Bahamas

Third Regional Meeting for National Continuous Monitoring Coordinators (NCMCs)

USOAP
Continuous Monitoring Approach

Promoting global aviation safety

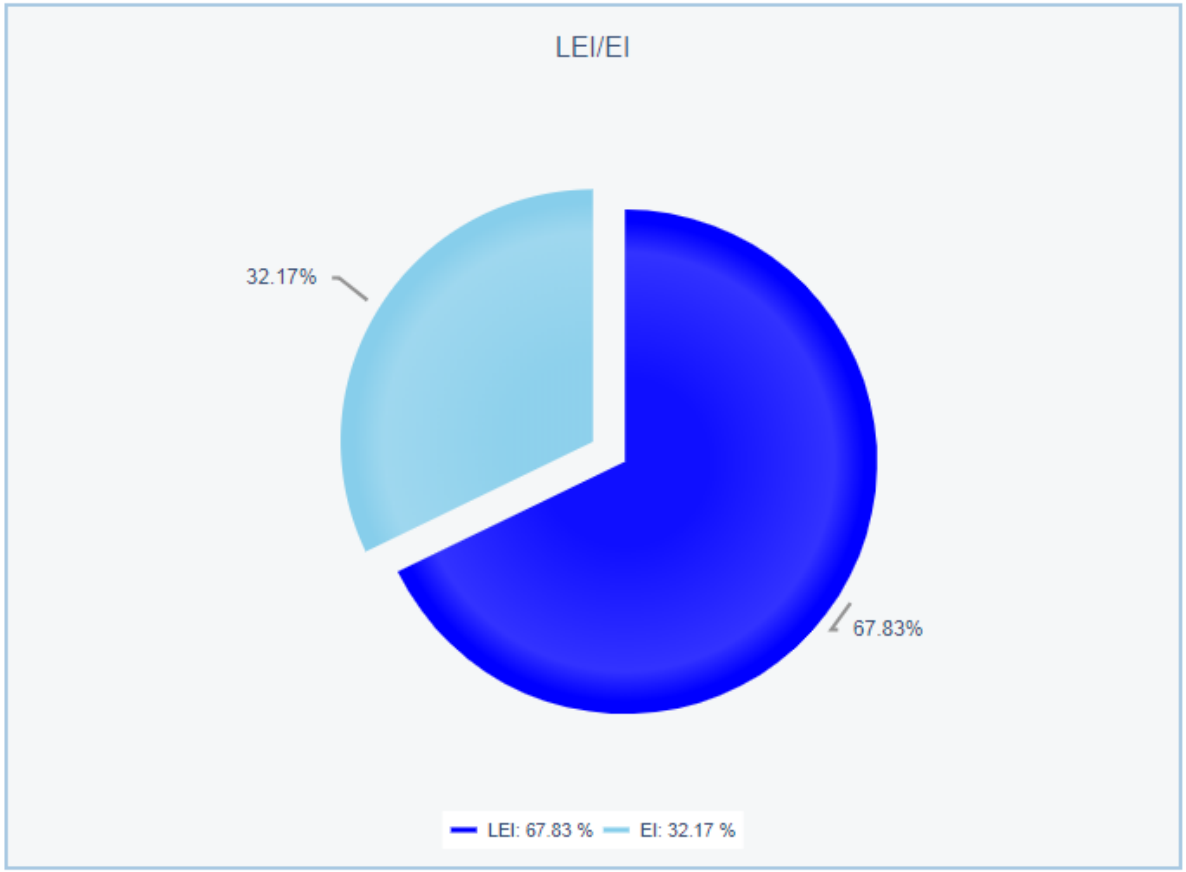
by continuously monitoring and updating

the safety oversight capabilities of all ICAO Member States.

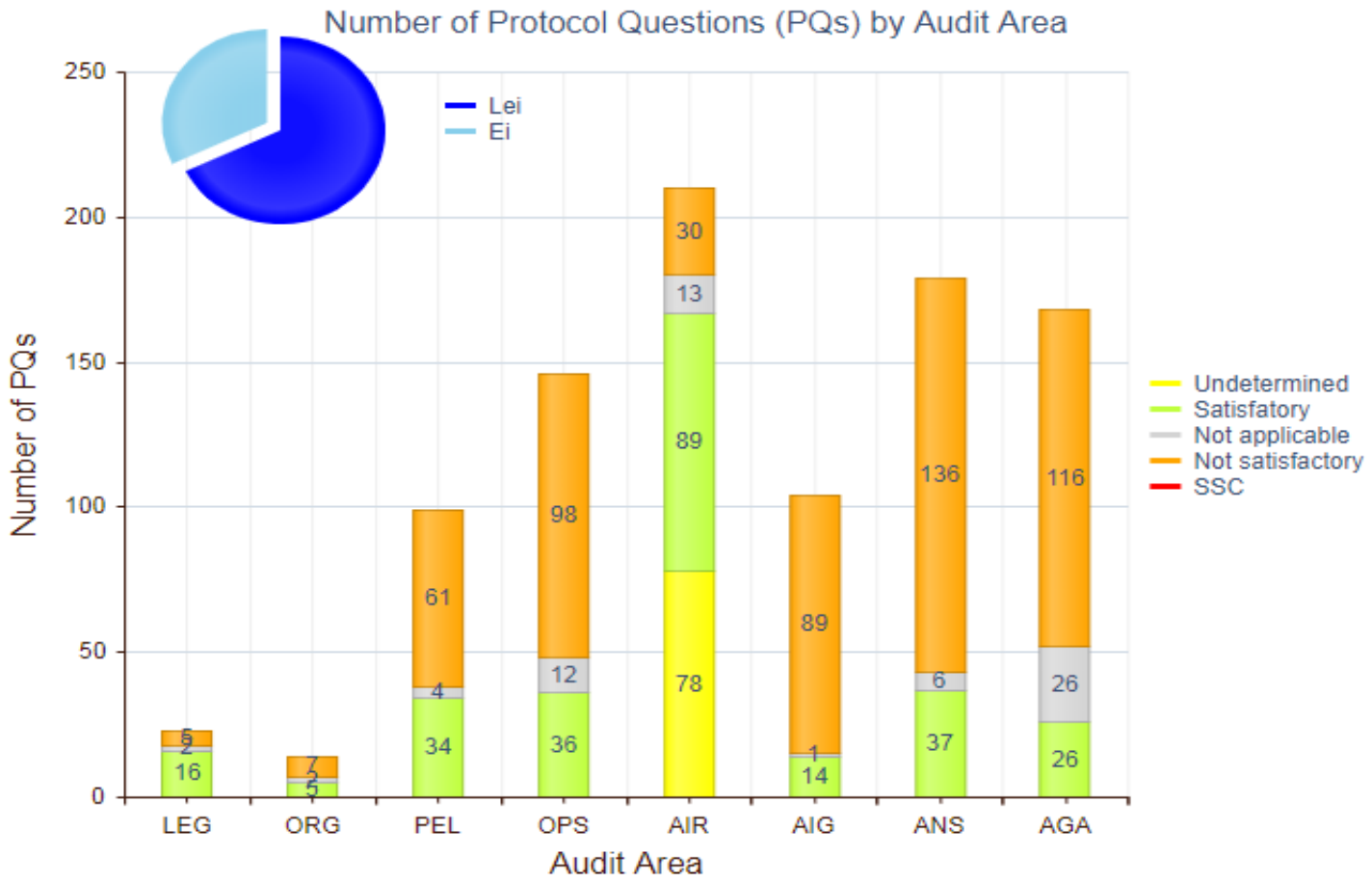
Presented by: BAHAMAS Civil Aviation Authority
Mrs. Juliea Brathwaite-Rolle/NCMC
Mrs. Deidree Williams/NCMC
13 - 15 November 2018

CURRENT SITUATION

Current Effective Implementation (EI):
CMA Audit from 23 October 2017 to 03 November 2017



Situation of PQs by audit area



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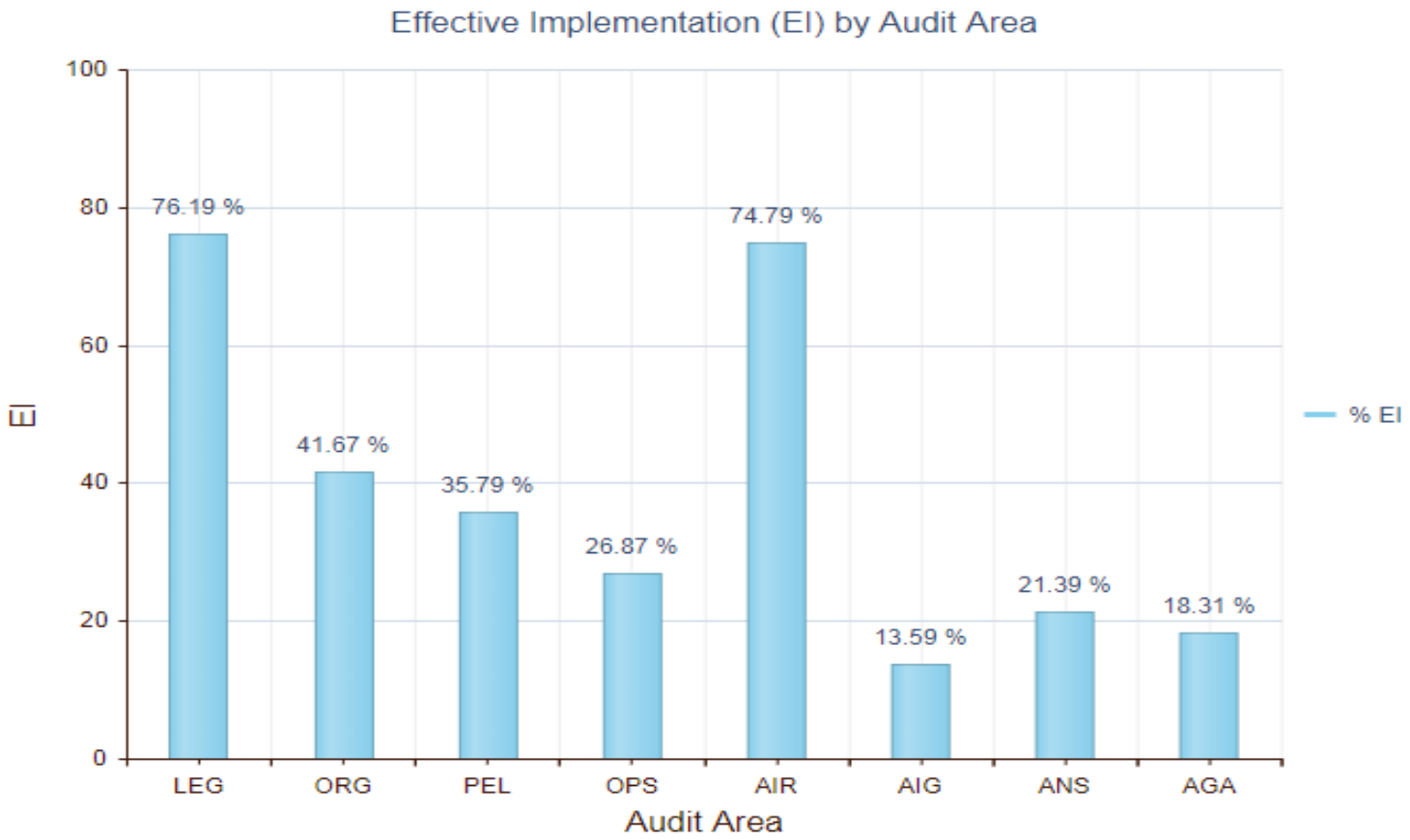
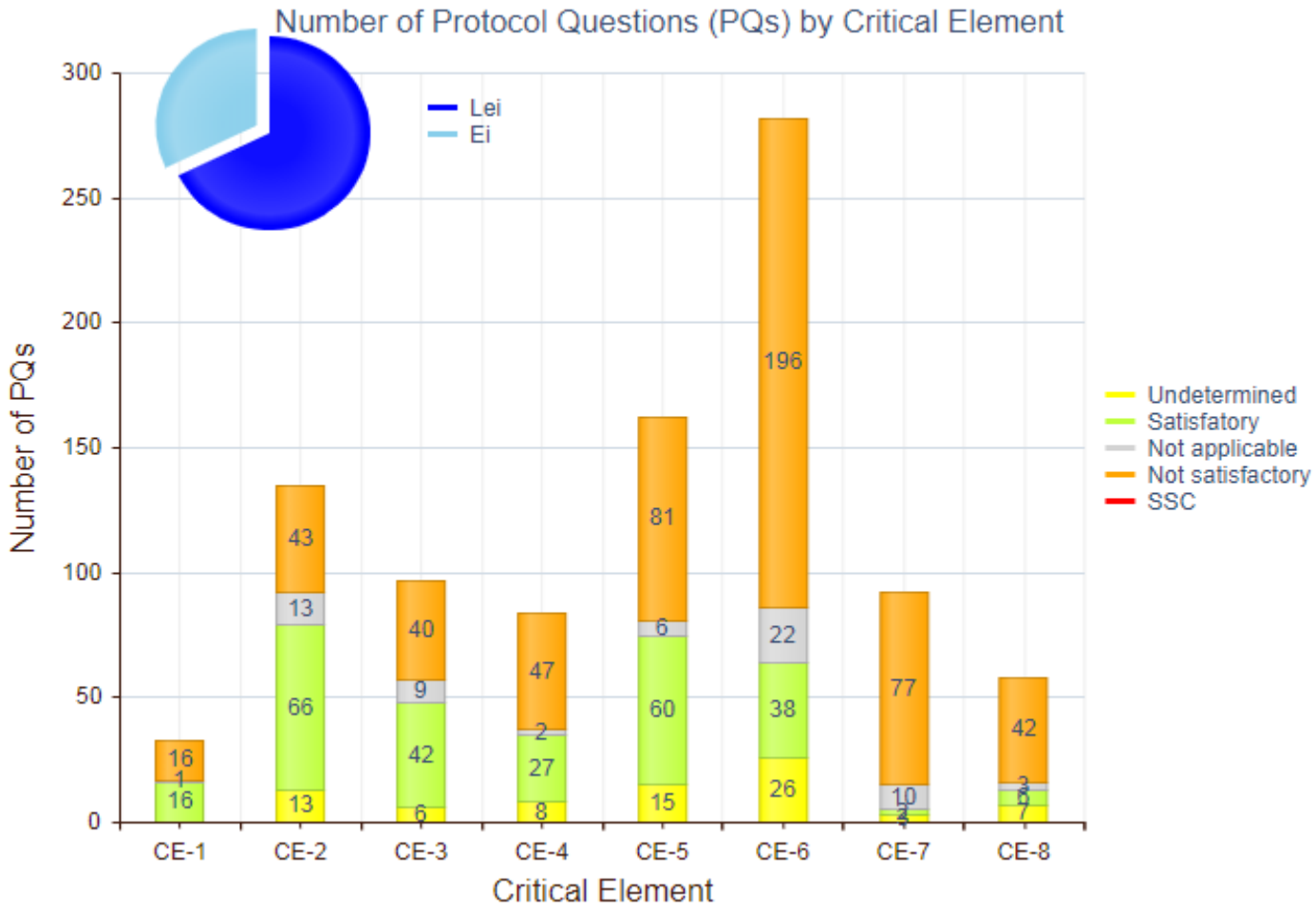


Situation of PQs by Critical Element (CE)



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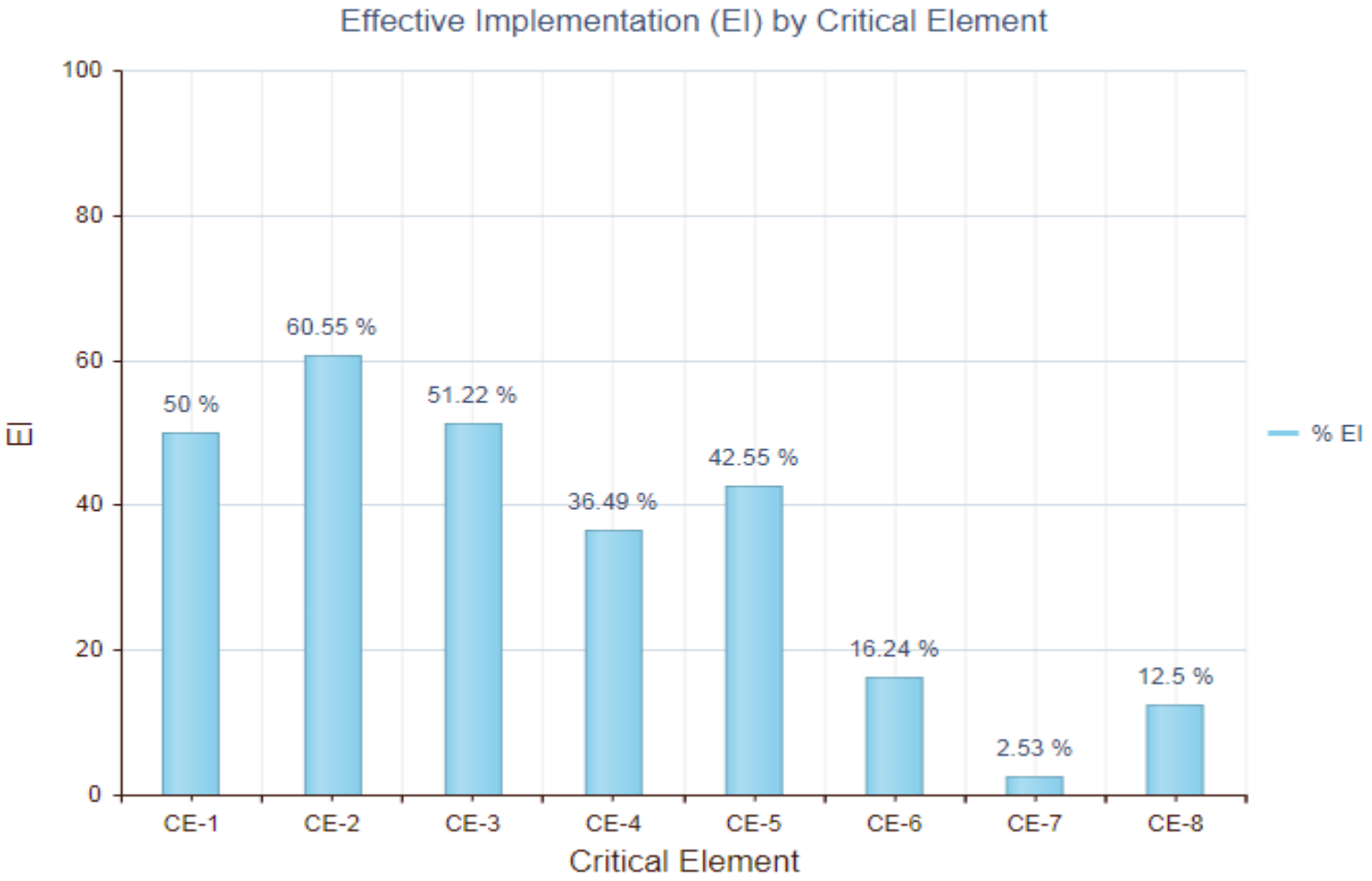
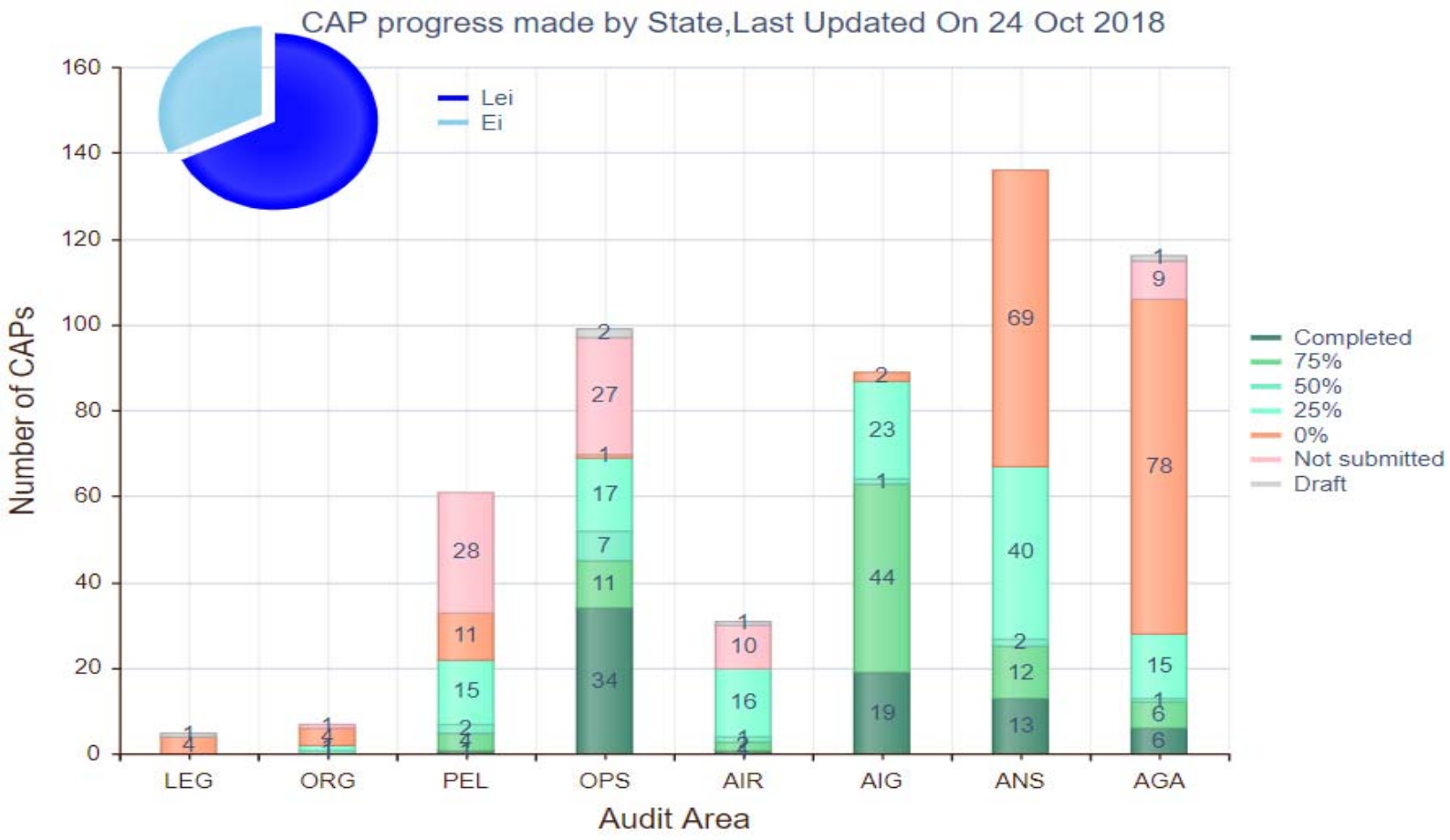


Situation of CAP by audit area



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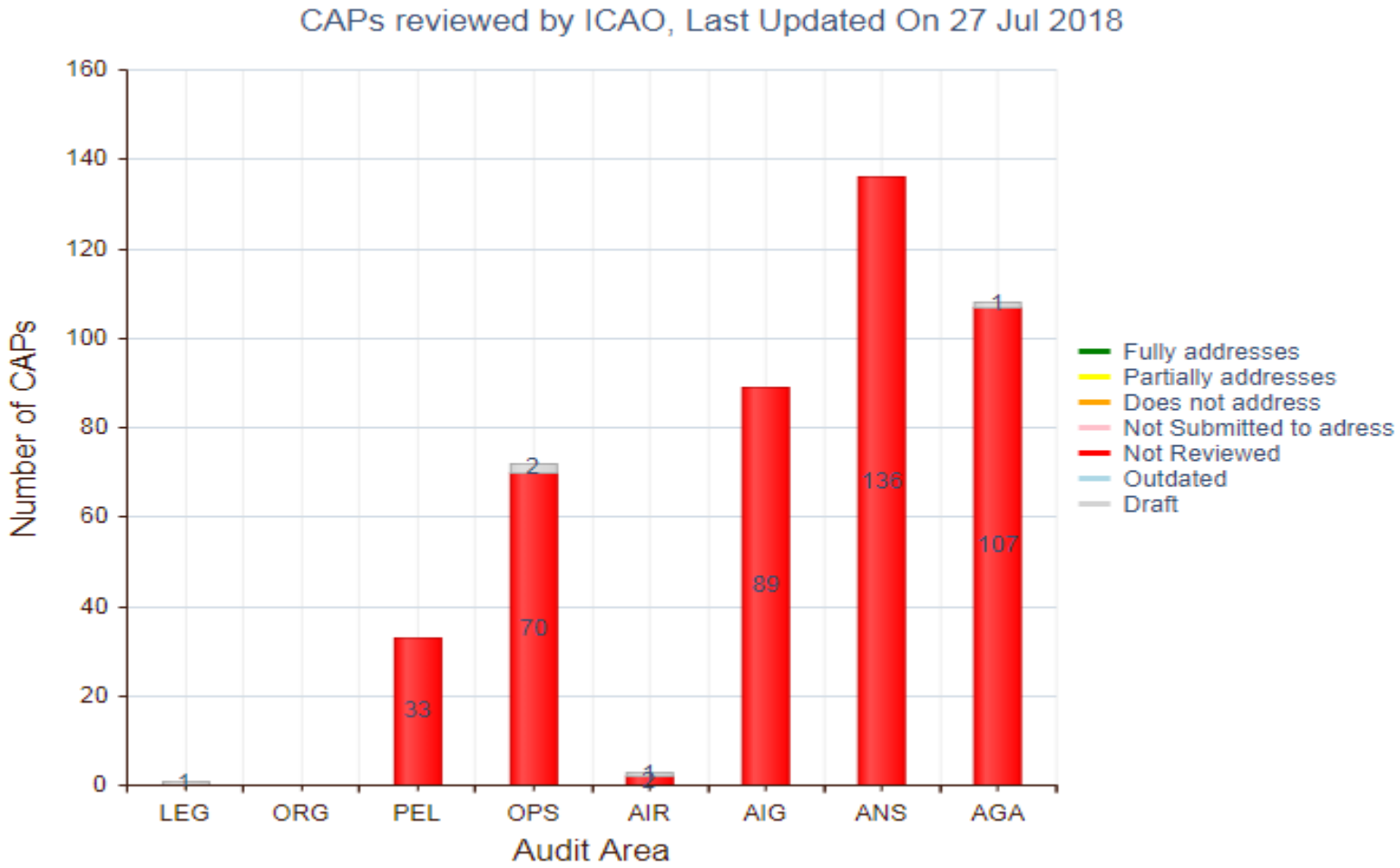

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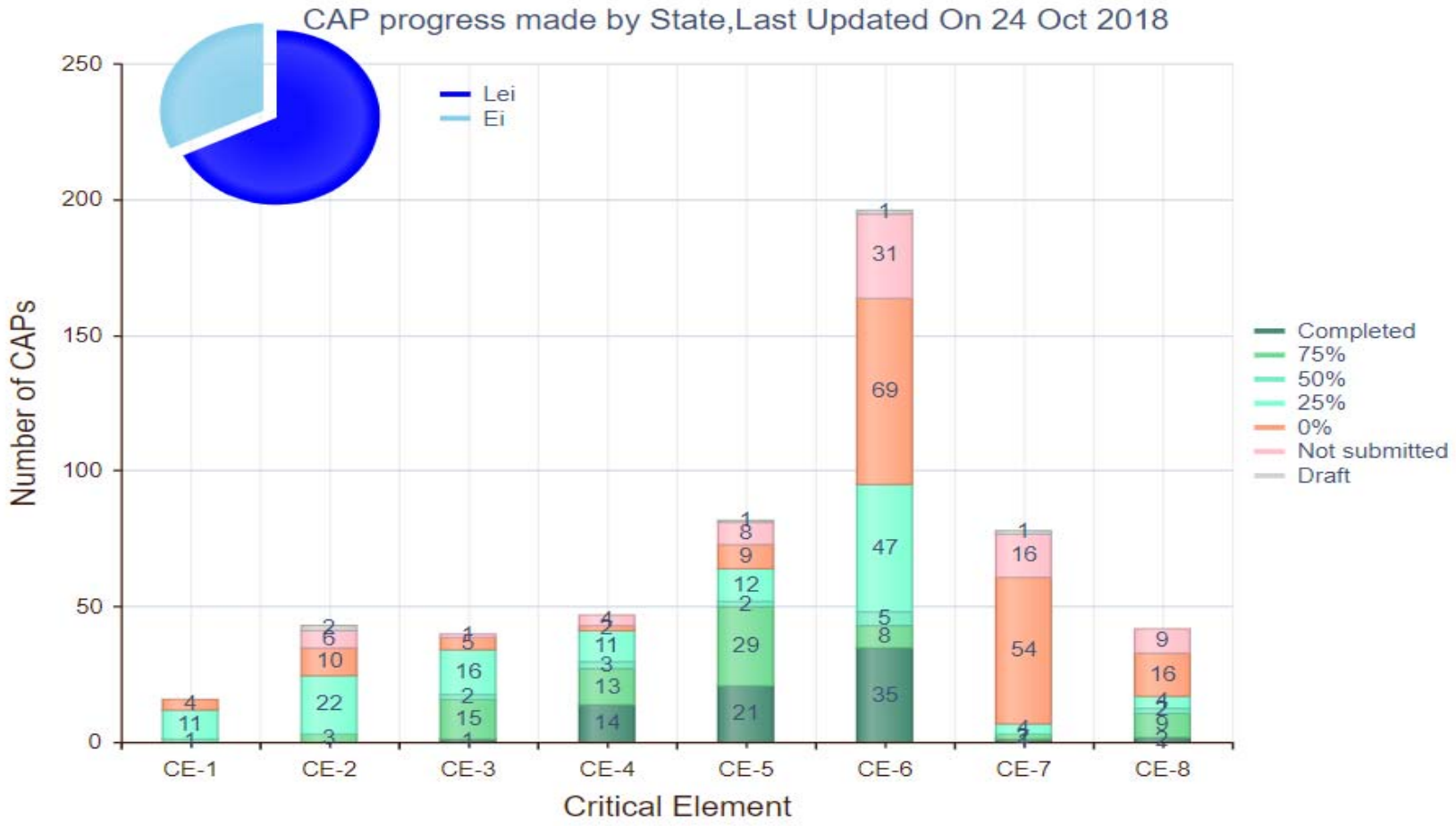

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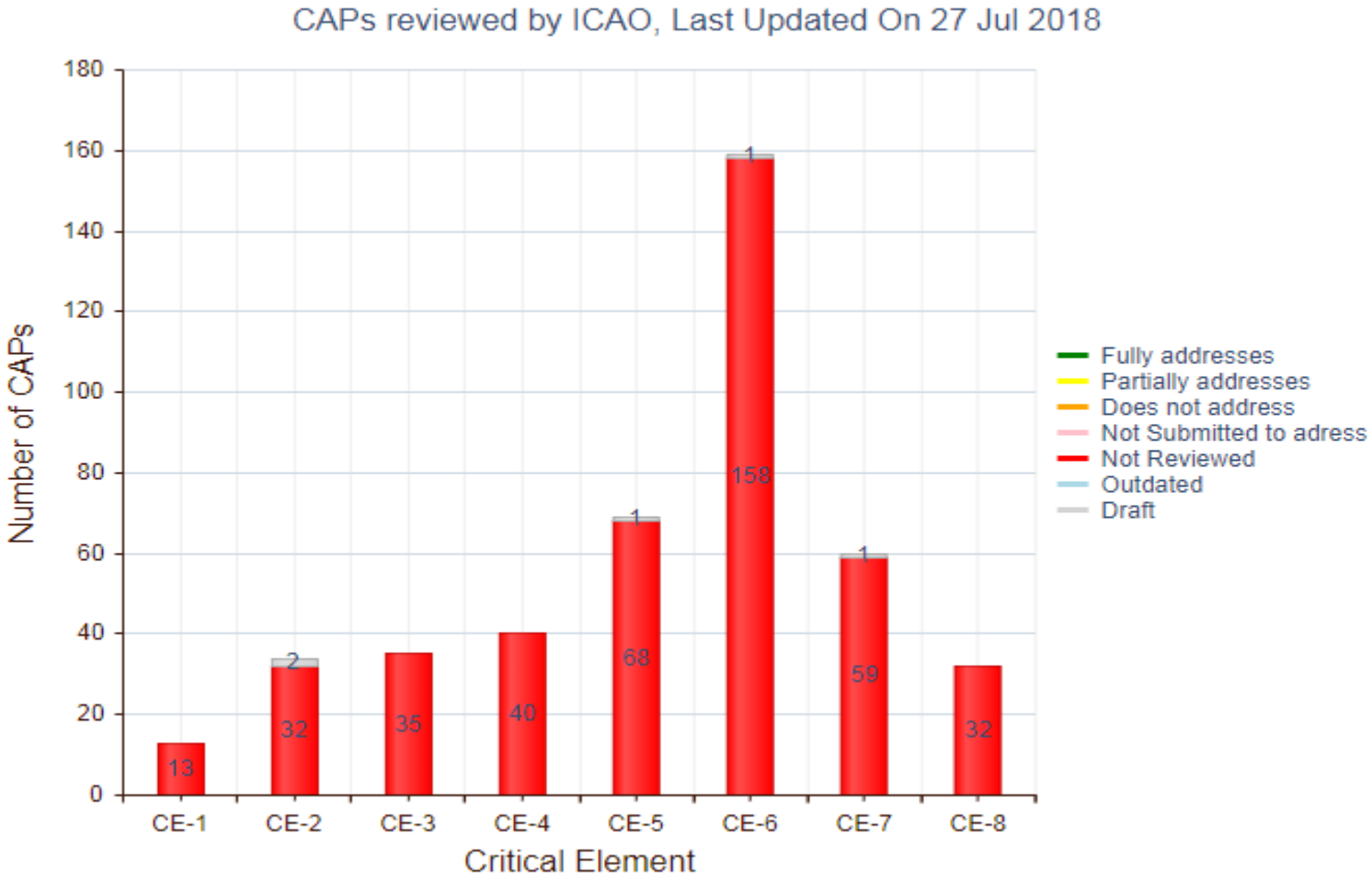
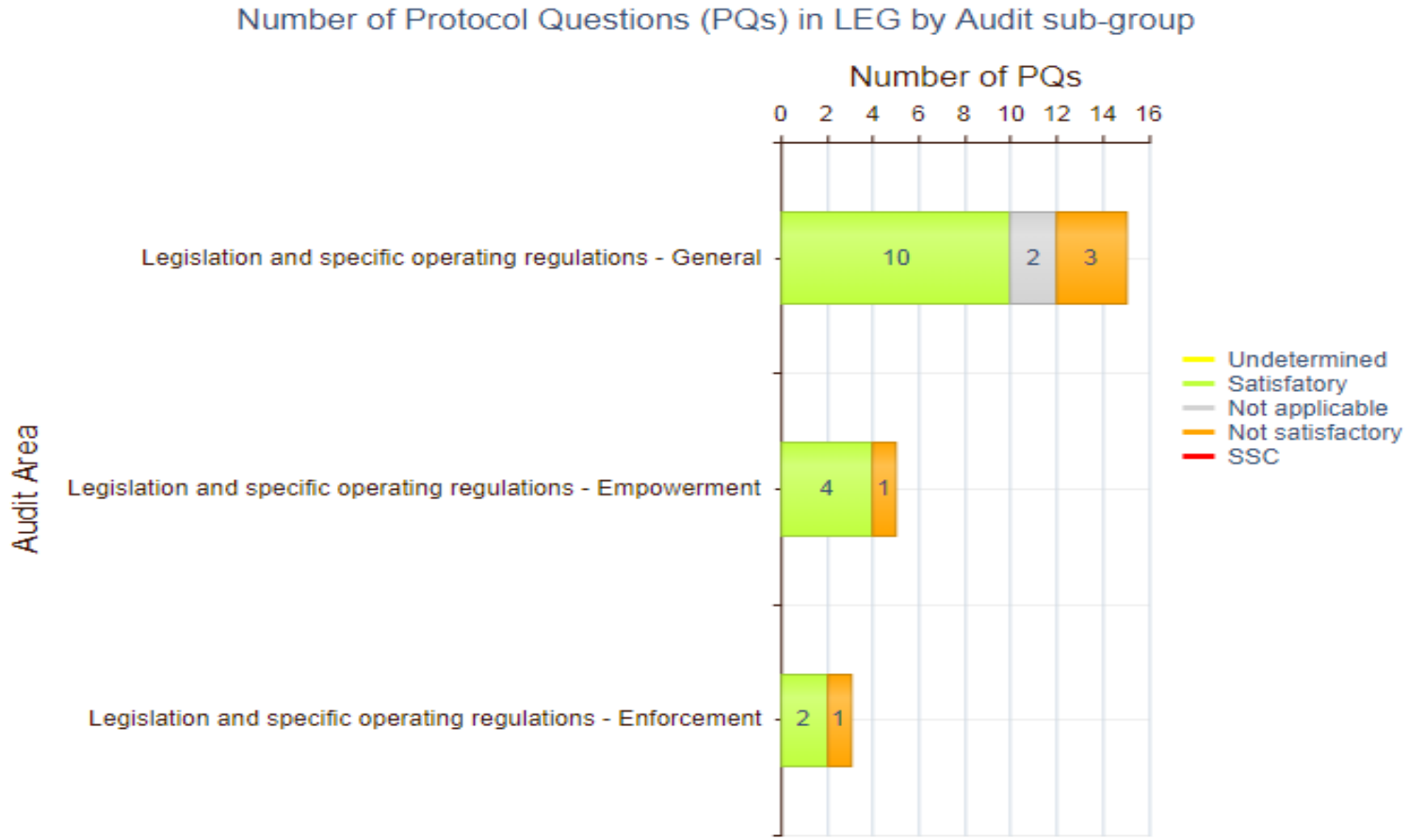


Situation of PQs by subgroups: LEG



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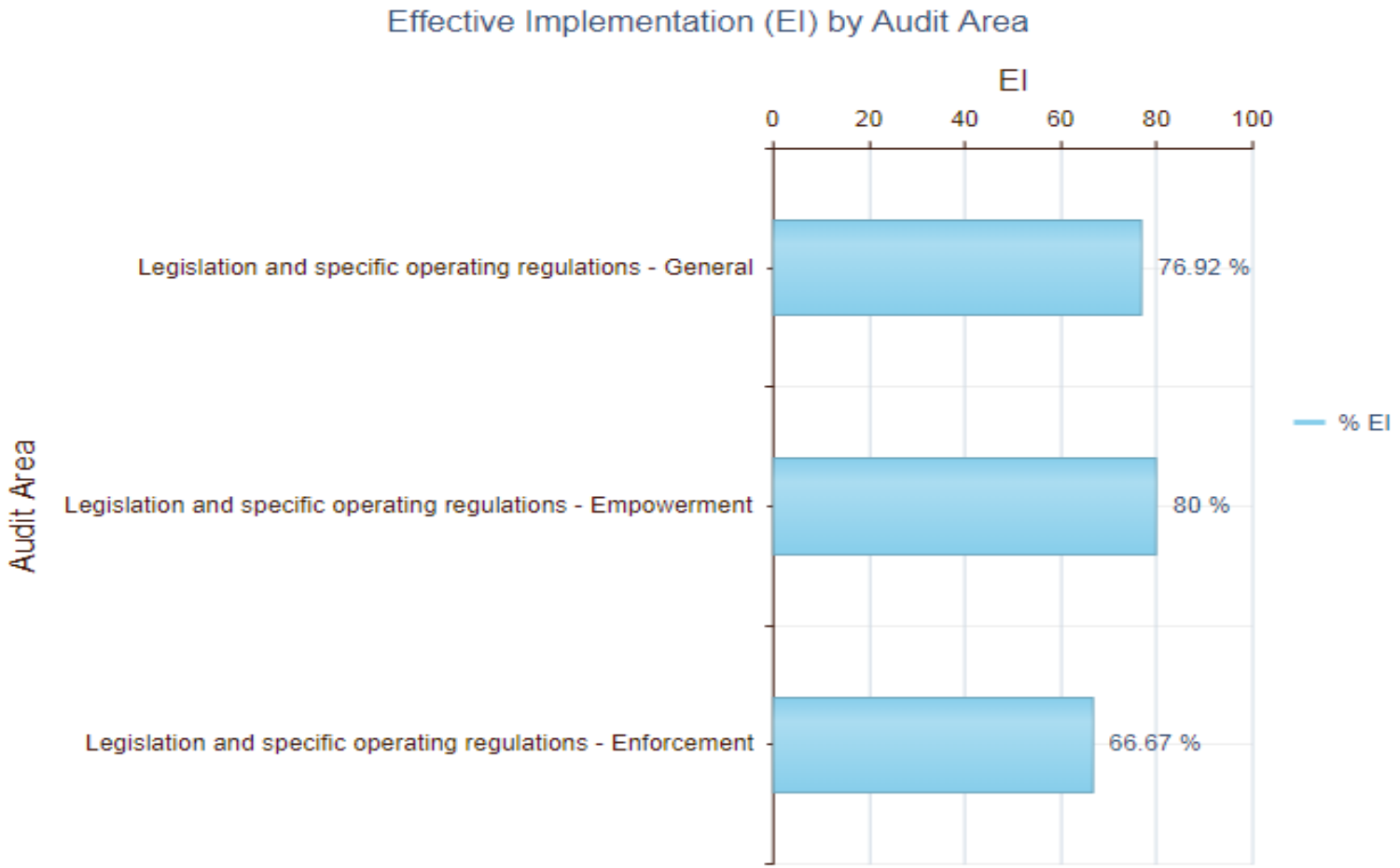
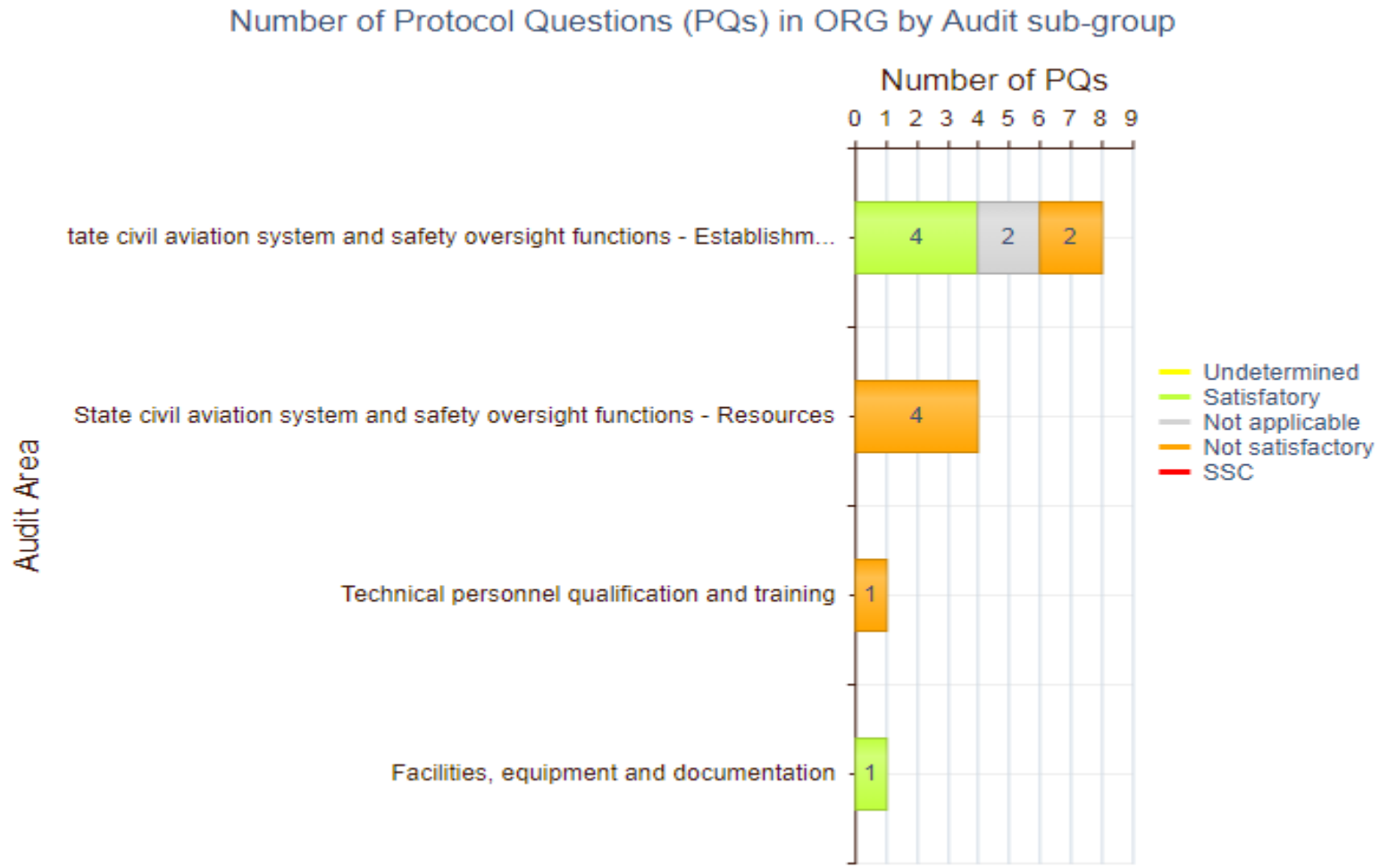


Situation of PQs by subgroups: ORG



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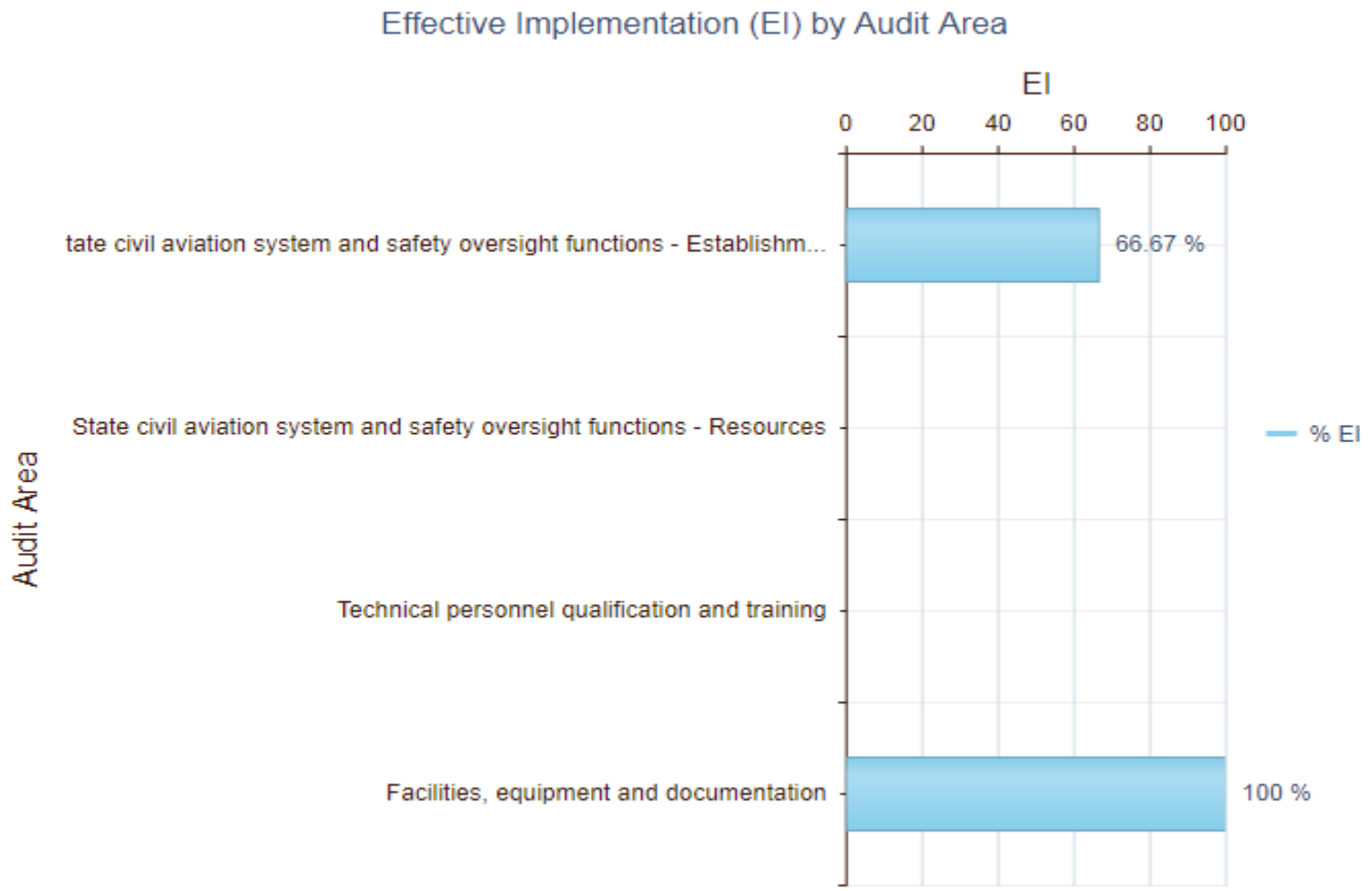
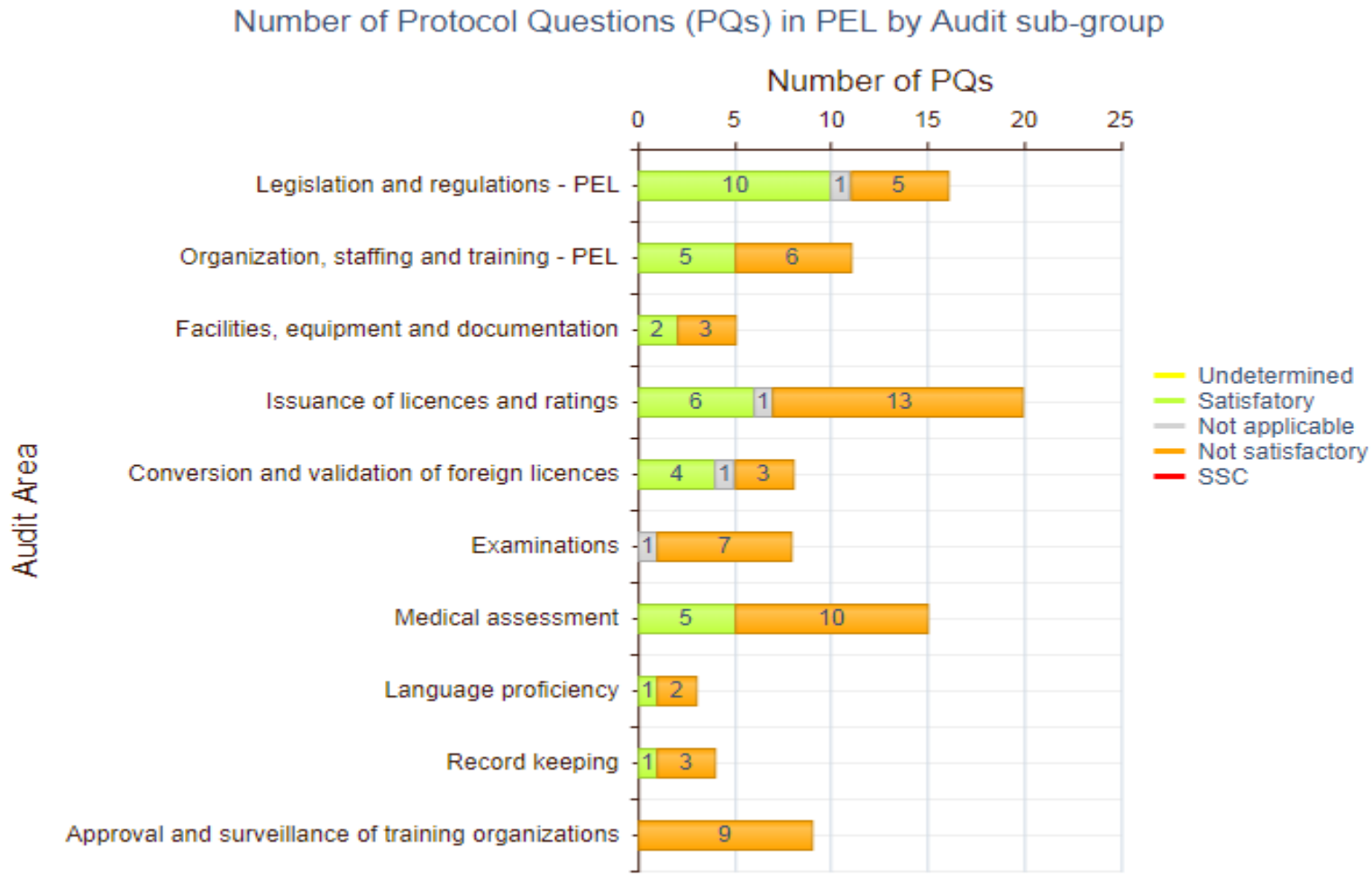


Situation of PQs by subgroups: PEL



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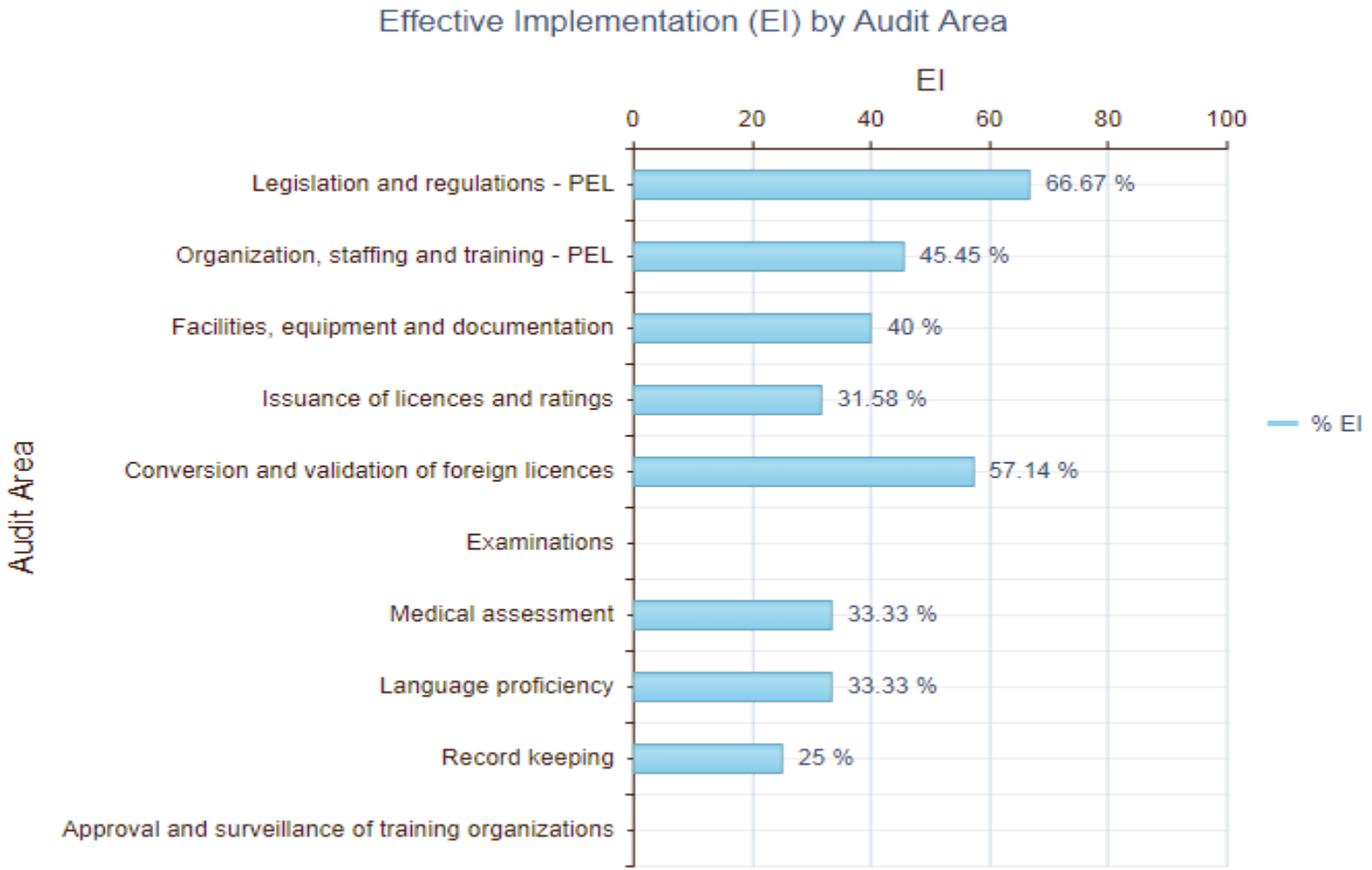
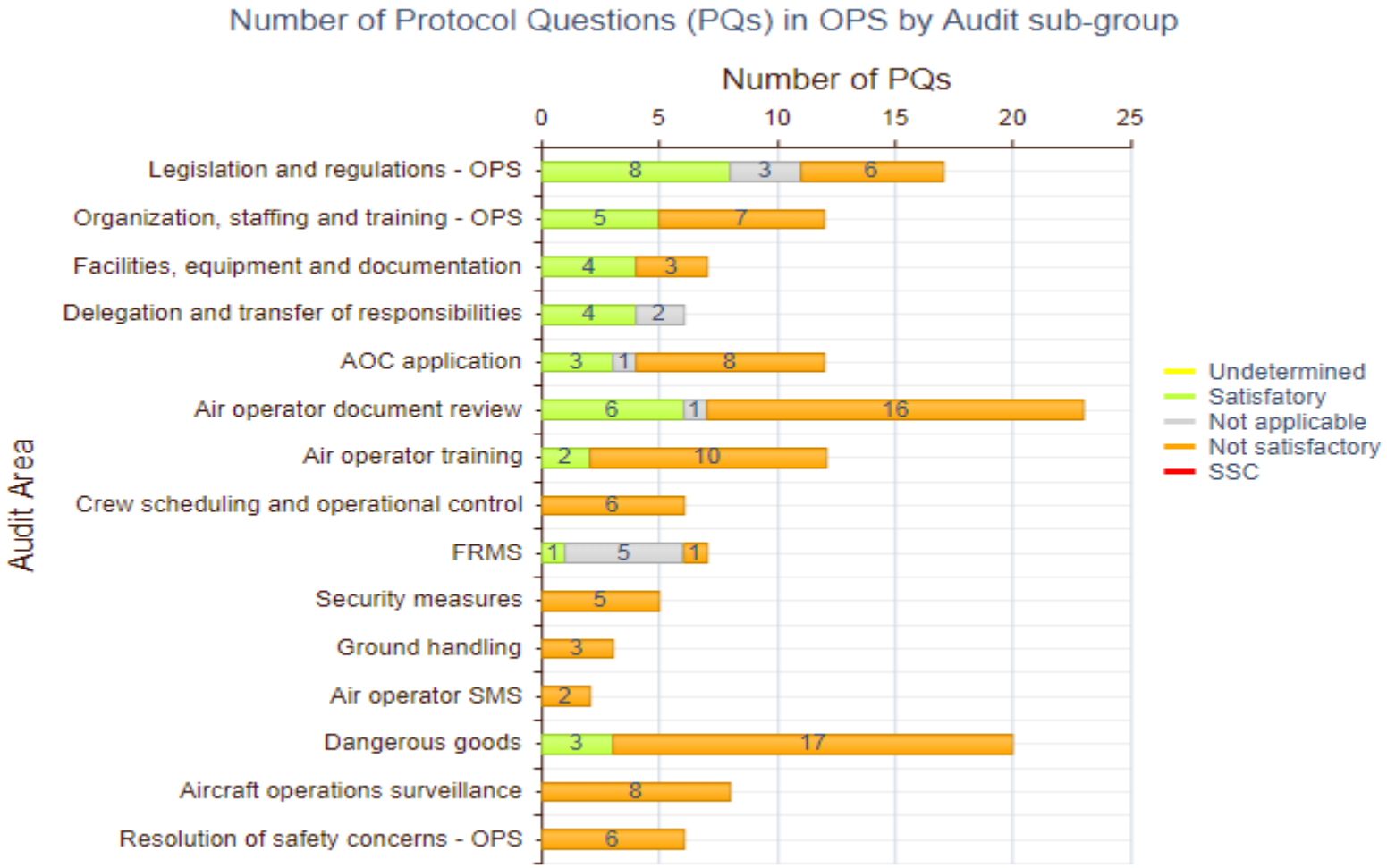


Situation of PQs by subgroups: OPS



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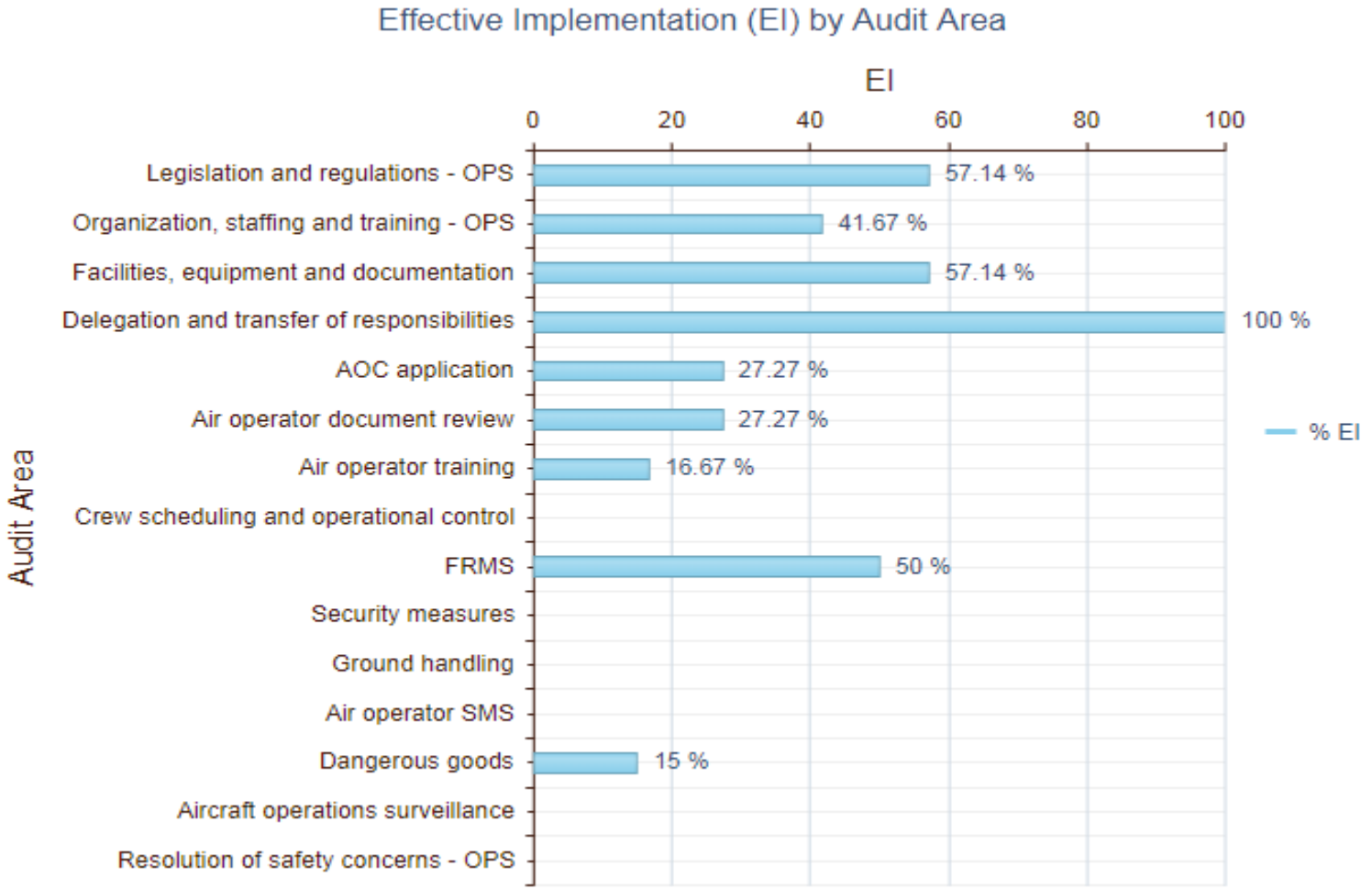
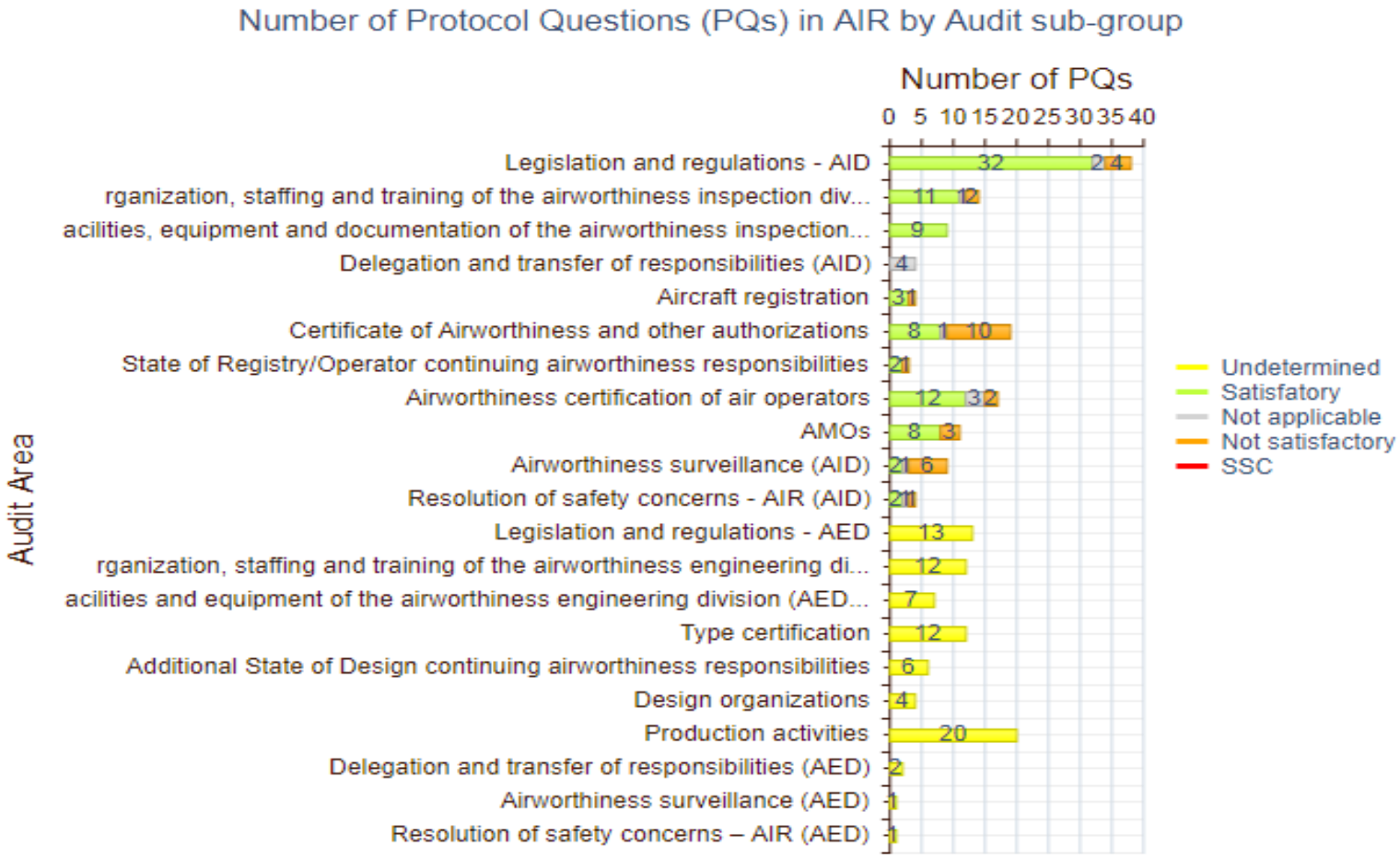


Situation of PQs by subgroups: AIR



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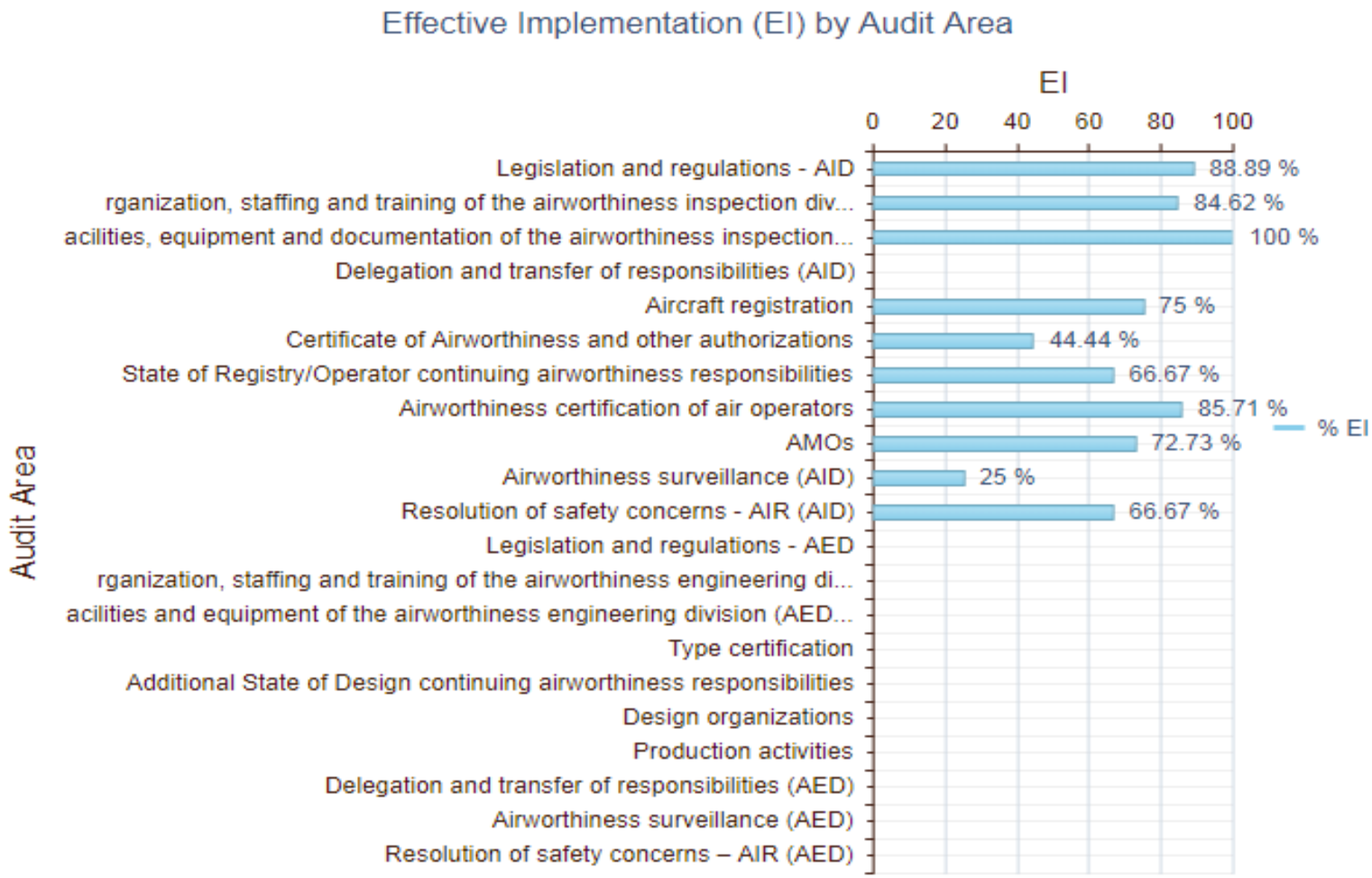
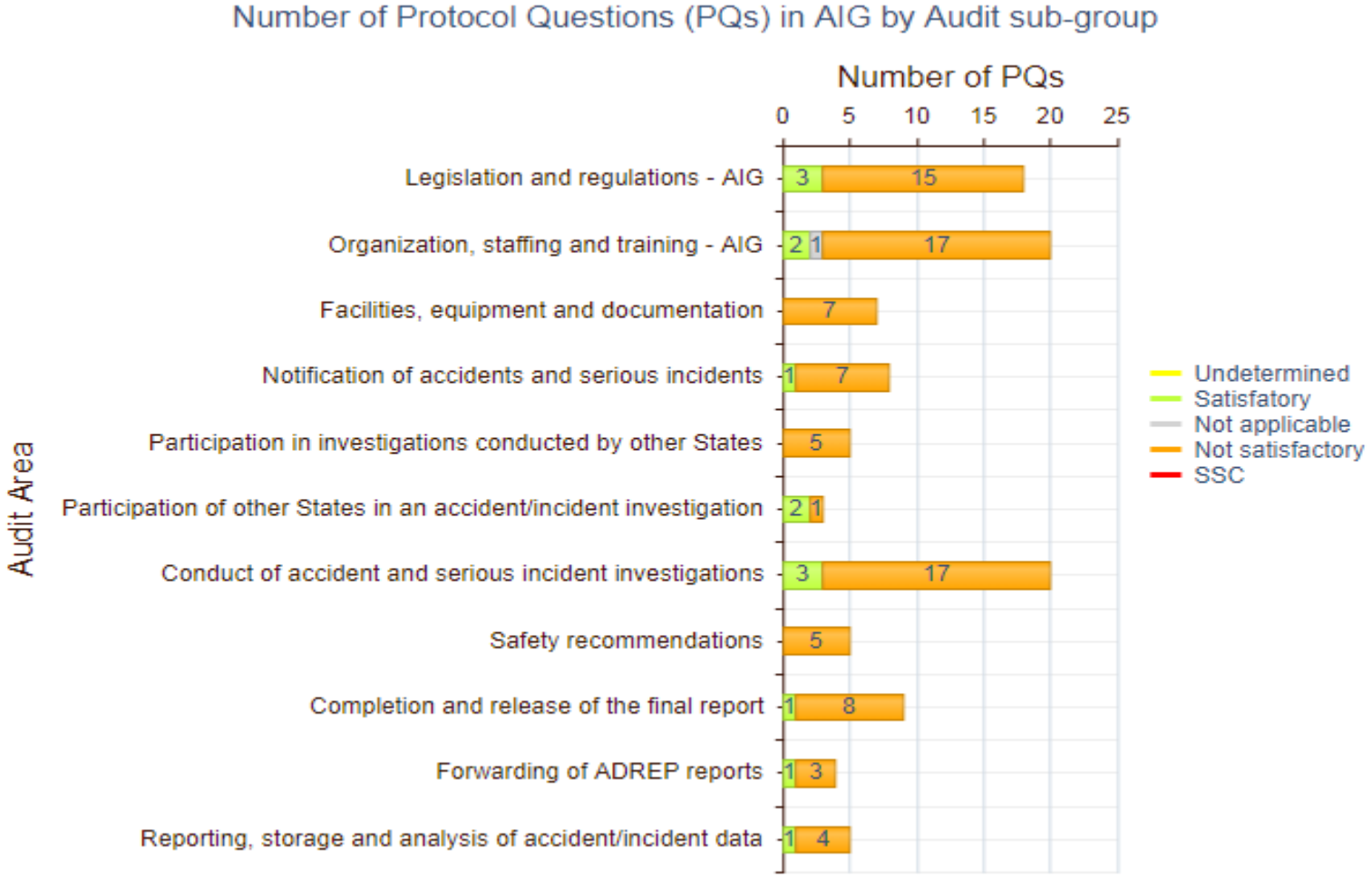


Situation of PQs by subgroups: AIG



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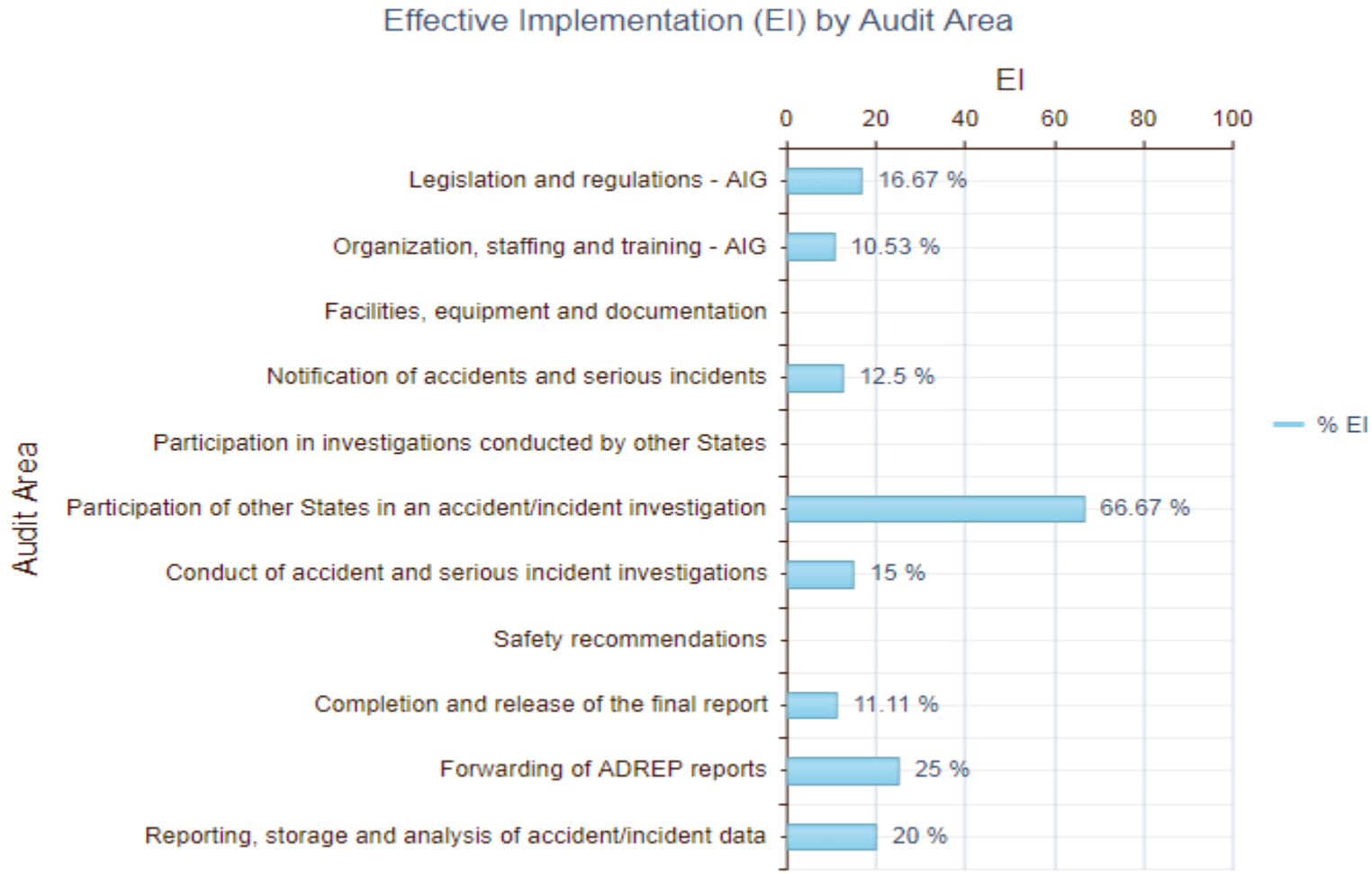
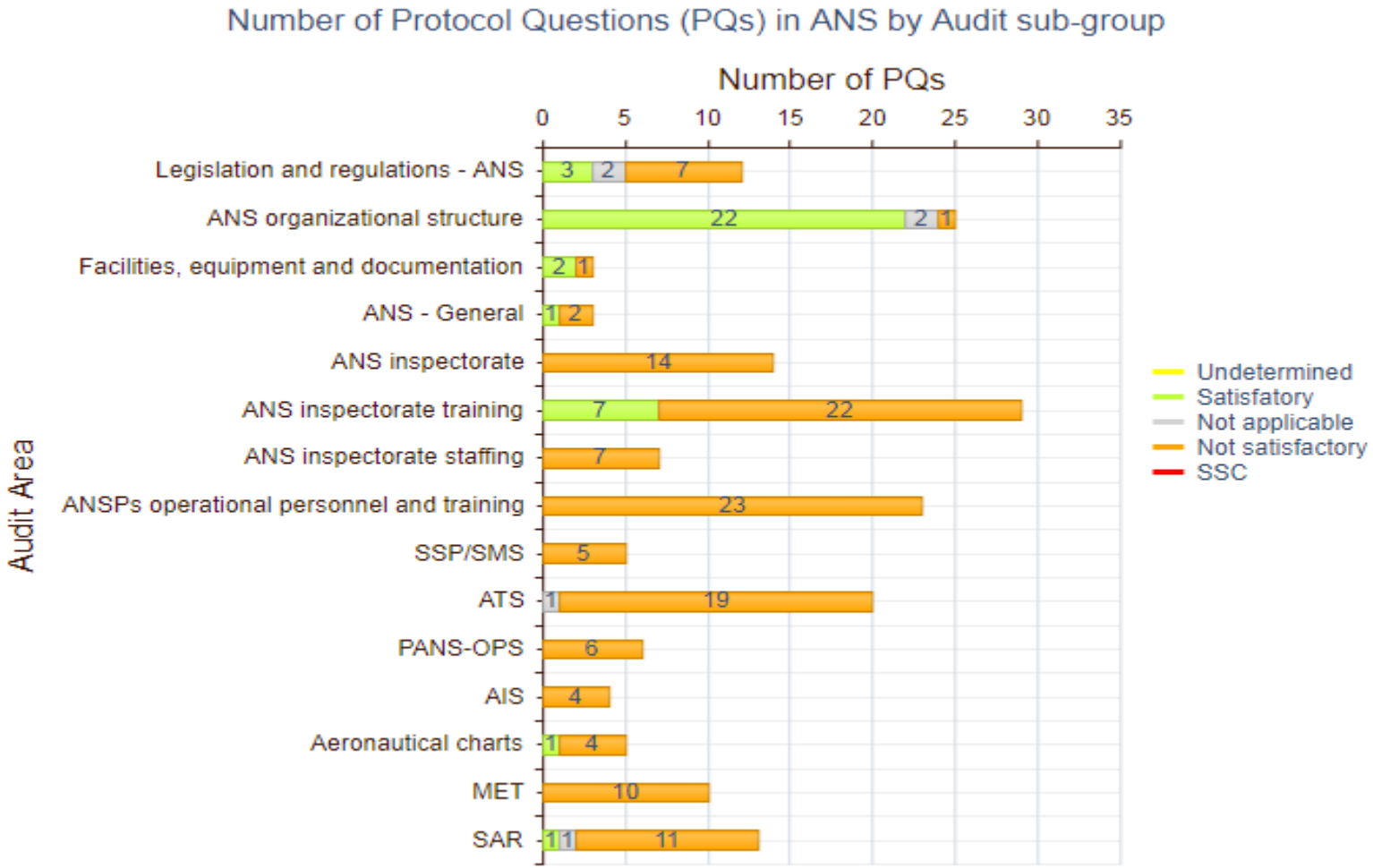


Situation of PQs by subgroups: ANS



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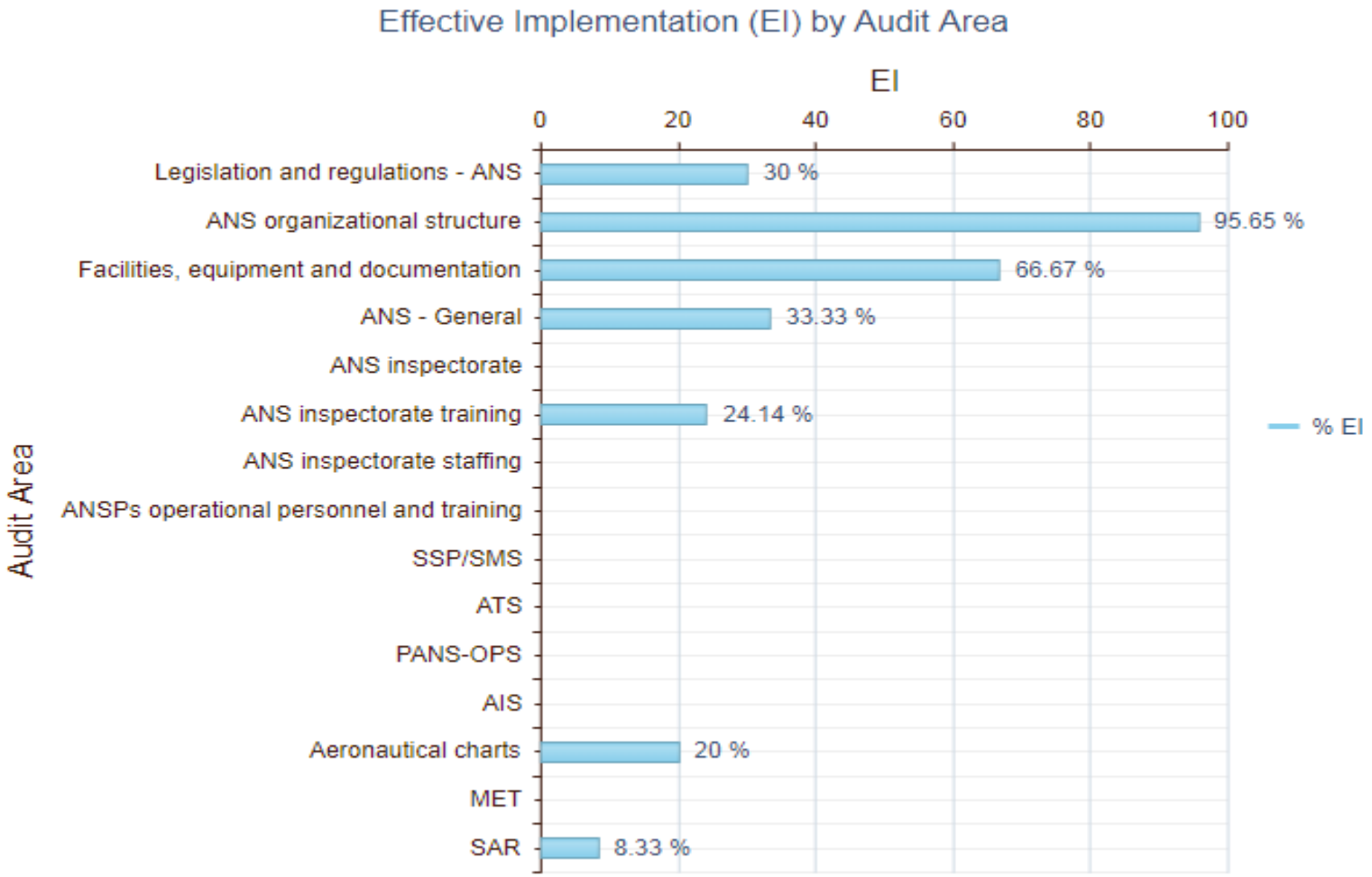
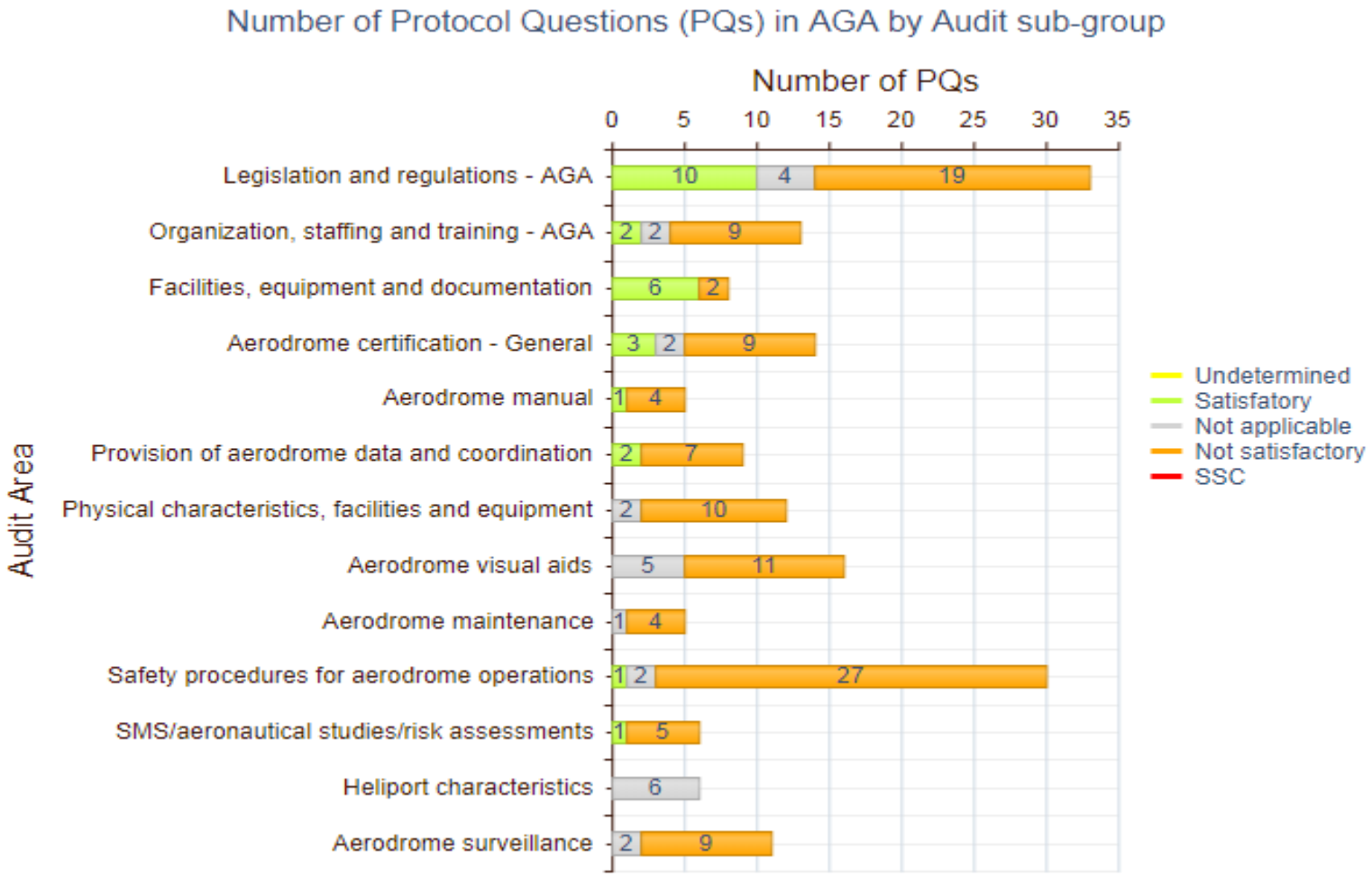


Situation of PQs by subgroups: AGA



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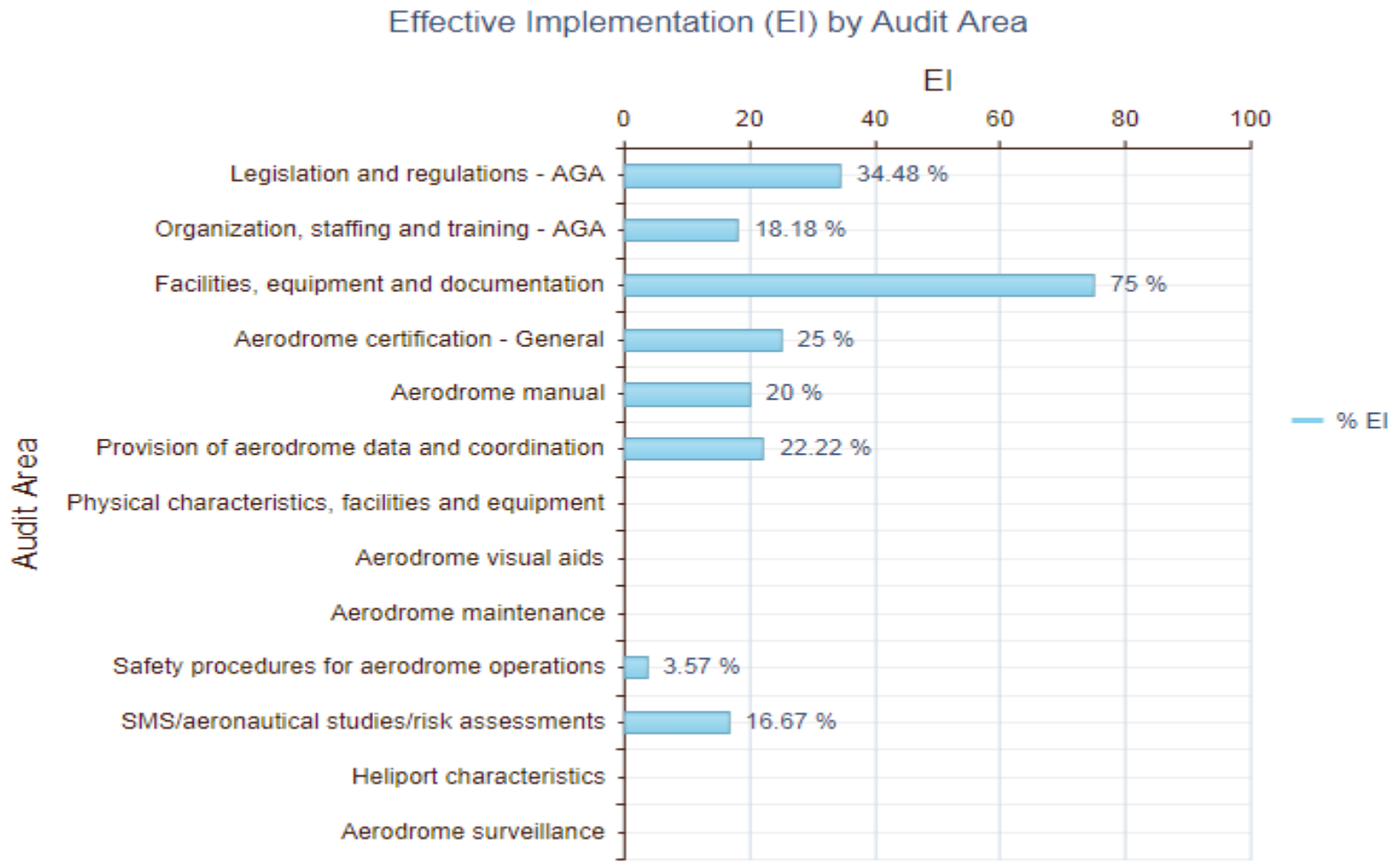

Work Programme to complete CAPs and improve EI%

Priorities for LEG

- Amend the Civil Aviation Act 2016
- Amend Civil Aviation Act 2016 in relation to AIG
- Revision of Penalties
- Incorporate designation of Search and Rescue Committee
  - Outline SAR Committee Functions
  - SAR Plan
- Incorporate a procedure for publication in the Aeronautical Information Publication (AIP) of significant differences.
- Article 83 bis – incorporate recognition of licenses and certificates issued/renewed by other States
- Ensure enforcement provisions are addressed, in particular, for AGA and ANS areas
- Incorporate all Safety Oversight Technical areas
  - PEL
  - OPS
  - AIR
  - ANS
  - AGA
- The importance of amending the Primary Legislation to create a legal and independent organization responsible for Air Navigation Services.

Priorities for ORG

- Review CAGR 2017 to ensure transposition of applicable Annexes into the regulations for all Technical areas
- Review all Authorities financing/budget (BCAA/AAID)
- Develop a methodology for required staffing/capacity
- Amend Job Descriptions for Technical areas to capture all required disciplines (BCAA/AAID)
- Develop a mechanism for updating Training Programmes/Plans for all Technical areas and AIG
- Develop a Training Policy for AAIG
- MoU's need to be established/updated as necessary
  - Between BCAA and AAID
  - Between BCAA and RBDF
  - Between BCAA and BANSD
  - Between BANSD and RBDF
  - Between BANSD and MIAMI ATC
  - Between BANSD and MET

Priorities for PEL

- Establish and implement procedures
  - Expired licenses and ratings
  - Examinations taken in another State
  - Exemptions
  - Medical Reports
  - Training Organizations

❖ Implement the process for the issuance of ATC Licenses

Priorities for OPS

- Increase Surveillance Activities
- Streamline AOC Certification process
- Establish Enforcement Office
- Establish and implement procedures
  - Revise Checklists/Job Aids
  - Revise OPS Technical Manuals
  - Revise OPS Advisory Circulars
  - Revise Dangerous Goods Programme

Priorities for AIR

- Increase Surveillance Activities
- Streamline AOC Certification process
- Establish Enforcement Office
- Establish a mechanism to store all required aircraft and work records
- Establish and implement procedures
  - Revise Checklists/Job Aids
  - Revise AIR Technical Manuals
  - Revise AIR Advisory Circulars

Priorities for AIG

- Promulgate new AAID Laws and Regulations
- Development and approve of AAID Budget
- Pending Contracts for new recruits
- Develop Organization Chart
- Create new Organization, Policy, Training and Administration Manuals
- Establish, in principle, technical assistance for Training and OJT (awaiting to execute formalized agreement)
- Awaiting to relocate to a proper facility

Priorities for ANS

- Recruit CNS Inspector
- Increase Surveillance Activities
- Streamline ANSP Certification process
- Commence ANSP Certification process
- Establish Enforcement Office
- Establish and implement procedures
  - Revise Checklists/Job Aids
  - Revise ANS Technical Manuals
  - Revise ANS Advisory Circulars

Priorities for AGA

- Recruit at least one AGA Inspector (Engineers)
- Increase Surveillance Activities
- Streamline and execute AGA Certification process for GBIA
- Bring closure to the CAPs for LPIA Certification
- Establish Enforcement Office
- Establish procedures for licensing and registration of Aerodromes
- Establish and implement procedures
  - Revise Checklists/Job Aids (Aerodromes and Helicopters)
  - Revise AGA Technical Manuals
  - Revise AGA Advisory Circulars

Bahamas NCMC Challenges

- Empowerment – NCMC should have the authority to instruct and advise all team leads on audit activities and deliverables.
- Resources – Provide the NCMCs with a separate budget and compensation for carrying out the responsibilities.
- OLF System issues, in particular when multiple persons may be signed in at one time (system runs slower and most times information is distorted).
- Timely responses from ICAO when disputes are submitted. For example, after receipt of the initial Draft Final Report, the Bahamas provided comments and had some disputes reference to the graph analysis for some areas, however, Bahamas did not receive any response from ICAO regarding this.

- We have seen where ICAO commenced its review of CAPs submitted, however, it appears only a few areas have been reviewed thus far.

- ICAO Auditors differences of opinions (Headquarters vs Regional Office) on certain issues within Audit areas (e.g. during the last Audit exercise, Bahamas was advised that advice provided by the Regional Office and Technical Cooperation Bureau was not accurate. This situation posed a concern for The Bahamas team as it demonstrated a break down in relationship and communication between ICAO Headquarters and Regional Office).

- ICAO Annex amendments – appears to be mandatory for States to capture a Recommended Practice as a National Standard prior to it becoming an ICAO Standard. This needs to be addressed as Auditors have difference of opinion in relation to amendments. There should be clear and concise instructions provided to the States in capturing RPs.

- ICAO Annex amendments – appear to be mandatory to capture proposed amendments within National Regulations prior to applicability dates which are sometimes 2 to 3 years away.

- Need more Regional Office assistance could be provided to the Audit areas relating to ANS and AGA. Kindly note, the Bahamas is still awaiting reports generated from the Aerodrome Certification Mission involving ICAO, FAA and ACI.

- Communication between the NCLB Team and Bahamas can be improved, for example, during a conference call and an action item is discussed, no follow up or confirmation is received from the NCLB Team on the status of the activity (e.g. Mission visit).

¿Questions?

North American Central American and Caribbean (NACC) Office MexicoCity
South American (SAM) Office Lima
ICAO Headquarters Montreal
Western and Central African (WACAF) Office Dakar
European and North Atlantic (EUR/NAT) Office Paris
Middle East (MID) Office Cairo
Eastern and Southern African (ESAF) Office Nairobi
Asia and Pacific (APAC) Office Bangkok

Thank you