

**Aviation Safety Symposium
Dakar, Senegal**

Presentation on Zambia's SSC Experience

1. Introduction

I would like to acknowledge and observe all protocols. It our singular honor and pleasure to be given this opportunity to share our experience and would like to extend our gratitude and thanks to the International Civil Aviation Organization in particular the Air Navigation Bureau of ICAO.

2. Background

An audit was conducted on Zambia's Civil Aviation by the International Civil Aviation Organisation (ICAO) in early 2009 under the Universal Safety Oversight Audit Programme (USOAP). After this audit, 98 audit findings including a significant safety concern were recorded. The following were among the findings that were noted:

- i) The Aviation Act Cap 444 did not include the latest ICAO provisions;
- ii) The technical guidance materials and check lists did not include the latest ICAO standards and recommended practices as amended in Annex provisions;
- iii) The Department of Civil Aviation could not attract, recruit and retain appropriately qualified technical personnel, resulting in a shortage of skilled personnel;
- iv) Some of personnel at the Department of Civil Aviation lacked the required ICAO Training.
- v) The significant safety concern was based on Zambia's failure to comply with the requirements and processes for the five phase air operator certification in accordance with ICAO Annex 6 Part 1. This led to Zambia being put on the ICAO Audit Results Review Board (ARRB) list. The European Union through the European Commission Parliament on recommendation from the Air Safety Committee based on Regulations of the European Commission put Zambia on the European Union ban list of air carriers not permitted to fly into Europe (then EC Regulation 474 /2006 and now amended as Commission Implementing Regulation (EU) 1146/2012.

3. Actions Undertaken by DCA/CAA, Government and ICAO

In order to address the above:

- i) The Department of Civil Aviation with technical assistance from ICAO developed a Corrective Action Plan (CAP) early in 2009 to address the audit findings and the significant safety concern. Further assistance has been received from the African Civil Aviation Commission (AFCAC) through the Africa and Indian Ocean Cooperative Inspectorate System (AFI-CIS). A memorandum of understanding was signed between the Zambian Department of Civil Aviation and AFCAC in June 2011 for Zambia to participate in this programme;
- ii) Under the 10th European Development Fund Aviation Sector Support Programme, the Contractor, NTU ApS, International Strategic Development of Denmark in consortium with GOPA Consulting Limited of Germany provided technical assistance and Consultancy to the Zambian aviation sector through the engagement of Senior Short Term Experts to provide assistance with legal reform, safety issues and training needs assessment among others. The ICAO East and Southern African Office Regional Office Safety Teams (ROST) also provided invaluable assistance;
- iii) All these interventions were meant to prepare the Zambia DCA for the ICAO Coordinated Validation Mission (ICVM);
- iv) The Civil Aviation Authority Act No.7 of 2012 was enacted by Parliament to pave way for the transformation of the Department of Civil Aviation into an autonomous Civil Aviation Authority;
- v) The International Civil Aviation Organisation (ICAO) carried out an ICAO Coordinated Validation Mission (ICVM) from 12th to 18 December 2012 to verify and validate the implementation of the corrective action plan. ICAO reported significant progress by Zambia in resolving ICAO Audit findings and the significant safety concern which it cleared as resolved;
- vi) The Government appointed the Board of Directors for the Civil Aviation Authority on 19th November 2013;
- vii) Review of Technical Guidance Materials, Manuals and Certification checklists to conform to latest amendments of ICAO standards and recommended practices was completed on 29th November 2013;
- viii) Government has approved the structure (with a specific person under the Director General's office in charge of Safety and Quality) and the budget of the new autonomous CAA and identified its new independent offices.
- ix) The Second Draft of the Aviation Act has been completed by the consultant and a stake-holders workshop has been planned for the second week of June 2014;
- x) The Zambia Civil Aviation Requirements have been updated to conform to the latest SADC Generic Regulations;
- xi) Six Inspectors in Operations and Airworthiness have undergone ICAO Government Aviation Safety Inspector training;

- xii) Six Inspectors in Operations and Airworthiness have undergone ICAO On the Job Training;
- xiii) ICAO Continuous Monitoring Approach (CMA) Online Framework (OLF) Training was conducted on a cost recovery basis (with assistance from the EU's 10th European Development Fund Project) for 19 DCA Inspectors to enable them update information regarding activities pertaining to corrective action plan and safety for Zambia on a secured online framework;
- xiv) The recruitment of the Director General for the Civil Aviation Authority has been completed and the Speaker is now the Director General;
- xv) Recruitment of key personnel and inspectors commenced with adverts in local Newspapers on 9th May 2014;
- xvi) ICAO approved training for recruited inspectors including on the job training to commence by the third week of July 2014;
- xvii) ICAO Air Operator Certification On the Job Training Project for Operation and Airworthiness Inspectors to be conducted from July to September 2014 under the ICAO SAFE Fund
- xviii) Experts from the AFI-CIS under the Africa Civil Aviation Commission (AFCAC) to be engaged on a cost recovery basis for Operations and Airworthiness in October 2014 to enhance Air Operator Certification; and
- xix) Zambia has been honoured to host the ICAO APRIG Conference in Lusaka from the 3rd to 4th July 2014.

4. Conclusion

In summation, Zambia's experience with the SSC has been immense. It was both a trigger to immediate action on issues of safety concern and has also been a serious learning curve and a turning point on how things are done henceforth. The government's attention and focus has shifted to the resolution of aviation safety concerns urgently as evidenced by the high investment being put into the aviation sector.

Zambia is currently experiencing huge improvements in its capacity to carry out safety and security regulatory oversight over the aviation sector. It is appreciated that there is still more to be done, but once a firm foundation has been laid and built through the CAA around the 8 critical elements and with continuous improvement in collaboration with ICAO and the EU, Zambia shall be able to effectively implement, manage and maintain ICAO Standards and Recommended Practices. The transformation of the Department of Civil Aviation into an autonomous Civil Aviation Authority will be able to meet the safety oversight and regulatory requirements of the aviation sector to ensure growth and sustainability.

May I end with a salute to ICAO and the European Union for the great assistance and guidance rendered to Zambia during this period of correction, reorganisation and refocus.

I thank you.