

EAC AVIATION STAKEHOLDERS' WORKSHOP

ENTEBBE, UGANDA

27TH JULY 2011

1.0 Background

The Board at its 15th Board Meeting held from 5th – 6th May 2011 directed the Agency Secretariat to convene a workshop with participation of the Board members, major air operators and airport authorities for sensitisation them on the Agency activities and the proposed funding mechanism, among others.

The workshop was held on 27th July 2011 in Imperial Resort Beach Hotel, Entebbe, Uganda and the objective of the workshop was to:

- 1.1 take stock of milestones achieved by EAC CASSOA since it started operations in 2007;
- 1.2 inform the air operators and discuss comments on the EASA Notice of Proposed Amendment 2011-05 on Third Country Operators in and outside the EU authorisation;
- 1.3 review and consider the outcome of the consultancy on the technical skills audit;
- 1.4 bring on board the EAC civil aviation stakeholders, namely; Civil Aviation and Airports Authorities, air operators and training organisations on the role of CASSOA in the region and on the proposed self-sustaining funding mechanism for CASSOA

The workshop was opened by the chief guest, Mr. Zephaniah Baliddawa, a distinguished and veteran aviator of the region and Board Chairman of the CAA (U).

2.0 Participants

The Agency as per Board decision, through the EAC CAAs invited major EAC aviation stakeholders (air operators who conduct international operations outside the region, representatives of air operators' associations in the Partner States and chief executives of airports authorities).

3.0 Presentations

The consultant on the inspector technical skills' audit, Mr. Rutendo Chikukwa, made a summarised presentation on the outcome of the consultancy conducted in all the five Partner States of the EAC.

The Agency Secretariat also made presentations on the role of CASSOA in the EAC Region, the Agency's first 5-Year Strategic Plan, the funding of the Agency and the European Union EASA Notice of Proposed Amendments (NPA) 2011-05 which proposes authorisation of Third Country Operators (TCO) operating or intending to operate into the European Union Member States.

4.0 Draft Final Report on the Consultancy of Inspector Technical Skills Audit

In this report the Consultant highlighted the leading aviation statistics in the region. The EAC Partner States at the time of review had a total of 1,412 aircrafts of different types, categories and makes on the five registers. A total of 62 approved maintenance organisations (excluding approved foreign organisations) supporting 110 air operators certificated for commercial, charter and aerial work operations. There are a total of 32 approved training organisations.

The above fleet, including airports, air navigation services and aviation security are overlooked by a complement of only 97 aviation safety/security inspectors some of whom are still trainees. The number is too small to adequately respond to the safety concerns of the region.

The report also showed that the region faces recruitment and retention challenges in that when CAAs advertise for inspector positions, they were failing to attract qualified personnel due to the low remuneration paid for people with requisite qualifications compared to the industry. This also reflects the high turnover of inspectors moving to other CAAs outside the region or to the industry. Further, the retirement trend in the next five years where a number of inspectors especially those considered to be adequately skilled will be exiting is also alarming.

The recruitment ground for the inspectors is the industry which itself is also starved of these expertise. A number of the players in the industry both CAAs and the operators have been forced to recruit citizens from outside the region due to shortage of staff. One is not surprised when he/she flies with one of the carriers in the region and flown by pilots from outside the region!

The consequences of this shortage extend beyond just safety and security concerns. Personnel shortages which affect the effective oversight of our States could also crimp sales of the service providers and hamper effective contribution of this sector to the region's development objectives. Our carriers may be blacklisted or denied accessing foreign markets, including transporting passengers of foreign countries.

The report concluded with the view that most of the Partner States do not have adequate aviation activities that could generate the necessary resources individually to be able to respond to the challenges. Even for those considered to have relatively high volume (Kenya and Tanzania) it may be difficult to sustain individually an effective oversight system hence a regional solution could provide access to the necessary expertise through the sharing and pooling of resources since this is one of the effective means of assisting States in discharging their safety oversight obligations and at a reduced cost.

5.0 Role of CASSOA

The presentations by CASSOA staff on the Role of CASSOA in the EAC were meant to inform the participants on the establishment of the Agency, its objectives as part of the EAC main objectives, the current and future of the Agency.

The presentations highlighted the key strategic objectives, strategies and actions planned in the Five Year Strategic Plan. The Plan aims at having the region aviation oversight systems strengthened by addressing all the eight critical elements effectively and sustainably. This will require review of the mandate of CASSOA in line with the industry dynamics and the integration process in the EAC. Further strategies and actions related to minimising of

aircraft accidents and incidents rates in the region to ensure that the region rates are always below the global average by effectively implementing safety management systems.

Implementation of the Strategic Plan requires resources input, both technical and financial. The Agency presented the approved structure and the planned recruitment of the technical staff. To complement this, the financial requirement in the Five Year plan was also elaborated. The Board considered a number of contribution options for funding the Agency and these were provided with their pros and cons. Subsequently the Board approved a funding mechanism based on a charge to embarking passengers at the airports within the region. Stakeholders were informed of how the charge of US \$ 0.70 per embarking passenger was reached at by looking at the costs and the projected passenger traffic in the region.

The participants suggested that CASSOA should prove by numbers that in the long run the proposed self-sustaining mechanism will lead to a reduction in costs on the air operators' side. During the discussion that followed the presentation, the participants were assured and informed that this proposal is the best as it will be based on the user funding the improvement of safety/security as opposed to the general tax which could be difficult to implement as it will be competing with other government priorities. The fears that this will make the region an expensive destination does not hold water as the system is already in use. All the five Partner States has some kind of a passenger charge which is currently funding the aviation activities and also that this is used worldwide with some States (particularly those of major tourist destination) charging a percentage of the ticket price. In any case the stakeholders were informed that alternative to this may have a bigger negative impact to the aviation and tourism industries as the region may be blacklisted and termed a dangerous destination.

6.0 EASA proposed NPA 2011-05 – TCO Authorisation

The presentation on the EASA proposed NPA 2011-05 was meant to inform the stakeholders of the proposed amendments and its implication to the EAC air operators particularly to those operating into the European markets. The stakeholders were also appraised on the comments received by CASSOA from the various stakeholders in the region with the intention of forming common regional comments to EASA on the NPA. The stakeholders provided valuable input into the NPA which subsequently were deliberated by the Board and formed common comments to be submitted to EASA.

7.0 Resolutions

Resolution 01

There is a need to strengthen CASSOA in its role as a regional safety and security oversight organisation. Sustainable and effective funding mechanism need to be approved to achieve this.

Resolution 02

There is a need to strengthen the civil aviation oversight capacity to facilitate the business environment of the aviation industry in the wake of such action as our trading partners (the EASA) which will have impact on trade.

Resolution 03

The Board of CASSOA takes into account the comments made by the stakeholders and during the workshop for response to the EASA proposed NPA 2011-05. The EAC requires taking similar actions in order to implement the international standards.

Resolution 04

The Agency should consult the African Civil Aviation Commission (AFCAC) and East African region ICAO representative to take relevant actions on the issue of the NPA 2011-05 as a common African position towards its implementation.

8.0 Closure

The workshop was closed at 1805 Hrs by the Executive Director CASSOA. In his closing remarks he expressed gratitude to the stakeholders for participating effectively in this workshop. He underscored the point of strengthening the Agency and requested the participants to be ambassadors for the cause of CASSOA as this would assist in the prevention of blacklisting the region's operators.

**EAC CASSOA
July 2011**



EAST AFRICAN COMMUNITY

CIVIL AVIATION SAFETY AND SECURITY OVERSIGHT AGENCY

EAC – CASSOA STAKEHOLDERS WORKSHOP

Imperial Resort Beach Hotel – Elgon Hall

Entebbe, Uganda

Wednesday, July 27th 2011

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