



INTERNATIONAL CIVIL AVIATION ORGANIZATION
Fourth Meeting of AFI Region Directors General of Civil Aviation (DGCA/4)
(Matsapha, Manzini, Swaziland, 8 to 9 November 2010)

Agenda Item 5: ICAO Technical Cooperation and Human Resources Development for Civil Aviation

5.1: Update on the Implementation of Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) since DGCA/3

(Presented by the Secretariat)

SUMMARY

This working paper provides an update on the implementation of the COSCAP Projects in Africa since the third meeting of AFI Region Directors General of Civil Aviation (DGCA/3). Action by DGCA/4 is contained in paragraph 6.

This working paper is related to ICAO Strategic Objective A. Safety - Enhance global civil aviation safety.

1. INTRODUCTION

1.1 The third meeting of AFI Region DGCA's in the ESAF and WACAF zones was informed of the COSCAP initiative and of progress in the various projects under this initiative in Africa. The role of the COSCAP as a precursor to the establishment of a Regional Safety Oversight Organization (RSOO) was highlighted.

1.2 Since the DGCA/3 meeting, one of the COSCAP Projects, COSCAP-Banjul Accord Group has been transformed into the Banjul Accord Group Aviation Safety Oversight Organization BAGASOO. The remaining COSCAP projects have initiated the transition into RSOOs and are at various stages of the process.

1.3 Funding although showing relative improvement, continues to pose a challenge to the implementation of planned project activities.

1.4 In spite of the challenges, the COSCAP Projects have registered significant achievements particularly in the update and development of air law, preparation of regulations, procedures and other guidance materials in the areas of expertise covered by the projects.

1.5 This paper presents a synopsis of the activities and progress of the existing COSCAP projects.

2. COSCAP-UEMOA

2.1 There were five Regional Inspectors in the project as at end of October 2010, comprising:

- One Regional Inspector Flight Operations
- Two Regional Inspectors Airworthiness
- One Regional Inspector Personnel Licensing
- One Regional Inspector Aerodrome Safety and Certification.

2.2 The Project conducted a number of State Assistance visits in the following disciplines:

- Three State safety oversight assistance missions to Mali, Côte d'Ivoire, Senegal
- One State assistance mission to Benin on amendment of basic civil aviation law to conform to ICAO standards
- Two State assistance visits for SSP awareness and SMS training to Côte d'Ivoire twice.

2.3 Documents issued/published include five *Règlements Communautaires (RCs)* updated or developed in accordance with ICAO annexes 1, 6, 7 and 8 and submitted to the UEMOA Commission for promulgation.

2.4 Various training programmes, workshops and seminars were offered under the Project including EASA regulations workshops (Part 145, EASA OPS), JAA regulatory auditing techniques courses and OJT sessions on EASA Safety Assessment of Foreign Aircraft (SAFA). Three project Regional Inspectors and eight inspectors from UEMOA and CEMAC States received training under the Project.

2.5 COSCAP experts participated at the activities of the UEMOA & Mauritania High Level Review Task Force (HLRTF) which developed the legal, organizational and financial frameworks for the establishment of the Regional Safety Oversight Organization (RSOO).

2.6 Member States have contributed 65% of the project budget for 2010.

3. COSCAP-CEMAC + SAO TOME ET PRINCIPE

3.1 There were four experts/Inspectors in the project as at end of October 2010, comprising one Aviation legislation Adviser, one Regional Flight Operations Inspector and two Regional Airworthiness Inspectors.

3.2 The following assistance missions to States were conducted

- One follow-up mission on the recertification of Air Operators in the Republic of Congo;
- Assistance mission to Sao Tome et Principe in the preparation of ICAO USOAP Audit Comprehensive Approach
- Six missions (one to each CEMAC State) by the legislation expert to examine with local authorities existing aviation legislations as well as aspects to be considered in revising the CEMAC Aviation Code.

3.3 Project experts also took part in the following missions

- EASA mission to Gabon to draw up a road map to resolve deficiencies identified by ICAO's USOAP Audit Comprehensive Approach.
- ACIP Gap Analysis in Equatorial Guinea
- EASA mission to Congo to draw up a road map to resolve deficiencies identified by ICAO USOAP Audit
- ACIP Gap Analysis in Sao Tome et Principe.

3.4 Documents issued/published

- CEMAC Safety Regulations based on the following ICAO annexes are almost ready and will be issued in November 2010:
 - Annex-1 – Personal Licensing
 - Annex- 6 – Part 1 – Aircraft Operation – International Commercial Transport – Airplanes
 - Annex- 6 – Part 2 – Aircraft Operation – International General Aviation – Airplanes
 - Annex- 6 – Part 3 – Aircraft Operation – Helicopters International Flights
 - Annex 8 - Airworthiness.
- Work on the CEMAC Aviation Code, and various procedure manuals /inspector handbooks is still in progress.

3.5 Project experts participated in SAFA training workshop (theory and practical) provided by EASA/EAFAS as well as in the ICAO Integrated Safety Management System Training Course for the CEMAC Region conducted by ACIP.

3.6 CEMAC has signed the agreement with ACIP for assistance in the process of operationalizing the Regional Safety Oversight Organization which has already been formally created by the Heads of States (ARSA) and the establishment of a Regional Accident Investigation Agency.

3.7 Member States have contributed 100% of the project budget for 2010.

4. COSCAP-SADC

4.1 There is presently one Flight Operations Expert in the Project. Due to budgetary constraints, the Airworthiness Expert had to leave at the end of September 2010. Before the beginning of August 2010, he too was the only expert in the Project. With the inflow of a Grant from IFFAS, the appointment of two Regional Inspectors will be achieved. The recruitment process for these posts is in progress.

4.2 Due to the limitations in project resources only one assistance mission to Swaziland could be carried out during the period under review.

4.3 In conjunction with the Flight Safety Working Group (FSWG), the Project produced SADC Generic Regulations (SGRs) in the following areas:

- Part 1, General Policies Procedures and Definitions,
- Part 2, Personnel Licensing,
- Part 3, Approved Training Organizations,
- Part 4, Aircraft Registration and Marking
- Part 5, Airworthiness
- Part 6, Approved Maintenance Organization
- Part 7, Instruments and Equipment
- Part 10, Commercial Air Transport by Foreign Air Operators
- Part 11, Aerial Work.

These have been approved by the Project Steering Committee.

The Flight Safety Working Group met in August 2010 and finalized the following draft regulations and their implementing standards which will be submitted at the next Steering Committee meeting for approval;

- Part 5, Airworthiness Amendment -1
- Part 8, Operations
- Implementing Standards for Part 8
- Part 9, Air Operator Certification and Administration
- Implementing Standards for Part 9.

4.4 The only training provided under the Project was the Workshop delivered during the assistance mission to Swaziland on the preparation and application of the SGRs.

4.5 SADC DGCA's have requested ACIP assistance in the process of transforming the COSCAP into a Regional Safety Oversight Organization.

4.6 Member States have contributed 39% of the project budget for 2010.

5. REGIONAL AVIATION SAFETY TEAMS

The only Regional Aviation Safety Team in existence, BAGRAST was established under the erstwhile COSCAP-Banjul Accord Group. The team which has now been absorbed into the BAGASOO held its second meeting in November 2009. The original objectives of the BAGRAST are to:

- recommend accident prevention interventions to the Steering Committee; and
- monitor the effectiveness of the COSCAP-BAG (now BAGASOO) Confidential and Voluntary Incident Reporting System (CVIRS).

5.1 On its part the Steering Committee (BAGASOO Board) will monitor activities of the BAGRAST and promote the implementation of those interventions that are deemed appropriate for the BAG sub-region.

6. ACTION BY DGCA/4

6.1 The meeting is invited to:

- a) Note the progress made in the implementation of the COSCAPs, in order to increase safety of air navigation in the AFI Region,
- b) request the DGCA's to support the COSCAPs by actively participating in the Project Steering Committee Meetings that chart the direction and establish the work programmes of the projects;
- c) request DGCA's to ensure timely payment of their contributions to the Project budgets.