



WORKING PAPER

**DIRECTORS GENERAL OF CIVIL AVIATION CONFERENCE
ON A GLOBAL STRATEGY FOR AVIATION SAFETY**

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Theme 2: Improving aviation safety

Topic 2.5: Enhancing safety oversight

**IMPROVING AVIATION SAFETY THROUGH THE ICAO UNIFIED
STRATEGY AND TRANSPARENCY**

(Presented by the Seychelles)

SUMMARY

This paper is being presented to the Conference on a Global Strategy for Aviation Safety. The conference is invited to note the progress Seychelles has achieved as a result of the Universal Safety Oversight Programme (USOAP). It presents positive actions taken by Seychelles discussed within the context of the critical elements of a safety oversight system which has resulted in increased capabilities and identifies areas where technical assistance is required.

Action by the Conference is in paragraph 3.

1. INTRODUCTION

1.1 The Republic of Seychelles was audited as part of the ICAO USOAP in December 2000 and a follow-up audit took place in July 2004. The USOAP revealed limited implementation of the Standards and Recommended Practices (SARPs) as well as the technical guidance. Although Seychelles is a small island State with a low level of civil aviation activity, we have managed through Government and the Authority's Board of Directors support and goodwill to address many deficiencies in the area of legislation, structure and technical personnel. The ICAO Eastern and Southern African Office (Nairobi) (ESAF) conducted a visit late last year at the Authority's request to review the progress Seychelles had made. The Conference is invited to note such progress as a result of the USOAP. The challenges faced by Seychelles at present are in the development of technical procedures and the provision of technical training (initial and refresher).

2. DISCUSSION

2.1 Primary legislation and regulations

2.1.1 Seychelles has reviewed its legislative structure and contents which has resulted in the promulgation of a new revised Civil Aviation Act followed by a Civil Aviation Authority Act in 2005. Although slightly less than a year since the Authority has been enacted, considerable progress has been made on many fronts mainly due to the more autonomous nature of the body co-corporate and inherent flexibility it provides.

2.1.2 Seychelles promulgated a Civil Aviation Regulation in December 2005 which empowered the Authority to issue Civil Aviation Directives to adopt by reference appropriate technical requirements. This legislative mechanism has resulted in the adoption of the European Joint Aviation Requirements (JAR) as applicable to Annex 1 — *Personnel Licensing*, Annex 6 — *Operation of Aircraft* and Annex 8 — *Airworthiness of Aircraft*.

2.1.3 The Authority is currently revising and consolidating civil aviation regulations to govern other civil aviation activity not presently covered by JARs such as air traffic services, aerodrome certification and general aviation.

2.2 CAA structures and safety oversight functions

2.2.1 Seychelles made a major improvement its organizational structure by the creation of a separate Safety Regulation Department responsible for safety oversight. This department consist of Flight Operations, Airworthiness, Personnel Licensing and Aerodrome Safety.

2.3 Development of oversight procedures

2.3.1 In the light of the volume of oversight procedures required to be developed and the considerable time and expertise involved, implementation in this area has been a challenge for Seychelles.

2.3.2 In accordance with the unified strategy, Seychelles is seeking technical assistance in the development of oversight procedures as applicable to JAR.

2.4 Qualified technical personnel

2.4.1 With the objective of increasing the technical staff complement, the Authority has successfully recruited an additional flight operations and airworthiness inspector. Two additional inspectors dedicated to personnel licensing and aerodrome safety will shortly be recruited. Seychelles would value some technical assistance in technical training for the inspectors to conduct their duties under the JAR oversight system.

2.4.2 In the light of the limited resources of SCAA, and to focus on control and supervision of local operators, the Seychelles government took a decision in November 2005 to discontinue safety oversight aircraft and operators registered in Seychelles with principle place of business not based in the Seychelles. This decision has resulted in a significant decrease in volume and scope of aviation activities to be more commensurate with the resources we currently have. Additionally it has been decided that Seychelles shall no longer engage in such activities unless it has the capabilities to fulfil its complete obligations as a State of Registry and a State of the Operator.

2.5 **Sharing of experience**

2.5.1 In line with the unified strategy to enhance safety facilitated by the ICAO ESAF Regional Office, Seychelles as of last year commenced visits and negotiations with regional authorities such as the Tanzanian Civil Aviation Authority (TCAA) for technical assistance in areas that resources and/or expertise are limited. Seychelles will continue to approach other regional authorities for provision of expertise through bi-lateral mechanisms such as in oversight of carriage of dangerous goods by air.

3. **ACTION BY THE CONFERENCE**

3.1 The Conference is invited to note:

- a) the progress made by Seychelles in the implementation of the safety oversight deficiencies;
- b) the challenges confronting Seychelles to implement all the outstanding audit recommendations; and
- c) areas of technical assistance in both the development of oversight procedures and training of oversight staff to allow us to satisfactorily provide oversight in accordance with the JAR.

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