

ASSEMBLY – 35TH SESSION

EXECUTIVE COMMITTEE

- Agenda Item 16: Improvement of safety oversight**
Agenda Item 16.1: Progress report on the implementation of the ICAO Universal Safety Oversight Audit Programme (USOAP)

IMPROVEMENT OF SAFETY OVERSIGHT

(Presented by the East African Community Partner States)

INFORMATION PAPER

SUMMARY

The East African Community is a regional group of three States namely Kenya, Uganda and Tanzania, whose main objective is to implement programmes to foster social, economic and trade development.

In the civil aviation sub-sector the Community is working towards the harmonization of the respective national rules and regulations in compliance with Standards and Recommended Practices contained in the Annexes to the Convention on International Civil Aviation (Chicago Convention 1944). This initiative is part of a program for the establishment of a Regional Safety Oversight Agency.

This paper provides an overview on measures being taken by the East African Partner States with support of ICAO and other development Partners to achieving this objective.

1. INTRODUCTION

1.1 Transport sector in East Africa Region plays an important role in social, economic and political integration. A safe, reliable, secure, efficient and cost-effective aviation system will stimulate greater access to the economic advantages both at the regional and international markets.

1.2 In order to achieve the development of a safe, secure and efficient aviation system in the region, the civil aviation administrations under the East African Community have initiated regional co-operation in the development of policies and programmes for the sub-sector.

1.3 This paper provides an overview of such initiatives, particularly those intended to achieve harmonised rules and regulations for implementing the ICAO Standards and Recommended Practices (SARPs), establishment and provision of effective safety oversight capability and establishment of a unified Upper Airspace Flight Information Region.

2. THE EAST AFRICAN COMMUNITY (EAC)

2.1 The East African Community with its Headquarters located in Arusha, Tanzania, is the regional inter-governmental organisation that comprises the Republics of Kenya and Uganda and the United Republic of Tanzania.

The Treaty for the Establishment of the Community was signed in Arusha on 30th November 1999 and came into force on 7th July 2000 following its ratification by the three Partner States.

2.2 The Treaty sets out a bold vision for the eventual federation of the EAC Partner States. It outlines a comprehensive system of co-operation among the Partner States in social, economic, political, cultural endeavours and so on. It also lays out the strategies for the development of the regional integration process leading ultimately to the establishment of a Political Federation.

2.3 The three East African countries cover an area of 1.8 million square kilometres encompassing enormous natural and touristic resources and have a population of approximately 90 million who share a common history, language, culture and infrastructure. These advantages provide the Partner States with a unique framework for regional co-operation and integration.

2.4. The organs of the Community, which are established under the Treaty, include the Summit of Heads of State, the Council of Ministers, the Co-ordination Committee, Sectoral Council and Sectoral Committees of Experts. Other organs are The East African Court of Justice, East African Legislative Assembly, the Secretariat and various autonomous institutions of the Community. The day-to-day functioning of the Community is managed by the Secretariat.

2.5. The Heads of Civil Aviation Authorities operate as a Committee of Experts under the Transport, Communications and Meteorology (TCM) Sectoral Council. The recommendations of this Committee are forwarded to the Sectoral Council of Ministers responsible for TCM for approval before implementation.

3. STATUS OF THE AIR TRANSPORT SECTOR

3.1 Prior to 1977 when the former East African Community collapsed, one East African Directorate of Civil Aviation under the Community provided the civil aviation administration in the region. The three States had delegated their sovereignties to the Directorate to provide safety and regulatory oversight.

3.2 Following the collapse of the E.A. Community in 1977, the three States established separate civil aviation administrations. Currently the three civil aviation administrations have been restructured into autonomous civil aviation authorities. This is in line with the Recommendation 14/3 of the Seventh Africa-Indian Ocean,(AFI) Regional Air Navigation Meeting (AFI-RAN/7) held in Abuja from 12-23 May 1997 on 'Institution strategies for addressing shortcomings in the airports and air navigation systems of the AFI Region.

3.3 Tanzania, one of the EAC Partner States, is delegated to provide upper air space air traffic control to neighbouring Rwanda and Burundi airspaces under the aegis of ICAO.

4. THE EAST AFRICAN COMMUNITY CIVIL AVIATION SAFETY PROJECT

4.1 The three East African States were audited under the voluntary ICAO Safety Oversight Audit and later under the Universal Safety Oversight Audit Programme (USOAP). The findings and recommendations out of these audits were considered by the Heads of Civil Aviation Authorities and with the assistance of ICAO, the East Africa Civil Aviation Safety Project was initiated in early 1999. This Project was aimed at enhancing the provision of air navigation services and safety oversight, and later to include security oversight, and the harmonization of the aeronautical laws and regulations. The Project, which initially was a study is currently being implemented, has two parts as follows:

Part 1: This Part covers the Establishment of an East African Upper Flight Information Region (UIR), Search and Rescue, Regional AIS/MAP and the strengthening and joint utilisation of Aviation Training Institution in the region.

Part 2: This part covers the establishment of a Regional Safety and Security Oversight Agency, harmonisation of legislative and regulatory requirements to meet the ICAO Standards and Recommended Practices.

4.2 The Project is being implemented with the support of the USA Government through its Safe Skies for Africa Programme, the European Investment Bank (EIB) and also in coordination and cooperation with the International Civil Aviation Organisation. In both parts, the envisaged establishment(s) would be open to other neighbouring States to join.

4.3 The East African Community Secretariat has established a Steering Committee comprising the Heads of Civil Aviation Authorities of the Partner States, the US Department of Transportation, the Federal Aviation Administration (FAA), International Civil Aviation Organization and Ministries responsible for civil aviation, Finance, Regional Co-operation and Justice. The mandate of this Committee is to;

- i. Offer overall technical and policy guidelines on the implementation of the project;
- ii. Approve the developed work plans, activities and programmes;
- iii. Approve the budgets and financial outlays for the implementation of the activities.

4.4 There is also a team of six experts from the three Civil Aviation Authorities with the mandate to co-opt other relevant experts/disciplines as the need arises. This Team reports to the Steering Committee. Its mandate is to;

- i. Develop detailed activities and an implementation programme for the project,
- ii. Work out the budget and financial requirements for the implementation of the activities,
- iii. Determine the minimum documentation required to implement the activities

This project is scheduled for completion within the next twenty-four months.

5 THE GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)

5.1 Under a technical support from the United States' Trade Development Agency (USTDA), the Region is executing a pilot study towards the implementation of GNSS procedures in the Region. The Study is expected to be finalized by December 2004.

5.2 The main objective of the Study is to establish GNSS procedures at a number of the Region's airports where none exists today and to propose the implementation profiles at airports where surveys and procedures have been developed.

6 CONCLUSION

6.1 The main objective of this regional initiative, complemented by other relevant national programmes in the three Partner States, is to provide certain air navigation services including safety and security oversight in the most economical way by pooling together resources in the Region in terms of qualified technical personnel and the joint management of the infrastructure. This is in line with the recommendations of Assembly Working Paper A35-WP/63 and the Resolution there-in

7 ACTION BY THE ASSEMBLY

7.1 The Assembly is invited to note the information contained in this paper, and refer to it when considering A35-WP/63, EX/20 (Unified Strategy to Resolve safety-Related Deficiencies).

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