



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 6: Other Safety initiatives and Regional organizations in the AFI Region.

*(Presented by East African Civil Aviation Safety and Security Oversight Agency)
(EAC-CASSOA)*

SUMMARY

Regional Safety Oversight Organizations (RSOOs) play an important role in the implementation of new strategies and Safety initiatives that are initiated by ICAO, example of such initiative is the development and implementation of State Safety Programmes and the implementation of Continuous Monitoring Approach (CMA) which replaces the comprehensive systems approach universal safety oversight audit programme (USOAP). The role of CASSOA is to assist the EAC Partner States comply with ICAO SARPs and other safety related initiatives. This information paper seeks to apprise the participants of the RASG-AFI meeting on what the Agency has achieved and striving to achieve in implementation of ICAO SARPs and other related safety strategies and initiatives.

Action: The meeting is invited to take note of the benefits and achievements of the EAC CASSOA and use it as point of reference for any upcoming RSOOs within the Africa-Indian Ocean Region.

<i>References:</i>	<p>The Treaty for the Establishment of the East African Community The Protocol for Establishment of the EAC Civil Aviation Safety and Security Oversight Agency ICAO Doc.9734part B. Assembly Resolution A37-7</p>
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1.0 INTRODUCTION

1.1 East African Community (EAC) is a regional economic community of five Partner States of Burundi, Kenya, Rwanda, Tanzania and Uganda. The Treaty for the establishment of the EAC outlines a comprehensive system of co-operation among the Partner States in social, economic, political, and cultural fields. The Treaty defines the regional integration process in phase starting with a customs union, a common market, a monetary union and ultimately a political federation. Civil Aviation plays a key role in the attainment of objectives of the treaty.

2.0 ESTABLISHMENT OF EAST AFRICAN COMMUNITY CIVIL AVIATION SAFETY AND SECURITY OVERSIGHT AGENCY (EAC CASSOA)

EAC CASSOA was established based on *Article 92* of the Treaty establishing the EAC; the article requires, among others, that the Partner States harmonise their policies, rules and regulations on civil aviation in order to promote the development of a safe, reliable, efficient and economically viable air transport system in the region in compliance with the international standards. CASSOA is an institutional of the East African Community established with mandate in aviation safety and security oversight.

2.1 In its current mandate and structure the Agency is mainly responsible for:

2.1.1 Harmonising operating regulations to ensure that they meet international standards and recommended practices and that the regional air transport is subjected to harmonised regulatory system;

2.1.2 Developing standardised procedures for licensing, approving, certificating and supervising the civil aviation activities; and

2.1.3 Providing guidance and assistance to Partner States including putting in place measures for resource sharing particularly for the technical personnel.

2.1.4 CASSOA being an institution of the EAC, its mandate, structure and responsibilities are defined in line with the objectives of the Community and in accordance with the integration phase. In this respect therefore the Agency mandate will be reviewed from time to time to be in tandem with the regional integration process.

2.1.5 The Board is the governing body of the Agency. Membership comprises of Heads of the CAA, experts nominated by respective Ministers responsible for civil aviation, one nominated from each Partner State.

3.0 BENEFITS ACHIEVED THROUGH ESTABLISHMENT OF EAC CASSOA

3.1 Regulatory System

3.1.1 *Article 37* of the Convention on International Civil Aviation requires Contracting State to collaborate in securing the highest practicable degree of uniformity in regulation, standards, procedures

and organization in relation to aircraft, personnel, airports, airways and air navigation. One way of achieving this is by creation of regional or sub-regional partnerships to collaborate in the development and implementing harmonised or common regulatory requirement which meet the ICAO SARPs.

3.1.2 One major achievement that the EAC air transport system enjoys is the harmonised safety and security regulatory requirement it is subjected to in the five Partner States. CASSOA has developed and continuously updates harmonised regulations in the areas of personnel licensing, flight operations, airworthiness, aerodromes, air navigation services and aviation security and accident/ incident investigation regulations. These harmonised regulations comply and conform to the Chicago Convention covering the *17 Annexes* (*Annexes 9 – Facilitation* is not in the mandate of CASSOA except for those provisions relates to aviation security and safety).

3.1.3 To facilitate the implementation of these harmonised Regulations, CASSOA has developed comprehensive technical guidance materials to guide the industry and the aviation safety/security inspectors. In this respect, the Agency with the support and assistance of the USA FAA established an EAC testing instrument for the implementation of the English Language Proficiency in order to implement the regulatory requirement in the harmonised Civil Aviation (Personnel Licensing) Regulations. The region was able to implement this requirement within the stipulated time. The test instrument is currently utilised by the Partner States.

3.1.4 Through the coordination of the Agency and with the support of ICAO, the region is in the process of establishing regional centre for aviation medicine to address all medical requirements stipulated in Civil Aviation (Personnel Licensing) Regulations as domesticated from ICAO Annex 1.

3.2 Sharing of Resources

3.2.1 EAC CASSOA has established and operationalised a system for sharing technical expertise (aviation safety inspectors). However, we must admit that the scheme has not functioned very well to expectation, the main reason due to relatively few qualified and skilled inspectors within the region. However, to a greater extent it is the sharing of technical resources which enabled the region to implement effectively the English language proficiency testing.

3.2.2 In order to address the qualification and skills of technical experts in the regulatory functions, one of the approaches the region is taking is to standardise and harmonise the training requirements and programmes. CASSOA with the support of the USA FAA has developed East African Aviation Inspector Training System (EAAITS) for training aviation safety/security inspectors, CASSOA Board have approved the system for use by the EAC Partner States. This will facilitate the region to share the training costs by developing harmonised/common training programmes which can be implemented or coordinated its implementation at regional level. This will also facilitate the inspectors sharing concept.

3.3 Regional Safety Programme

3.3.1 ICAO requires Contracting States to establish State Safety Programme (SSP) from where the Aviation service providers will base their Safety Management System. The process of developing SSP requires extensive amount of resources in terms of funds and personnel to the extent that one State may find it difficult to achieve, in this context concerted efforts through regional approach becomes quite handy.

3.3.2 The EAC region is in an advanced stage in developing a model State Safety Programme with the help of ICAO ESAF Office. The Programme will guide the States in developing their respective SSP. Members of the Working Group developing the RSP are persons charged with the SSP/SMS implementation in their respective States and other relevant stakeholders. A programme has been developed for the implementation of SSP/SMS in the region.

4.0 ICAO AUDIT FINDINGS

4.1.1 The ICAO resolution A37-7 urges African States to work closely with ICAO in addressing deficiencies identified through the USOAP/USAP audits and also implement the recommendations made by the ICAO/AFCAC joint meeting on aviation safety in Africa. No single State can fully address its own Safety deficiencies without the support of another, to this end the African States can benefit immensely from economics of scale by forming regional blocks in the form of RSOO or COSCAPS.

4.1.2 Following the ICAO USOAP and USAP audits of the EAC Partner States, CASSOA coordinated the development of harmonised corrective action. CASSOA is also coordinating the implementation of the corrective action plans. It firms a standing agenda at its Board meeting and where possible and when requested mobilises resources for assisting Partner States.

4.2 Data management

4.2.1 Sharing of safety information is tenet to ensuring enhanced aviation safety and in particular is key to the implementation of the safety management system. The volume of traffic or occurrences in any one State may not be large enough to generate adequate amount of data to depict accurate and reliable interpretation of safety information.

4.2.2 The EAC CASSOA is developing an IT system whose aim is to collate, analysing and share safety information. The system is being developed with the assistance of the European Aviation Safety Agency (EASA).

4.3 Development of a Regional Strategy

4.3.1 CASSOA in line with the East African Community development strategy, integration agenda and the dynamics of the aviation industry in the region has developed its Strategic Plan which encompasses the strategies for developing an effective and sustainable civil aviation oversight system in the region in compliance with the eight critical elements.

4.3.2 The strategic plan identifies three key strategic objectives:

- (i) *Rationalize the mandate of CASSOA in line with the dynamics of the Aviation Industry and the enhanced economic integration in the region.*
- (ii) *Build an effective and sustainable civil aviation oversight system in the region in compliance with the eight critical elements of ICAO.*
- (iii) *Minimize aircraft incident/accident within the region.*

5.0 CONCLUSION

5.1 The EAC CASSOA as an institution of the Community has a mandate and plays its key role in promotion of air safety within the EAC region. This paper has highlighted some of the benefits and achievements CASSOA has realized in the few years of its existence. Currently the EAC Community is in the process of an institutional review for its organs and institutions in order to create effective institutional for the implementation of the common market and the subsequent integration phases – monetary union and political federation.

5.2 The Agency invites the meeting to take note of the safety benefits and achievements realised by EAC CASSOA with a view to being a point of reference for any upcoming RSOO.