

EXECUTIVE SUMMARY

ZIMBABWE

1. In the area of primary aviation legislation and civil aviation regulations, Zimbabwe has made progress in amending the *Aviation (Air Navigation) Regulations of 1988*. The new operating regulations referred to as the *Civil Aviation (Air Navigation) Regulations, 2004* were promulgated on 16 July 2004. Several procedures have also been developed. However, a system for the amendment of the regulations has not been established. Furthermore, the Government of Zimbabwe has yet to ratify Article 83 *bis* of the Chicago Convention in order to allow the CAAZ to approve leases involving the transfer of responsibilities as allowed for in the new regulations. The CAAZ has to embark on a comprehensive review of the new regulations to determine conformance with the SARPs of ICAO Annexes 1, 6 and 8, notify ICAO of its differences and publish significant ones in the national Aeronautical Information Publication (AIP). The entire regulatory material (regulations, requirements, procedures, notices and circulars) needs comprehensive review to identify omissions and to ensure that it is clear, consistent and easy to use.

2. The CAAZ has made progress in the area of civil aviation organization. The technical staff has been provided with the necessary tools, such as desktop and laptop computers with access to the Internet. The availability of CAAZ-owned air transport to the technical staff to conduct oversight activities outside Harare provides the mobility necessary to maintain effective supervision and control of the industry. The establishment of a technical registry for managing the active personnel files of the Flight Safety Standards Directorate and the re-establishment of the technical library are also improvements made since the audit. However, a system for the amendment and control of documents, including the ICAO Annexes and associated guidance material, has not been established. A senior inspector has been assigned the responsibility for the oversight of the safe transport of dangerous goods by air. However, detailed procedures have not been developed for this activity. Furthermore, the issue of the adequacy of funds available for the conduct of CAAZ safety oversight activities and training continues to be a concern.

3. Good progress has been made by the CAAZ in the area of personnel licensing and training as all the ICAO recommendations have been complied with. Progress made is related to the promulgation of the *Civil Aviation (Air Navigation) Regulations, 2004*, the issuance of helicopter pilot licences in conformance with the specifications provided for in Annex 1, Chapter 5 and the control and supervision of all air traffic controllers licences by the Personnel Licensing Office of the CAAZ. Additional progress made is related to the issuance of civil pilot licences on the basis of military licences and experience, procedures for medical examiners to submit their medical reports to the CAAZ, the closing and archiving of personnel licensing files and the approval of all aviation training programmes by the CAAZ.

4. The progress made in the area of aircraft operations, certification and supervision is related to the promulgation of the *Civil Aviation (Air Navigation) Regulations, 2004* by the Government of Zimbabwe. Additional progress has also been achieved in the development of several requirements and procedures through the publication of AICs and guidance material for AOC applicants. However, several important provisions of Annex 6 SARPs have not been included in the newly promulgated regulations. In addition, due to severe government budgetary constraints, the aircraft operations organization is not capable of fulfilling its safety oversight responsibilities. Furthermore, three of the four qualified operations inspectors have resigned since the initial audit, and the remaining operations inspectors are not qualified in the aircraft types they supervise and have not been provided with formal recurrent training or specialized training. Finally, the *Operations Inspector Handbook (2000)* has not been harmonized with the *Civil Aviation (Air Navigation)*

Regulations, 2004, published AICs and related guidance material, and adequate penalties and sanctions have not been established as a deterrent for violations of the laws and regulations in force.

5. Improvements in the area of airworthiness of aircraft are mainly related to the promulgation of the *Civil Aviation (Air Navigation) Regulations 2004* and the development of procedures, several of which have already been implemented by the CAAZ. The implementation of SARPs relating to AMO and minimum equipment list (MEL) approval has been achieved as well as the setting up of a technical registry and library. The newly promulgated regulations allow the CAAZ to adopt the airworthiness code of other States in conformance with ICAO Annex 8 requirements and also require that a structural integrity programme be included in an approved maintenance programme. Parts 5, 6 and 8 of the *Civil Aviation (Air Navigation) Regulations, 2004* include requirements pertaining to the assessment of continuing airworthiness information, the monitoring of maintenance and operational experience with respect to airworthiness and the establishment of a system for transmitting information on faults, malfunctions and defects to the organization responsible for the design of the aircraft, among others. However, some clarification is still needed in order to further explain the provisions for the adoption of an airworthiness code. In addition, procedures relating to maintenance programme escalation and procedures for validating AMOs approved by other States have not yet been established, and the new regulations do not contain provisions requiring compliance with noise certification Standards.

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