



**ASSEMBLY — 37TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 32 : Regional Safety Oversight Organizations (RSOs)**

**THE EAST AFRICAN COMMUNITY (EAC) CIVIL AVIATION SAFETY AND SECURITY  
OVERSIGHT AGENCY (CASSOA):  
ITS ACHIEVEMENTS AND FUTURE ACTIVITIES**

(Presented by the EAC CASSOA)

**EXECUTIVE SUMMARY**

The 36<sup>th</sup> Assembly Resolution A36-3 provides for the promotion and support of Regional Safety Oversight Organisations (RSOs) as an effective means for strengthening the safety oversight capabilities of States. The EAC Partner States established their own regional oversight organisation, the CASSOA in April 2007. It became operational on 1 June 2007.

During the period 2007 – 2010, the East African Partner States through their regional Agency, have been working collaboratively among themselves towards strengthening the safety oversight capabilities in the region. Through the Agency, EAC Partner States have also enjoyed significant technical collaboration with ICAO (ESAF Regional Office) and other development Partners including the USA (FAA) and EC (EASA).

This paper, while providing a brief on the achievements of EAC regional safety and CASSOA, supports ICAO Secretariat Working Paper A37-WP/10 (*Strengthening safety oversight through cooperation for the provision of Assistance To Resolve Safety-Related Deficiencies*). In particular it supports ICAO's commitments to continue providing assistance to RSOs in regions or sub-regions where they already exist, and to promote their establishment in other areas where they are equally needed.

**Action:** The Assembly is invited to:

- a) take note of the achievements of the EAC – CASSOA and its planned future activities to enhance safety/security and strengthen oversight systems in the region; and
- b) require the Council in providing assistance to States, sub-regional or regional safety oversight bodies under the Implementation Support and Development – Safety (ISD-Safety) Programme, to work with the relevant stakeholders to ensure that the support provided is relevant and within the plan(s) of the States, sub-regional or regional oversight organisations.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A by facilitating the development and management of RSOs as an effective means for States to pool resources to resolve safety and security-related deficiencies.
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<i>References:</i>	Doc 7300, <i>Convention on International Civil Aviation</i> Doc 9902, <i>Assembly Resolutions in Force</i> (as of 28 September 2007) The Treaty for the Establishment of the East African Community The Protocol for Establishment of the EAC Civil Aviation Safety and Security Oversight Agency Five Year CASSOA Strategic Plan and Organisation Development Plan
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## 1. INTRODUCTION

1.1 During the ICAO 36<sup>th</sup> Assembly, the East African Community (EAC) presented a Working Paper (WP/147) providing information on the developments in the EAC civil aviation system and the establishment of the East African Community Civil Aviation Safety and Security Oversight Agency (CASSOA).

1.2 CASSOA is the specialised technical institution of the East African Community responsible for the development of a safe and secure civil aviation system in the EAC region. It is established as a self-accounting institution and started operation on 1<sup>st</sup> June 2007. Establishment of the Agency is part of the actions implementing Article 92 of the Treaty for Establishment of the East African Community. This Article, among others, requires the Partner States to harmonise their policies on civil aviation in order to promote the development of safe, reliable, efficient and economically viable civil aviation.

## 2. ACTIVITIES CARRIED OUT BY CASSOA

2.1 One of the major obligations of the Agency is to ensure that the region's civil aviation operates under harmonised civil aviation safety and security regulations which meet the international Standards issued under the Chicago Convention. In this respect, the Agency has harmonised aviation safety and security regulations in areas of personnel licensing, flight operations, airworthiness, aerodromes, air navigation services and aviation security. Furthermore, it has harmonised accident and incident investigation regulations which are in the approval and promulgation process.

2.2 The Agency has also developed comprehensive technical guidance materials to guide implementation of the harmonised regulations. Included in the regional approach, is the establishment of an EAC testing instrument for the implementation of the international English Language Proficiency standards that aviation personnel licence holders within the region are required to meet.

2.3 Furthermore, the Agency has established and operationalised a system for sharing technical expertise (aviation safety inspectors). However, effective implementation of this arrangement is challenged by the inadequate numbers of available experts in the region, a challenge expected to be addressed under the five-year strategic plan and organisation development plan.

2.4 Following the USOAP and USAP audits of the Partner States, the Agency coordinated the development of harmonised corrective actions plans and the implementation of these Plans in those areas relating to the regional requirements.

2.5 The region appreciates the close working relationship it has with ICAO ESAF Regional Office, the European Aviation Safety Agency, the USA Federal Aviation Administration and Department of Transportation, in several of the activities that the Agency carries out.

### 3. FUTURE UNDERTAKING IN THE REGION

3.1 The EAC CASSOA, as an institution of the East African Community, needs to be strengthened in tandem with developments in the regional economic block integration process. In this respect, the Agency has developed its first Five Year Strategic and Organisation Development Plans. The Plans are premised on the need to provide for the systematic development of CASSOA into a strong regional institution with a mandate to champion the implementation of safety and security-related ICAO SARPs, against the back drop of increasing regional economic integration.

3.2 The Plans, which may be accessed through CASSOA website <http://www.cassoa.org> (or through the ICAO website [www.icao.int/fsix](http://www.icao.int/fsix)) define the future of the Organisation and identify three main Strategic Objectives, to be achieved in five years.

3.2.1 *Strategic Objective A:* rationalising the mandate of CASSOA in line with the dynamics of the aviation industry and the enhanced economic integration in the region. It is expected that under this Strategic Objective, the CASSOA institutional framework and the funding mechanism will be reviewed and its mandate enhanced to match the regional integration process, as well as the requirements of the aviation industry.

3.2.2 *Strategic Objective B:* building an effective and sustainable civil aviation oversight system in the region. Under this Strategic Objective, the region plans to implement activities towards developing an adequate capacity to effectively and efficiently carry out oversight activities as well as continuously monitor and evaluate the status of aviation safety and security in the region.

3.2.3 *Strategic Objective C:* minimising aircraft incident and accident rates in the region. Under this Strategic Objective, the Agency will work towards facilitating and guiding States and industry in implementing in a regional harmonised way, state safety programmes and safety management systems in their operations. Parallel to this, the Agency intends to develop an integrated aviation IT system which will capture, manage and avail relevant safety, security and other statistical aviation information to stakeholders, including the general public.

3.3 For effective implementation of the planned activities, the EAC, CASSOA and the Partner States of Burundi, Kenya, Rwanda, Tanzania and Uganda would appreciate the continued support, collaboration and assistance in any form from ICAO, Contracting States, regional or sub-regional organisations, or any other international organisations.

### 4. CONCLUSION

4.1 The establishment of regional or sub-regional oversight organisations is an effective means for strengthening the safety/security oversight capabilities of States by pooling resources to resolve deficiencies. It also provides an effective means of harmonising regulatory requirements and thus achieving uniformity to the greatest possible extent with those established under the Chicago Convention (Article 12).

4.2 The EAC and its Civil Aviation Safety and Security Oversight Agency (CASSOA) therefore supports the Secretariat Working Paper A37-WP/10 in which ICAO commits to continue providing assistance to RSOOs in regions or subregions where they already exist, and promoting their establishment in other areas where they are equally needed. The EAC and CASSOA recommends that the type of assistance should not be limited to those specified in the WP Paper but be determined and mutually agreed after consultation with relevant stakeholders to ensure that the support provided is relevant and within the plan(s) of the States, sub-regional or regional oversight organisation.

4.3 The EAC and CASSOA have developed focused strategies to guide the region in the systematic development of a strong regional institution that will enable the region to collaboratively work towards strengthening its safety oversight capabilities, and enable effective implementation of safety and security related ICAO SARPs alongside increased regional economic integration and development in the aviation sub-sector. In this respect, the continued support, collaboration and assistance of ICAO, regional or sub-regional organisations, contracting States and other international organisations, industry partners and donors is requested in any form needed for the implementation of the planned activities.

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