

div style="float:right; margin-right:2em; margin-left:2em;">{denvideo eccaa\_vid00.flv}

This marks the culmination of almost 10 long years of tough assiduous work. The persons who have contributed to our success go far beyond the present staff of the ECCAA and beyond the OECS for that matter. Given the limited resources at our disposal, this accomplishment has not been an easy feat.

The ICAO has published 18 Annexes to the Chicago Convention. Each Annex contains Standards and Recommended Practices (SARPs) applicable to an aviation discipline which every Contracting State is obliged to enact into its domestic law for use in regulating all civil aviation activity in its territory. Safety audits (whether IASA, EASA or USOAP) are conducted to determine compliance with ICAO SARPs and a State's safety oversight capacity. The audit seeks to identify deficiencies in any of the eight critical elements used in the audit and, if necessary, provides a framework for the resolution of these deficiencies through an agreed upon action plan.

The US FAA conducted the assessment in early July 1996 using the eight critical elements referred to earlier:

1. Primary Aviation Legislation
2. Civil Aviation Regulations
3. Civil Aviation Authority headed by a Director General
4. Technical Guidance
5. Qualified Technical Personnel
6. Licensing and Certification Obligations
7. Continued Surveillance
8. Resolution of Safety Issues

The scope of the assessment was limited to three safety areas (3 ICAO Annexes 1-6-8) Personnel Licensing, Flight Operations and Airworthiness of Aircraft. The findings of the August 1996 report sited, inter alia, six major deficiencies.

