however, it has facilitated and coordinated several SMS courses in the region that have been attended by regulators and industry and has delivered one aerodrome manual writing seminar that explained in one segment how SMS is developed for airports. As already noted, CASSOS has developed a regional SMS Manual and a regional Risk Management manual for use by its Members, and CASSOS has facilitated and coordinated training for regulators in the set up and use of ECCAIRS. However, while there are encouraging developments in ECCAIRS implementation in some Member organizations, ECCAIRS is not fully implemented in all Member CAAs at this time.

No Barbados personnel are trained in SSP at this time. Barbados has trained all of its aviation safety inspectors in SMS, and some air traffic control and aeronautical information services staff have completed SMS courses. Three staff members at the CAD have completed the University of Southern California Certificate in Safety Management.

Guyana CAA personnel have not had training in SSP, but have completed SMS training. Many of the industry key personnel have completed SMS training. Air operators have implemented SMS in the companies and it has been implemented at the two main airports.

Haiti has not completed SSP training at this time. Haiti OFNAC has trained some of its aviation safety inspectors in SMS. Haiti has expressed the need to implement combined SSP and SMS, and believes that security should also be combined with the SSP and SMS as it has significant impact on safety matters. Haiti airports need SMS training, as do the service providers and air operators.

Jamaica has not trained any personnel in SSP, but all aviation safety oversight personnel have completed SMS training and several courses in SMS have been run that were attended by air operators and airport operators staff, for whom it is mandatory training. SMS training for CNS ATM personnel is anticipated before the end of 2010.

OECS has introduced SMS to all service providers in the participating OESC states including within the civil aviation authority. ICAO training courses coordinated by the ECCAA and courses sponsored by CASSOS have been held in SMS and several operators are producing procedures and manuals to cover the implementation of the SMS program. Relevant personnel have been trained in the introductory principles of SMS but due to the size (small) of the organizations they have experienced difficulties in establishing functioning systems and programs.

No training in SSP have been completed in Surinam, however, Surinam has trained all regulatory personnel in SMS and many of the air operators and airport operators have completed SMS training.

Trinidad and Tobago regulatory personnel have all completed SMS training and the CAA has qualified SMS trainers who have trained local personnel in SMS.

Status of Implementation of SMS in CASSOS Members' States

Barbados air operators, while small in size, have SMS programs. Barbados' sole international airport operator continues to implement the SMS programs as set out in the Aerodrome Manual and has been meeting regularly with various stake holders and has implemented a substantial portion of its SMS. The incident reporting system is working, the airport safety committee meets regularly and risk analysis is carried out on incidents and reports are published. The ATS has also implemented substantial areas of their SMS, has ISO 9001 certification, has a robust reporting system, investigates all incidents and publishes safety bulletins. A system of non-punitive investigation of ATS incidents is working and ATS representatives sit on the investigation committee. ATC has an approved Quality Manual and Quality Assurance Manual that are presently being updated and continuous improvement is driven through regular reviews at formal ATS Management Review Meetings. BCAD is in the process of recruiting a Quality Assurance Officer.

Guyana's air operators and airport operators have implemented their SMS programs.

Haiti's air operators have partially implemented their SMS programs and the airport operators have not implemented SMS yet.

Jamaica's air operators have implemented SMS, and so have the airport operators, with generally good results, but there is still room for some improvement. SMS is in the process of being implemented within CNS ATM service provider organizations. Non-punitive reporting will be implemented, however there is still some legal work to do in this regard. Incidents are investigated and reports are developed and this system is improving steadily. ATS, Legal, Technical and Flight Safety officials form the investigation panels and there are qualified accident/incident investigators on staff. An ATS quality system is in place and there is a Quality Manager who reports to senior management. Mandatory reporting regulations are supported by a mandatory reporting system.

In the OECS SMS is in the introductory stages, although several air operators have made good starts in their SMS program implementation. Accidents and incidents are investigated by qualified investigators and a mandatory reporting system is in place.

Surinam has SMS implemented at all air operators and the airports, and investigates all incidents and accidents using qualified investigators from the CAA, however, there is a split responsibility with the national security authorities in relation to investigation of accidents.

Trinidad and Tobago air operators and airport operators have approved SMS programs. Accidents and incidents are investigated by qualified investigators and mandatory reporting regulations are supported by a mandatory reporting system. Full implementation of a compliant SSP and SMS with non-punitive reporting systems is expected by the end of 2010.

SUMMARY OF OCCURRENCES IN CASSOS FROM NOV 2008=NOV 2009

a.	Fatal accidents	5
b.	Non fatal accidents	8
c.	Serious incidents	32
d.	Serious loss of separation	9
e.	Runway incursions	3
f.	Weather related incidents	2
g.	Bird strikes	23
h.	Dangerous goods incidents	4
i.	Acts of unlawful interference	2

The above were described to CASSOS in response to a questionnaire returned by some of the Members and there is reason to believe that there may be some under reporting of weather related incidents and bird strikes. Illegal activity was involved in one of the fatal accidents, one involved a light helicopter and one was to a UN support military aircraft in Haiti. Serious incidents were not broken down other than to identify serious loss of separation which would translate into 30% of the serious incidents. This is an area where CASSOS will investigate what sort of ATC safety interventions may assist to prevent this category of occurrence. One of the fatal accidents involved a US registered aircraft and crew in Guyana and is believed to have been a weather related CFIT accident, however, the crash site has still not been located. No large aircraft were involved in accidents. Bird strike is an area where some preventative interventions may result in improvement of safety and it is noted that the ICAO Bird and Wildlife Control seminar will be held in a CASSOS State, Grenada, later this month at a location where a serious bird strike just occurred to a passenger jet. One of the unlawful interference occurrences resulted in wide press coverage as it was an attempted armed hijacking of a Canadian passenger aircraft in Jamaica and the perpetrator, having been found fit for trial, was awarded a sentence of 83 years for the illegal use of firearm offences while the civil aviation unlawful interference offences still are subject to pending court action.