

Cooperative Development of Operational Safety and Continuing Airworthiness Programme **COSCAP**

Presented by: Geoffrey P. Moshabesha

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Overview

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Introduction

☞ The Chicago Convention imposes obligations on:

- *The State of Registry and,*
- *The State of the Operator*

☞ States have an obligation to establish an organization capable of ensuring that personnel, aeronautical products and organizations conform to provisions contained in the ICAO Annexes.

Background

- ➡ Late 70's: Significant increase in air travel
- ➡ Deregulation and liberalization: number of operators in constant increase
- ➡ Market entry made easier in many countries
- ➡ CAAs overwhelmed by the increase of activities, resulting in:
 - Less or no safety oversight
 - Pressure exercised by certain States (Bilateral)/Public complaints
 - Audit programmes initiated by third States
 - ICAO intervenes in 1992



The ICAO 'USOAP' programme

- 1992 Assembly Resolution A29-13
- 1994 Establishment of an ICAO Safety Oversight Task Group
- 1995 Approval of the ICAO safety oversight programme by the Council
- 1995 Endorsement of the programme by the 31st Session of the ICAO Assembly
- 03-1996 The ICAO safety oversight (initial) programme became operational

Main deficiencies found in the audits

- ➡ Basic aviation law
- ➡ Technical regulations
- ➡ Air operator certification
- ➡ Enforcement
- ➡ States are unable to recruit, train and keep qualified inspectors
- ➡ Inadequate budgets

COSCAP, a natural solution!

- ➡ Implemented by ICAO
- ➡ Funded by participating States and external contributions (Organizations, Banks, States, Airlines, etc.)
- ➡ Flexible concept of regional cooperation
- ➡ Managed by a representative committee

COSCAP benefits

BEFORE COSCAP

- Code and regulations incomplete, different
- Difficulties amending the texts
- Technical expertise unavailable,
- International experts expensive

AFTER COSCAP

- Satisfactory and harmonized Code and regulations
- Texts amended and harmonized
- International experts for 2 years. Regional expertise take over

COSCAP benefits

BEFORE COSCAP

- Little or no training provided to Licensing, Flight operations and Airworthiness inspectors because of the unavailability of qualified trainers and/or the cost of training

AFTER COSCAP

- Training is provided to all inspectors and CAAs have regional trainers capable of training all their staff at low cost.

COSCAP benefits

☞ BEFORE COSCAP

- Few States can individually (high cost) recruit experts in Flight operations and Airworthiness

☞ AFTER COSCAP

- States have benefited during 2 years from international experts who trained regional experts capable of maintaining the acquired expertise.

COSCAP benefits

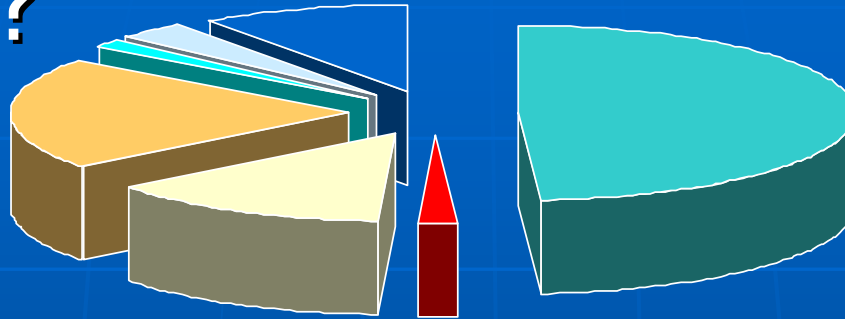
☞ BEFORE COSCAP

- Activities aimed at promoting aviation safety are limited or inexistant (Inspection programmes, enforcement, aviation safety programmes)

☞ AFTER COSCAP

- States do have staff capable of performing a full range of inspections, enforcing the regulations, and implementing safety programmes.

Where goes the money?



- International experts
- Support staff
- Missions cost
- Regional inspectors
- Various sub-contractors
- Equipment
- Overhead & various

- ➡ Equipment and office stationery that remain with the project
- ➡ International experts remuneration
- ➡ Regional inspectors remuneration
- ➡ Support staff remuneration
- ➡ Transportation for training
- ➡ Transportation for operational missions
- ➡ Numerous training sessions
- ➡ Cost of printing and distributing the various documents

Update on COSCAP-BAG

- ➡ Launched in November 2005
- ➡ Regional Flight Operations and Airworthiness Inspectors recruited
- ➡ Flight Safety Working Group established
- ➡ Development of harmonized regulations underway
- ➡ Assistance to States undertaken
- ➡ Training conducted

Update on COSCAP-BAG (Cont'd)

- ➡ Confidential and voluntary reporting system being established
- ➡ Regional Aviation Safety Team being established

Conclusion

- ➡ All identified deficiencies require concrete, quick and precise actions
- ➡ COSCAP experience in other regions have shown improvement:
 - Experts in various specialties are made available to participating States
 - Cost reduction in acquiring required expertise
 - States are meeting international requirements
- ➡ By creating a permanent entity responsible for safety oversight, COSCAP provides to its members in the long term, regional expertise for all required safety oversight tasks

Thank you

QUESTIONS ?

