

## BOTSWANA STATE AIR TRANSPORT ACTION PLAN SYSTEM (SATAPS)



Area	Action	Reference
Alleviation of restrictions	Revise ASAs to alleviate air carrier ownership and control (ACOC) restrictions	
Alleviation of restrictions	Revise ASAs to alleviate capacity restrictions	Botswana has removed all restrictions related to Capacity in all negotiated BASAs as per YD.
Charges	Implement ICAO policies on user charges	Botswana implements ICAO's Policies on User Charges contained in the ICAO Doc 9082, and stakeholder consultation is essential before approval and implementation. Botswana has just reviewed its aeronautical charges and consultation with stakeholders will be conducted on 16 May 2017.
Competition	Support ICAO Compendium of competition policies and practices (reply to ICAO State Letter EC2/109-15/42)	
Competition	Encourage cooperation among competition authorities	
Competition	Participate in ICAO Air Transport Symposium (IATS), March 2016	Botswana will participate in the next ICAO Air Transport Symposium in March 2018.
Competition	Implement air transport operators cooperation through code share/alliances.	
Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS), Landlocked Developing Countries (LLDC)	Support development by ICAO of connectivity indicator	
Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS), Landlocked Developing Countries (LLDC)	Implement essential services schemes	
Consumer protection	Associate consumer representative organizations	
Consumer protection	Adhere to Montreal Convention, 1999	Botswana has ratified the Montreal Convention 1999.
Consumer protection	Use ICAO Core Principles (adopted by the ICAO Council on 17 June 2015) in regulatory and operational practices	Botswana is currently in the process of developing a Consumer Protection Policy in line with the ICAO Core Principles adopted in 2015.
Cooperation across value chain	Support cooperation among stakeholders, including World Tourism Organization (UNWTO), International Air Transport Association (IATA), Airports Council International (ACI), African Airlines Association (AFRAA), African Civil Aviation Commission (AFCAC), African Union Commission (AUC), Airlines Association of Southern Africa (AASA)	Botswana is compliant with UNTWO, IATA, ACI, AFRAA, AFCAC, AUC, AASA.
Data and analysis	Share data and analysis	
Data and analysis	Share customized traffic and cargo forecasts	
Data and analysis	Provide business analysis tools	
Fleet renewal	Adhere to Cape Town Convention, 2001	
Fleet renewal	Make use of Art. 83 bis of the Chicago Convention	
Infrastructure development	Consider practices to attract public/private capital, such as public-private partnerships (PPP)	
Infrastructure development	Provide sufficient infrastructure to accommodate growth	
Infrastructure development	Increase awareness of ICAO guidance on infrastructure funding	
Market access liberalization	Grant 7th freedom traffic rights for air cargo services	

Market access liberalization	Align Air Services Agreements (ASAs) with YD	Botswana is fully compliant with the alignment of Air Service Agreements (ASAs) with both YD States and non YD States. Botswana is one of the states that has signed the Solemn Declaration on the full liberalization of air transport in Africa.
Market access liberalization	Implement Yamoussoukro Decision (YD) framework	Botswana has fully liberalized the skies and is in the process of harmonizing the existing Civil Aviation Policy with the African Civil Aviation Policy (AFCAP).
Safety	Implement safety targets of the Abuja Declaration on Aviation Safety in Africa, 2012	The Civil Aviation Authority of Botswana is an autonomous entity established under the Civil Aviation Act, 2008. The authority became operational 01 April 2009. The state has not delegated any functions and tasks to RSOO or other African State (s). The state conducted a gap analysis for SSP and has developed an SSP implementation plan, currently the plan is at Level 2. Service providers are required by regulation and are in the process of implementing SMS. Airports that were certified were however not certified in accordance with a 5 phase certification process. The airports are to be re-certified in accordance with a 5v phase process by 31 December 2017. ICAO is currently assisting Botswana to certify SSKIA through a project on certification of aerodromes. The state does not require its airlines to obtain IOSA certificates. The state has one scheduled air carrier, Air Botswana, and it has an IOSA certificate. Following the ICVM of December 2015 the state's effective implementation score was 71.58%. The state did resolve all identified Significant Safety Concerns, see ICAO Electronic Bulletin EB 2015/68 of December 2015.
Safety	Establish mechanisms to ensure sustainable funding of safety oversight functions	Funding is done through the organisations annual budget.
Security and facilitation	Support electronic submission of data on goods passing borders; e-freight; e-air way bills (e-AWB)	
Security and facilitation	Develop and implement Regulated Agent and Known Consignor's programmes	Botswana through Section 54 Aviation Security 2011, Regulations 7 & 32 Aviation Security (general) Regulations 2013 and the National Civil Aviation Security Programme have provisions for regulated agents and known consignors programme, however currently there are no approved regulated agents and known consignors operating in Botswana.
Security and facilitation	Establish mechanisms to ensure the sustainable funding of security oversight functions	Through preparation of annual quality control activities schedule the Aviation the Aviation Security and Facilitation Oversight is allocated funds for security oversight functions.
Security and facilitation	Implement electronic visas	The Botswana Government through the department of Immigration and Citizenship issues machine readable travel documents (passports and visas) since 2010.
Security and facilitation	Eliminate non-physical barriers between States	
Taxation	Avoid imposing discriminatory levies on air transport	
Taxation	Implement ICAO policies on taxation	
Taxation	Assess economic impact of excessive taxation	
Training	Support ICAO efforts to quantify personnel shortages (Doc 9956)	
Training	Support ICAO capacity-building initiatives: Next Generation of Aviation Professionals (NGAP), Human Resources Development Fund (HRDF)	
Training	Use ICAO air cargo-specific training, including dangerous goods	