



**WORKING PAPER**

RASG-PA ESC/32— WP/16  
15/03/19

**Thirty Second Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/32)**

Mexico City, Mexico, 19 to 20 March 2019

**Agenda Item 3: Safety Management Process within RASG-PA  
b) Risk Mitigation Actions/Initiatives**

**CARIBBEAN - UK STATE SAFETY PARTNERSHIP WORKSHOP**

(Presented by the United Kingdom)

<b>EXECUTIVE SUMMARY</b>	
This working paper informs the Meeting of the aforementioned event.	
<b>Action:</b>	Under paragraph 3.
<b>Strategic Objectives:</b>	<ul style="list-style-type: none"> <li>Safety</li> </ul>
<b>References:</b>	<ul style="list-style-type: none"> <li>Thirty Third Pan America — Regional Aviation Safety Team Meeting (PA-RAST/33) of the Regional Aviation Safety Group — Pan America (RASG-PA), Quito, Ecuador, 13 to 15 August 2018,</li> </ul>

**1. Background**

1.1 During the Thirty Third Pan America — Regional Aviation Safety Team Meeting (PA-RAST/33) of the Regional Aviation Safety Group — Pan America (RASG-PA) held in Quito, Ecuador, from 13 to 15 August 2018, United Kingdom Safety Partners expressed the need to raise safety awareness in the Caribbean States and the importance to exchange data among States Civil Aviation Authorities and operators in order to improve safety. In the aforementioned meeting Canada, United States, the International Air Transport Association (IATA) and others informed on their support to the initiative to conduct an Aviation Safety Enhancement Workshop with United Kingdom.

**2. Discussion**

2.1 A Caribbean – United Kingdom State Safety Partnership Workshop was held from 5 to 6 December 2018 hosted by Eastern Caribbean Civil Aviation Authority in Antigua, which report is included in the **Appendix**. The main objective was to work in partnership and all cooperation with the Caribbean to enhance operation safety.

2.2 UK State Safety Partners will further discuss with Caribbean States on this matter in the next CASSOS meeting in Suriname in April 2019. A road map shall be presented to deliver the desired outcomes.

2.3 UK State Safety Partners continue sharing their information periodically to States and ICAO.

**3. Suggested actions**

3.1 The Meeting is invited to:

- a) take note of the workshop outcomes;
- b) review the outcomes and future road map for RASG-PA participation and joint work as partners; and
- c) other actions as agreed

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## APPENDIX



## Caribbean - UK State Safety Partnership (SSP)

Workshop 5 & 6 December 2018

Hosted by Eastern Caribbean Civil Aviation Authority in Antigua



### Ambition

For all stakeholders in the Caribbean Region to work in partnership and full cooperation to enhance operational safety.

### Attendees

Whilst it has taken considerable time and energy, it is very pleasing to see so many stakeholders in the region in one place at the same. Their high level of engagement during the two days is to be commended and will make this initiative the success it deserves to be.

A list of all attendees is attached.

### The Worksop

- The 2 days were facilitated by Mark Chesney UK Head SSP.
- The Opening Address was given by
  - Melvin Cintron Regional Director ICAO
  - Don McPhail Director General Eastern Caribbean CAA (ECAA) and Deputy Chairman CASSOS.

**Day 1** – Focused on the rationale behind working in partnership and the sharing of safety information.

Presentations were given by the UK CAA, ICAO, IATA, CASSOS, ECAA, FAA, Transport Canada, BA, VIR, the Chairman of the UK Airlines Flight Operations Leadership Group who was there representing all UK Airlines and gave presentations from TCX and TUI. Numerous Caribbean States, Airports, Airlines and ANSPs,

All presentations are attached.

**Day 2** - Focused on producing an action plan that all stakeholders would agree to.

***The Challenge was –***

*'Imagine it is 2023 and we have worked together in Safety Partnership for 5 years. What would we like to have achieved? What would we be most proud of?'*

**Outcome and Next steps**

There was absolutely no lack of willingness to engage and almost overwhelming support for continued work within the safety partnership approach. With commitments from the FAA, Transport Canada, IATA, CASSOS and Caribbean delegates to work in collaboration to make the best use of our joint resources. With offers from Jamaica, Trinidad and Tobago to host future events.

The output from day 2 workshop is captured below in the four groups. Please feel free to comment, add or critic in the true spirit of working in Safety Partnership.

From this intelligence will grow our 'Desired Outcomes' and then actions to achieve. I have put some initial thought below and would be most grateful of our thoughts.

I have included some 'offers' from the UK CAA and would hope these will be collaborative events will much stakeholder participation.

**Capture from the Four Tables**

*Note: Each workshop group had a local person as spokesperson.*

<b>Table</b>	<b>By 2023</b>	<b>Activity required / responsibility</b>
<b>1. SAFETY SYSTEMS</b>	Harmonised security & harmonised regulations	1. Government engagement
	Standardised State Safety Programme	2. Effective implementation
	Regulatory Safety Management Systems	3. Commitment by regulators ECCAA / CASSOS
	Regional Safety Management Systems	ECCAA / CASSOS
	Regional accident investigation (ARICOM / CASSOS)	CASSOS
		Government engagement - shared investigators (political will)

## 2. OPERATIONS

Operations - Airport		
Runway incursions:		
Phraseology / Language	Aircrew adherence to standard radio telephony ATC to consider speed of speech ATC use of Doc 4444 (no slang to be used) Strict adherence to readback monitoring Oversight by NAA of standards	
Incursion by other airport services	Local procedures and training	Presently not documented!
	Availability of radios (and training on them) Oversight by NAA	
Signage and lighting	Full ICAO compliance (including up-keep/maintenance) Need for airport SMS (Knowledge!)	
Runway excursions:		(Probably starts at 10,000 ft)
Use of RNAV approaches / Procedural approach	ATC consider aircraft performance (human performance) ATC training - SMS communication between airports and airlines	Problems in co-ordination, fatigue, unusual environment. Limited understanding of a/c limitations. Comprehension of managing a/c's energy and how to manage
	Pilots use of high speed below FL 100 ATC routing via RNAV STARS - No shortcuts	Trying to co-ordinate local VFR traffic (trying to reduce time all the time). International - STARS - education of ATC difference between Int v Local
Runway turn pads / shoulders	Use of 'T-cup' turns  Full ICAO compliance	Just have no money to do the improvements
Rubber deposits	Equipment provided (to be shared between States?)	

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Provision of radar	Full staff cover including effective training	Universal coverage of Radar (some islands have, and some do not). With long term training and maintenance. Controller pilots data link communication (you do not have to talk to them)
	Introduction of CPDLC?	
Operations - Air traffic control	Full SID / STARS at all airports	
Inconsistent instruction	Digital ATIS	
Language / Phraseology	AIDC - between FIRS / ATS units (auto info data change)	
Operations - Training / Resources	Need Inspectors / Oversight Staff	They are looking for actively trained inspector to oversee them
	And service providers	
Operations - Transitional Levels	Common approach in region	
<b>3. WLHM</b>	Awareness campaign - publicity around airports	
<i>Insurance bursary funding?</i>	WHM workshops - risk assessment methodology, data collection / systems, focused & prioritise actions	ECCAA / CASSOS / UK CAA / FAA / TC (Trinidad offered to host, tbc)
<i>FOLG bursary funding</i>	Wildlife v birds - risk assessment	
	Bird surveys (on/off airport)	(mixing up risk and hazard - understanding the difference)
	Reporting and record keeping - ease of reporting / systems (paper or electronic)	
	ATC / Ops - who keeps records	
	Training - incorporated into WHM workshops (classroom and practical)	
	Hazard identification - species ID, Feeds RA	
	Habitat management - grass regime, long/short WHM	
	WHM Plan - incorporated into SMS and referenced in aerodrome manual	
	Safety/accountable manager is responsible for the WHM plan	

#### 4. GROUND SAFETY

Ground Handling / Marshalling	<p>All airport authorities to adopt the ICAO / IATA standards</p> <ol style="list-style-type: none"> <li>1. Standardisation</li> <li>2. Qualified personnel with permits</li> <li>3. Approved training programme</li> <li>4. Safety oversight</li> </ol>	
Aircraft	<p>Adoption of a system similar to European Community of SAFA programme</p> <ol style="list-style-type: none"> <li>1. Ramp checks</li> <li>2. Different levels of findings</li> <li>3. Authority to blacklist</li> </ol> <p>Infrastructure work completed in the 1980s by Canada</p>	
Signage / runway surface	<ol style="list-style-type: none"> <li>1. Lack of funds to refurbish</li> <li>2. Lobby governments</li> <li>3. Biggest hazard - work in progress (Jetblast, illumination)</li> <li>4. Incorporate ICAO Annex 14. Risk manage each step</li> <li>5. Airports to engage airlines. Test NOTAMs first</li> </ol> <p>Reporting levels</p>	
Safety reporting	<ol style="list-style-type: none"> <li>1. Who do you tell?</li> <li>2. What do you report?</li> </ol> <p>Request for more sharing of information e.g. best practices</p>	<p>Sharing information internally, locally, regionally &amp; internationally</p> <p>If you see something, say something</p>
Summary	<ol style="list-style-type: none"> <li>1. <b>More workshops like this</b></li> <li>2. SMS and risk training programs</li> <li>3. Preferential pricing (manuals, training) from organisations such as IATA</li> <li>4. Buddy system - airports and airlines</li> </ol>	

### **High Level Desired Outcomes to be achieved by 2023**

1. **Political** - All Caribbean States to be able to demonstrate their support for aviation safety by implementation of an effective State Safety Plan.
2. **Safety Systems** – Effective Safety Management Systems implemented throughout the region.
3. **Wildlife Hazard Management** - All airports to have an effective WLHM programme in place.
4. **Air Traffic Management** - To significantly improve the management of airborne aircraft.
5. **Ground Safety** - All airports to have robust and documented processes and procedures.
6. **Runway Safety** – All runways to have Approaches with Vertical Guidance (APV) by 2023

### **Proposed Action**

1. **Political**
  - a. This report to be discussed at the next meeting of CASSOS. UK are happy to attend.
  - b. All Caribbean DGs to attend a course on the implementation of States Safety Plans.
  - c. Setting up of regional incident and accident investigation capability.
  - d. Separation between the service provider and the regulator should be established throughout the region.
  - e. Regional standardisation and harmonisation regulation, implementation, certification and oversight.
2. **Safety Systems**
  - a. Suitable SMS courses to be available to all during 2019. (UK CAA happy to support this. UK CAA contact Malc Rusby)
3. **Wildlife Hazard Management**
  - a. WLHM courses to be made available during 2019. (UK CAA happy to support this. UK CAA contact Nick Yearwood.)
4. **Air Traffic Management**
  - a. Improved levels of equipment (including radar), training and oversight.
  - b. Common Transition Altitudes across the region.

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- c. Language, phraseology, hand overs to other ATC units are all issues.
- d. Issues regarding the promulgation of up to date weather to aircraft operating in a region.

**5. Ground Safety**

- a. Caribbean region to set up its own version of UK Ground Handling Oversight Safety Team. To address issues such as ground handling, lack of accountability, reporting, powers to take action against poor performance etc (UK CAA happy to support this. UK CAA contact Jason Sandever.)

**6. Runway Safety**

- a. A Caribbean APV working group to be established. (UK CAA happy to support this. UK CAA contact Malc Rusby)
- b. Reduce the severity and likelihood of Runway Excursion by proactive mitigation. (see FAA presentation)

**Thank you for all the excellent Feedback**

- “Thank for such an insightful, invigorating, and intellectually stimulating workshop.”
- “An absolute pleasure to be involved in this exciting development.”
- “Thank you for supporting this region. We will inform others of this initiative.”

Best Regards

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