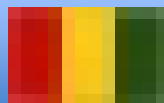


BANJUL ACCORD GROUP



Symposium on Regional Aviation Safety Agencies

Livingston-Zambia
13-15 July, 2009



WHO WE ARE

- CAPE VERDE
- GAMBIA
- GHANA
- GUINEA CONAKRY
- LIBERIA
- NIGERIA
- SIERRA LEONE



BAG Objectives

- **Accelerate implementation of the YD ;**
- **Enhance aviation safety within the sub-region.**
- **Headed by the Council of Ministers and supported by a Secretariat**
- **Established 29 January 2004,**
- **This MOU established the COSCAP BAG in partnership with ICAO ;**
- **Ultimate objective: to establish RSOO (BAGASOO) as soon as practicable.**



The main goals of the project have been:

- To provide for BAG states a focal point dealing with all questions relating to air operator certification and technical inspections with a view to harmonize and standardize all related policies and procedures.
- To facilitate a coordinated approach with regard to shared technical expertise in order to avoid duplication of efforts
- To augment national inspectors' technical knowledge and qualifications by providing training.
- To perform regional air operator certification and surveillance task on behalf of CAAs whose oversight capacity is currently limited, or to improve to the required level the safety oversight capacity of the other Member States.
- To establish aerodrome inspection programmes



THE JOURNEY TO BAGASOO

- Gap analysis conducted in all BAG States from May to July 2008;
- 10th Plenary Session of BAG (Banjul, the Gambia, 30-31 October 2008) determined the priority actions required to fill the gaps that had been identified through the process;
- The Steering Committee concluded that a regional safety oversight organization and a Regional Accident Investigation Agency must be established
- A letter requesting assistance was forwarded to ICAO



BAG States request for assistance

Support Requested included:

- **Development of a framework for the accelerated establishment of the BAG Regional Safety Oversight Organization (BAGASOO);**
- **Development of a framework for the establishment of a Regional Accident Investigation Agency (BAGAIA);**
- **Development of operational regulations and guidance material for the implementation of the two regional organizations specified above;**
- **Development of a guidance manual for the implementation of a Regional Safety Programme;**



BAG States request for assistance

Support Requested (cont'd) :

- **Development of guidance manual for the implementation of service providers safety management manual that takes into account the reality on the ground in the region;**
- **Development of a plan for the effective implementation of the two organizations described above; and**
- **Development of a plan for the effective implementation of the Regional Safety Programme and service providers' Safety Management System.**



C/DEC 185-6 - implementation

Council Decision 185-6 (Montreal, November 2008)

- **The ICAO Council reviewed the BAG States request and, inter alia:**
 - **Urged Contracting States, industry and donors to assist the BAG States to implement priority projects/actions as determined during the BAG States 10th Plenary Session; and**
 - **Instructed ACIP to take the necessary measures to assist BAG States in the implementation of the priority actions.**



BAG States and ACIP Preparatory Meetings

Meeting held with the Directors General on the margins of the AFI RAN Conference;

Directors General and ACIP Meeting (Accra, 15-16 December 2008):

- **developed an action plan,**
- **determined scope of cooperation,**
- **signed Letter of Understanding (LoU).**



BAG States/ACIP Action Plan

Action plan agreed upon:

- Development of the framework for the establishment of BAGASOO and BAGAIAC (ACIP);**
- Development of operational regulations and guidance material for the implementation of BAGASOO and BAGAIAC (COSCAP-BAG/ACIP);**
- Development of a guidance manual for the implementation of a Regional Safety Programme (ACIP/COSCAP-BAG);**



BAG States/ACIP Action Plan

Action plan agreed upon:

- **Development of guidance manual for the implementation of service providers safety management manual (ACIP/COSCAP-BAG);**
- **Development of a plan for the effective implementation of BAGASOO and BAGAIA (ACIP);**
- **Development of a plan for the effective implementation of the Regional Safety Programme and service providers' Safety Management System (ACIP/COSCAP-BAG).**



BAG States/ACIP Action Plan

Action taken:

- **Consultation missions conducted by an ACIP project team (9 Feb. to 20 Mar. 2009);**
- **Consultation mission identified issues such as:**
 - **Clear indication of State interest and commitment to join Regional Safety Oversight and Accident Investigation Organizations,**
 - **Level of authority/empowerment such organizations should have,**
 - **Expectations of States from the Organizations,**
 - **Financing and what States are prepared to contribute to make the Organizations effective and sustainable.**



Journey to BAGASOO

Action taken

- **ACIP Team consolidated information collected and developed the basic agreement documents for review by the States;**
- **First High Level Review Task Force (HLRTF) reviewed documents prepared by the ACIP Team on 28 and 30 March 2009;**
- **A BAG Legal sub-Committee/ACIP consultation meeting held on 12 and 13 May to review the documents prepared by the HLRTF;**
- **First Directors General Meeting held to review the documents developed on 14 and 15 May 2009.**



Journey to BAGASOO

Action taken

- **ACIP Team integrated changes required by the Directors General meeting and prepared:**
 - **The final draft of the Agreement Documents for BAGASOO and BAGAIA,**
 - **Business plan and financial structures,**
 - **Management Service Agreement,**
 - **Establishment Ministerial Declaration, and**
 - **Vision and Mission Statements of BAGASOO and BAGAIA;**



Journey to BAGASOO

Action taken

- **Documents prepared were reviewed by the Second HLRTF from 8 to 10 June 2009:**
 - **The meeting accepted the documents with few changes and agreed to present them to the Second Directors General Meeting for approval;**
- **Second Directors General Meeting reviewed the final documents on 11 and 12 June 2009 and approved the agreement documents for the establishment of BAGASOO and BAGAIA and the other related documents;**



Journey to BAGASOO

Action taken:

- **The agreements signed by the Ministers responsible for air transport of the BAG member States on 30 June 2009, in Montreal;**
- **Work to establish BAGASOO and BAGAIA commenced on 1 July 2009 and expected to be completed December 2009;**
- **BAGASOO and BAGAIA will be fully operational as of 1 January 2010.**



General principles applied for the development of the frameworks

- **Need to take account of the requirements and inputs of the BAG Member States;**
- **Need to take account of regional environmental factors – strengths, weaknesses, opportunities and threats (SWOT);**
- **Need to ensure compliance with ICAO requirements and take into account best practices;**
- **Need to ensure an independent legal personality for the BAGASOO;**



General principles applied for the development of the frameworks

- **Need to ensure separation of safety oversight and accident investigation;**
- **Need to ensure an organizational structure required to be functionally efficient and effective at minimum cost;**
- **Need to ensure funding that will provide for the sustainability of operations without being entirely dependent on donor support.**



BAGASOO legal framework

- Established as a self accounting institution of the BAG;**
- Independent legal personality, able to receive in its own name delegation of safety oversight functions from Member States, and can provide for its own funding,**
- The BAGASOO Agreement may enter into force upon the signature of Ministers responsible for civil aviation – No requirement for separate ratification.**



BAGASOO financial framework

- **Funded by:**
 - **Revenue generated by Member States through charges and fees,**
 - **Revenue generated by BAGASOO activities, inspections, audits, etc.,**
 - **Donations, grants, loans from donor States, funding agencies and other approved sources,**
 - **Revenue from any other sources as approved by the Board**
 - **State contributions;**
- **Long-term sustainability will be dictated by funding generated by BAGASOO activities and charges, fees levied by Member States.**



BAGASOO financial framework

Assistance required to launch the BAGASOO

- **Financial frame work designed to ensure long-term sustainability through funds generated by BAGASOO activities and charges, fees levied by Member States;**
- **However, there will be some difficulties in the first few years to implement the framework;**
- **Assistance to finance up to 40% of the contributions to be made by six of the seven States will be required;**
- **The total assistance required amounts to less than \$1.5 Million in the next three years.**



BAGASOO Transitional Arrangements

- Transitional arrangements to be subject of agreement between the BAGASOO and ICAO
- Transitional agreement should address issues relating to transfer of assets, settlement of liabilities, and securing the remuneration and benefits of COSCAP staff transferring to the BAGASOO
- Assistance to be provided by ICAO during the transitional phase should also be addressed



LOCATION OF THE BAGASOO SECRETARIAT

The BAGASOO Secretariat shall be located in Abuja, Nigeria, where the COSCAP BAG is currently located.



MISSION

To enhance Aviation Safety within the
Banjul Accord Group region



VISION

Excellence in regional safety oversight



THANK YOU

