



GHANA CIVIL AVIATION AUTHORITY





ESTABLISHMENT & STRENGTHENING OF THE CAA

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OUTLINE

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INTRODUCTION

- **DEFINITION**
- A strong CAA is a State's Civil Aviation Authority which amongst other criteria, its safety oversight system at least can withstand the test of ICAO's Eight (8) Critical Elements.



THE EIGHT CRITICAL ELEMENT

- CE1: The Primary Law (Act)
- CE2: The Secondary Law (Regulations)
- CE3: The Organization
- CE4: Adequate Number of Qualified Inspectors
- CE5: Inspector/Technical Guidance Materials
- CE6: Record of Certification
- CE7: Record of Surveillance
- CE8: Enforcement



CHALLENGES & OPPORTUNITIES

- CE1 The Primary Law (Act)

Opportunities

- Gives the road map to the establishment and running of a successful/strong CAA.
- Spells out clearly the mandate of the CAA
- Spells out the powers conferred on the Director-General to authorize or take certain decisions on behalf of the government
- Availability of Model Acts.

Challenges

- Drafting of the Act
- Passing of the Act and other parliamentary formalities



CHALLENGES & OPPORTUNITIES

- CE2 The Secondary Law (Regulations)

Opportunities

- Enables the CAA to guide and also regulate various stakeholders in the aviation industry
- Enables the necessary or required standards to be laid down for the industry to follow
- Also enables the industry to operate in accordance with other National standards.
- Availability of model regulations

Challenges

- Adoption of either ICAO model regulations, FAA or EASA based regulations
- Mixture of all above
- Drafting of other National Regulations
- Passing of the drafted regulations in Parliament
- Amendments of the regulations
- Filling of Differences with ICAO



CHALLENGES & OPPORTUNITIES

- CE3 The Organization

Challenges

- Funding
- Revenue/Expenditure
- Support Services (Non Technical Departments)
- Technical Staff Remuneration non commensurate to local and or international industry
- Government Interference
- Decoupling

Opportunities

- Decoupling to limit the scope of work
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CHALLENGES & OPPORTUNITIES

- CE4 Qualified & Adequate Number of Inspectors

Challenges

- Qualified Inspectors (i.e., ITS)
- Adequate Number
- Flight OPS Inspectors (5000 Command Hours recommended)
- Capital Intensive Training
- Lack of Recurrent Training
- Lack of Type Ratings
- Inspector Remuneration
- Inspector Retention
- Lack of OJT

Opportunities

- Inspector Retention
- Establishment of Training Academy



CHALLENGES & OPPORTUNITIES

- CE5 Technical Guidance Material

Challenges

- Difficult in developing them
- Availability of few consultants and also fail to customize them to the needs of a specific CAA
- Very expensive when obtain from consultants
- Time consuming for inspectors to edit them by themselves

Opportunities

- Provide guidance to inspectors
- Provide uniformity, common procedures and same standard of inspector work output
- CAAs can use retired inspectors who are abreast in industry practice to develop inspector guidance materials



CHALLENGES & OPPORTUNITIES

- CE6 Record of Certification

Challenges

- Inadequate preparation of prospective applicants
- Lack of cooperation from prospective applicants
- Frequent amendments to the schedule of events (delays)
- Bulky trail of paperwork makes tracking difficult sometimes
- Electronic Recording & Tracking System quite expensive
- ICAO's ninety (90) day target never realized
- Lack of consultants to assist prospective operators
- Cumbersome document evaluation phase dragging on
- Difficulty in the acquisition of aircraft and or change of aircraft during the process
- Political interference to issue AOC without completing the due process

Opportunities

- Availability of GSI Certification course
- Use of Regional Pool of Inspectors
- Assistance from Regional Safety Oversight Organizations (RSOOs)
- Work in progress by BAGASOO in developing a recording and tracking software



CHALLENGES & OPPORTUNITIES

- CE7 Record of Surveillance

Challenges

- Lack of adequate funding to carryout station facility inspections
- Man hours involved in off-site inspections
- Bulky paper trail of surveillance records
- Electronic Planning, Recording & Tracking System quite expensive
- Lack of follow-up inspections
- Closing of inspection findings

Opportunities

- Availability of job aids (inspection check lists etc)
- Use of Regional Pool of Inspectors
- Assistance from Regional Safety Oversight Organizations (RSOOs)
- Work in progress by BAGASOO in developing a recording and tracking software



CHALLENGES & OPPORTUNITIES

- CE8 Enforcement

 - Challenges

 - Lack of number of Legal personnel in the CAA
 - Lack of a dedicated Legal personnel to assist the Safety Regulation Department
 - Enforcement course being administered only once a year by the FAA Academy
 - Penalty Units not reasonable sometimes
 - Lack of proper closing of enforcement actions by inspectors

 - Opportunities

 - Use of electronic recording and tracking system for enforcement issues
 - Proper training for Legal Personnel and Safety Inspectors
 - CAAs can generate additional revenue through Enforcement Actions



CONCLUSIONS

1. There are more challenges than opportunities in the strengthening of a CAA and this calls for CAAs to be ready to face the task ahead.
2. CAAs could further be strengthened if:
 - a. Interferences by Government are curtailed
 - b. Additional or other Sources of Funding of the CAA's activities are explored
 - c. More Powers are given to the DGs to operate
 - d. Inspector and Legal Personnel Training are enhanced
3. Generally strong CAAs would be established in the AFI-Region if the existing would work hard to withstand the test of ICAO's Eight Critical Elements.



THE END

Thank You for your kind
attention