

EXECUTIVE SUMMARY

TUNISIA

1. The Civil Aviation Code adopted in 1999 is the primary legislation which governs civil aviation in Tunisia. The DGCA has performed significant work concerning the updating of the regulations pertaining to civil aviation activities in Tunisia in order to have them comply with ICAO SARPs. In this respect, many decrees and orders have been amended and new texts have also been drafted. In addition, the DGCA is finalizing the transposition of the Joint Aviation Requirements (JAR) texts into the Tunisian regulations. At the time of the ICAO audit follow-up mission, the review of the decrees and orders which represent the provisions to implement the Civil Aviation Code was being finalized. The DGCA has identified and notified to ICAO the current differences between the provisions of its national legislation already adopted, pertaining to personnel licensing, the operation of aircraft and airworthiness of aircraft, and ICAO Annexes 1, 6 and 8 SARPs.

2. Tunisia has completed the transition of the DGCA technical departments towards the *Office de l'aviation civile et des aéroports* (OACA). Circular No. 004 dated 15 January 2004 of the Minister of Communication Technology and Transport specifies the powers and responsibilities which the law confers on the OACA with respect to civil aviation personnel, aircraft and air operations. The circular also indicates the relationship and the service cooperation between the DGCA and the OACA. However, at the time of the audit follow-up, the DGCA had not yet finished updating its process of direct surveillance of flight performance and tasks delegated to medical examiners and inspectors. With the help of additional funds and resources, the DGCA expects to complete the updating of the last elements of its supervision system by the end of the first semester of 2005.

3. There were no items of concern relating to personnel licensing and training which led to an ICAO finding and recommendation during the last audit, and as a result, no corrective action was required to be conducted by Tunisia in this area. Tunisia has aligned its new regulatory provisions with ICAO texts and has revised its regulations pertaining to civil aviation personnel licences by using the JAR-FCL European provisions as a basis. The OACA is responsible for carrying out all tasks related to the verification, approval and processing of applications for the issuance or renewal of aeronautical licences. The OACA has implemented a computer system to process the applications, manage the information and documents as well as to produce licence documents.

4. At the time of the audit follow-up mission, Tunisia was in the process of completing the revision of its regulations pertaining to the certification and continuing surveillance of operators based on JAR-OPS 1, in compliance with ICAO's texts. The OACA is responsible for collaborating with the DGCA to carry out operator certification technical tasks and fulfils all tasks related to the continuing surveillance of operators. The present regulatory provisions indicate that the operations manuals submitted in compliance with the regulations are approved by the DGCA. However, the DGCA and the OACA are not provided with sufficient human resources to ensure adequate implementation of a structured programme of authorized operators' flight inspections. By the end of 2005, the DGCA expects to increase and train all of its personnel as well as the one of the OACA, including qualified technical crew, who will be responsible for carrying out tasks related to the certification and continuing surveillance of operators.

5. Tunisia has made good progress in implementing the recommendations issued by ICAO. The regulatory provisions found in the Civil Aviation Code, supplemented in the area of airworthiness by some orders, decisions, ministerial circulars and a set of procedures approved by the OACA President Director General, encompass the process governing the registration, airworthiness and maintenance of aircraft. The DGCA's powers and responsibilities relating to the certification of operators and maintenance organizations are now specified. The Airworthiness Division is provided with all the regulatory and technical documentation to supervise operators and maintenance organizations, as well as with the required equipment such as telephones, a facsimile, a photocopying machine and computers. The aircraft and maintenance organizations surveillance tasks are fulfilled by the OACA Airworthiness Division. The DGCA has developed a control system for the supervision of tasks delegated to the OACA and the specifications have been drafted. Tunisia is not an aircraft manufacturing State and does not issue type certificates; however, it has adopted through a ministerial decision a detailed airworthiness code for aircraft registered in the State. The DGCA has not finalized the required elements with respect to updating the minimum requirements for initial and recurrent training and for the qualification of certification personnel (airworthiness inspectors) and auditors. The DGCA has not developed a formal on-the-job training programme to ensure the progress of the applicant for obtaining an official inspector delegation from either the DGCA or the OACA.

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