



INTERNATIONAL CIVIL AVIATION ORGANIZATION

FIRST MEETING OF THE AFRICA-INDIAN OCEAN REGIONAL AVIATION SAFETY GROUP (RASG-AFI/1) Kampala, Uganda (26 – 27 March 2012)

Agenda Item 5: ICAO Regional Safety Initiatives

COSCAP PROGRAMMES IN THE AFI REGION

(Presented by the Secretariat)

SUMMARY
<p>This paper presents the activities of the Technical Co-operation Bureau (TCB) in the implementation of cooperative type projects in the area of aviation safety in Africa. The prototype Cooperative development of Operational Safety and Continuing Airworthiness Project, COSCAP has been implemented in four locations the AFI region since 2004. The project aims at addressing the deficiencies in safety oversight capacity of participating States and supplementing their individual capabilities, to the extent required. It is intended as the fore-runner of a permanent Regional Safety Oversight Organization (RSOO). ICAO encourages States to work together in addressing common problems by pooling and sharing resources. States are urged to make greater use of ICAO Technical Cooperation Programme projects developed for providing assistance in aviation safety and to support the projects developed for providing such assistance.</p>
<p>REFERENCE(S): A36-17 (Appendix C) Annual Reports of the Council AFI RAN 2008 Recommendation 4/9 APIRG/ 16 and 17</p>
<p>Related ICAO Strategic Objective(s): Safety</p>

1. INTRODUCTION

1.1 The ICAO COSCAP projects have made noteworthy improvements in aviation safety in the States they serve. They have actively promoted regulatory and procedural harmonization through product delivery and Steering Committee discussions. Member States recognizing that cooperation is indispensable to the realization of national, regional and international objectives of the civil aviation sector are working with the COSCAPs to ensure compliance with ICAO standards and recommended practices.

1.2 The COSCAPs have developed generic common/generic regulations and procedures based on ICAO SARPs and international best practices for review and approval by the Steering Committee and then submitted for domestication by the States.

1.3 The COSCAPs provide training and conduct assistance missions to States on request.

1.4 One COSCAP Project implemented for the Banjul Accord Group of States has since been transformed into the Banjul Accord Group Aviation Safety Oversight Organization BAGASOO.

1.5 Challenges in the implementation of the COSCAP programme which include funding difficulties and lack of commitment by some participating States still persist in virtually all of the COSCAP projects. However the strong conviction of some participating States and key stakeholders, including the associated Regional Economic Communities, of the value of shared resources has sustained the programme and enabled the achievements to date.

2. DISCUSSION

2.1 COSCAP-UEMOA

2.1.1 The current staffing level of the COSCAP UEMOA project which comprises only regional inspectors stands at one Personnel Licensing Inspector, one Regional Flight Operations Inspector, two Regional Airworthiness Inspectors and one Aerodrome Safety and Certification Inspector.

2.1.2 A set of draft common technical regulations covering annexes 1, 2, 3, 4, 5, 6, 7, 8, 12, 13, 14, 15 and 18 as well as an inspector's manual were updated and submitted to the UEMOA Commission for their introduction into the adoption process. The update was done by the means of workshops. These workshops were attended by national inspectors and facilitated by the COSCAP inspectors in their respective areas of expertise. Training sessions are being planned in 2012 for the implementation of the regulations and procedures manual by the UEMOA Member States.

2.1.3 The COSCAP continued to conduct assistance missions to UEMOA States for the implementation their Corrective Actions Plans following the ICAO USOAP Audit. The regional inspectors were also involved in assistance missions conducted by European Aviation Safety Agency (EASA) as well as in the assistance provided within the framework of the AFI-Cooperative Inspectorate Scheme (CIS). Training was provided to the regional inspectors for update of their knowledge and expertise through various regional and international seminars and workshops.

2.1.4 At the request of the Steering Committee, an evaluation of the COSCAP is being planned. The objectives of this evaluation are to measure the contribution of the project in enhancing the safety oversight capabilities of its Member States. The evaluation would also identify the areas the Member States expect the COSCAP to focus on before it transitions to an RSOO.

2.2 COSCAP-CEMAC

2.2.1 The current staffing level of the COSCAP CEMAC project stands at One Regional Flight Operations Inspector and two Regional Airworthiness Inspectors. One international Aerodrome Safety and Certification expert served under the project for one year in 2011.

2.2.2 The draft CEMAC civil aviation code was reviewed and endorsed by the Flight Safety Working Group. Fourteen regulatory texts covering Annexes 1, 6-I, 6-III, 8 and 14 were reviewed and endorsed by the Flight Safety Working Group. These regulations were approved by the Steering Committee in December 2011 and forwarded to the CEMAC Commission for adoption.

- 2.2.3 The COSCAP continued to provide assistance to each of its Member States mainly in the surveillance of Air operators' activities as applicable, as well as in the development/enhancement of Corrective action plans following the ICAO USOAP audits. In the area of AGA, assistance was mainly provided to two States for the development of the regulatory framework as well as for the preparation of the certification process. The COSCAP-CEMAC has also provided support in the establishment of the regional air carrier Air CEMAC.
- 2.2.4 Further training in safety assessment of foreign air operators (SAFA) was delivered to national and regional inspectors with the assistance of the European Aviation Safety Agency (EASA). The COSCAP also provided training to national inspectors from the CEMAC Member States in OPS, AIR and AGA.
- 2.2.5 With the assistance of the ICAO AFI Plan programme, a study on the organization and operation of the upcoming Regional Safety Oversight Agency (ARSA) was completed; the relevant legal instruments for its establishment, namely a draft regulation laying down the organization and functioning of the Agency, an implementation plan, a business plan covering the period 2012-2016 and a transition plan from COSCAP to the Agency were approved by the CEMAC Board of Ministers in February 2012. It is expected that the ARSA will commence its operation during the second semester of 2012.

2.3 COSCAP-SADC

- 2.3.1 The current staffing level of the COSCAP SADC project stands at one International Flight Operations Expert/Project Coordinator, one Regional Flight Operations Inspector and one Regional Airworthiness Inspector.
 - 2.3.2 COSCAP-SADC developed a model civil aviation act, generic flight operations, airworthiness and personnel licensing regulations that are in compliance with ICAO annexes 1, 6, and 8 as well as generic flight operations, airworthiness and personnel licensing procedures. In addition, the COSCAP has developed a draft SADC Aviation Safety Organization (SASO) Charter which will constitute the legal and institutional framework for the regional safety oversight organization targeted for operation before the end of 2012. At their meeting on 7 October 2011, SADC Ministers in charge of Transport and Meteorology adopted the Model Civil Aviation Act and regulations as the basis for harmonization in the region and also recommended the draft SASO Charter to the SADC Council of Ministers for approval. Technical support is being provided by the ICAO AFI Plan programme in the development of the operational details of the future SASO.
- 1.1.1 The COSCAP provides technical assistance to Member States on a regular basis and has coordinated with donor States for the delivery of ICAO Endorsed Government Safety Inspector (Operations and Airworthiness) Training, Safety Management Systems Training, Resolution of Safety Concern Training and Inspector Training System Training which includes the on-the-job training of inspectors. COSCAP through its training programme has provided opportunities for ICAO accreditation of 4 GSI instructors from Africa through OJT.

- 1.1.2 The COSCAP developed a website for both Member States and the public where the generic procedural guidance and advisories will be available for domestication.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information provided in this paper on the implementation of the COSCAP by the Technical Cooperation Bureau and develop the following Conclusion:

CONCLUSION 18/XX: IMPLEMENTATION OF COSCAP PROGRAMMES IN THE AFI REGION (CHECK THE TITLE)

That:

- a) **States make greater use of ICAO Technical Cooperation projects developed for providing assistance in aviation safety;**
- b) **States which are part of a COSCAP group endeavour to ensure necessary financial and institutional support to the project and;**
- c) **States which are not part of a COSCAP group consider coming together and pooling their resources within a COSCAP framework to supplement their safety oversight capabilities.**

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