



INFORMATION PAPER

**SPECIAL AFRICA-INDIAN OCEAN (AFI)
REGIONAL AIR NAVIGATION (RAN) MEETING**

Durban, South Africa, 24 to 29 November 2008

Agenda Item 4: Current status of aviation safety and related activities in the Africa-Indian Ocean (AFI) Region (Safety Committee)

STATUS OF COSCAP IMPLEMENTATION WITHIN SADC

(Presented by the SADC Secretariat)

SUMMARY

The COSCA-SADC SADC-project is intended to enhance the safety and efficiency aspects of air transport through the establishments of a self-sustaining sub-regional entity. This entity is now capable of providing technical support in safety oversight to member states following a set of harmonized flight operations, airworthiness and personnel licensing, regulations and procedures. This Information Paper is presented on behalf of the following Member States: Angola, Botswana, République Démocratique du Congo, Lesotho, Madagascar, Malawi, Mauritius, Moçambique, Namibia, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe.

1. INTRODUCTION

1.1 At its fifth meeting held in Windhoek, Namibia on 25 April 2002, the Civil Aviation Committee (CAC) adopted the Cooperative Development of Operational Safety and Continuing Airworthiness Project (SADC-COSCAP).

1.2 The ultimate objective of the SADC-COSCAP project is to enhance the safety and efficiency aspects of air transport through the establishments of a self-sustaining sub-regional entity. This entity is now capable of providing technical support in safety oversight to member states following a set of harmonized flight operations, airworthiness and personnel licensing, regulations and procedures.

1.3 ICAO Audit on Air Transport Safety undertaken on a global basis, revealed some deficiencies in respect of Safety oversight on air worthiness, training, licensing, and inspection in most SADC Member States.

1.4 A project aimed at addressing this challenge was incepted through ICAO for implementation at the regional level, namely the SADC-COSCAO Project.

2. THE OBJECTIVES OF THE SADC-COSCAP PROJECT

2.1 The proposed project is a cooperative agreement between the SADC States that aims at enhancing the safety of air transport operations.

2.2 The project is planned as a for-runner of a permanent SADC Aviation Safety Organization (SASO) to be manned by Regional Flight Safety Inspectors, having the mandate to continue the certification, surveillance, airline audit and training function.

2.3 The details of SASO will be developed in a feasibility study to be produced under the project.

2.4 The project will address the deficiencies in States' primary aviation legislation and regulations relating to the subjects of personnel licensing and flight operations and airworthiness certification surveillance and harmonization of regulations aimed at enhancing the safety of air transport operations.

2.5 A regional core of flight inspectors will be established, further trained under the project, for carrying out the whole range of certification and surveillance functions on behalf of States lacking the required manpower and resources, or for supplementing their individual capabilities, to the extent required.

2.6 Additionally, the project will enhance the individual oversight capability of each participating State by providing on-the-job training of their available national inspectors through participation in project workshops/seminars and courses.

3. APPOINTMENT OF EXPERTS

3.1 The Secretariat has, in conjunction with Member States and in consultation with the ICAO Technical Co-operation Bureau (TCB), appointed the COSCAP-SADC Project Flight Operations Expert/Project Coordinator for duration of twelve (12) months and an Airworthiness Expert for nine (9) months during Phase 1 which also combines the Pre-project stage.

3.2 The Member States ensures that experts receive all necessary assistance and support in order to facilitate timely completion and implementation of the project by doing all things necessary including:

- a) The appointment of a National Contact Person; and
- b) availing to the experts ICAO audit reports and measures taken to rectify identified deficiencies.

4. HEADQUARTERS

4.1 The Government of Botswana has, in addition to its contribution towards the success of this project in cash, also offered office accommodation for their experts pursuant to the spirit of the project.

4.2 The location of the COSCAP-SADC Project Office in Botswana, close to the SADC Secretariat, is critical to the effective coordination and implementation of the project.

5. MOBILIZATION FOR ADDITIONAL RESOURCES FOR THE COSCAP-SADC

5.1 The Secretariat made budgetary provisions for the implementation of the COSCAP Project and signed a Management Services Agreement with ICAO. The Management Service Agreement being the Project Document for COSCAP-SADC was signed on behalf of ICAO on 9 March 2007 and earlier on behalf of SADC on 22 February 2007.

5.2 The project was approved in an amount of \$3,500,180. An amount of \$626,860 was transferred by SADC to ICAO on 12 April 2007 for the initial stage of the project. An additional amount of USD 125 000 was also provided in the SADC Secretariat 2008/2009 Budget to enable completion of Phase 1 of the COSCAP-SADC Project.

6. SADC-COSCAP STEERING COMMITTEE

6.1 A Steering Committee for the SADC-COSCAP Project, to oversee the effective implementation of this project in all Member States on a harmonized basis was constituted on 29 May 2008, and comprised of ICAO, Directors of Civil Aviation in the fourteen Member States and would be chaired by the current chair Director of the host State.

6.2 The SADC-COSCAP Project was launched at the first meeting of the COSCAP Steering Committee Meeting that was held in Lusaka, Zambia on 29 May 2008.

6.3 Member States were urged to cooperate fully in the implementation of SADC-COSCAP in order to enhance regional air safety which is critical to the promotion of air transport activities.

6.4 At its second meeting held in Gaborone, Botswana, the Minister of Botswana urged all participants to work towards the successful establishment of the desired goal of setting up the Southern African Development Community Aviation Safety Organization (SASO). Steering Committee.

6.5 Among the many issues discussed, the Steering Committee suggested that the COSCAP-SADC should consider adopting harmonization of the national legislation, regulations and procedures with ICAO Standards and Recommended Practices (SARPs).

6.6 Member States were urged to take necessary actions to implement corrective action programmes pursuant to ICAO USOAP Audits in order to resolve safety concerns and to avoid actions by ICAO in accordance with Article 54j) of the Convention.

6.7 The Steering Committee also agreed to consider using the Model Regulatory Document (MRD)-Generic Regulations in the development of generic regulations under the COSCAP-SADC programme.

6.8 It was agreed that there is a need to establish the Flight Safety Working Group, comprising technical and legal specialist and assistance from international organizations was welcome.

6.9 The Steering Committee directed that revenue generation models from other COSCAP Projects, especially the COSCAP Latin America should be examined with the view to apportioning over-flight charges to support training needs.

6.10 During this meeting Mozambique informed the steering committee of the Global Aviation Safety Roadmap Workshop scheduled for 2-4 December, 2008 in Maputo.

7. ACTIVITIES OF SADC-COSCAP

7.1 The Project Coordinator (Flight Operations Expert) and the Airworthiness Expert visited some SADC Member States to assess their level of implementation of corrective action plans. In several cases, the findings were encouraging while in some a lot of work is required.

7.2 The following Member States were visited by the COSCAP-SADC Team: Angola, Botswana, Lesotho, Mauritius, Namibia, South Africa and Zambia. The conclusion is that whilst a lot is being done, and very encouraging, major improvements were required.

8. CONCLUSIONS

8.1 The Regional Safety Organization may be established after three years.

8.2 It will take up to three years for the SADC-COSCAP to be in a position to assist Member States.

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