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**TECHNICAL, ECONOMICAL,
INSTITUTIONAL, POLITICAL AND
PRACTICAL REASONS TO CREATE A
RASA**

INTRODUCTION

Let us look at the Kenya with a view to seeing why National Authorities are not sufficient in the quest for Safety and to give a justification for a Regional Aviation Safety Agency (RASA)

- Kenya became an Authority (KCAA) in 2002
 - The objective was to transform it into a better Regulator and a service provider

CIVIL AVIATION FUNTIONS

- In most developing countries a CAA mandate include the following :

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- Regulation- Directorate of Safety Standards and Regulation

- This was in an attempt to comply with ICAO requirements as outlined in (DOC 9734 AN/959) on the “Establishment and Management of a State’s Safety Oversight System” ;

- Air Navigation Services - Directorate of Air Navigation Services; and

- Training- East African School of Aviation

- Even then complete separation is never easily achieved.

REASONS FOR TRANSFORMATION

Increased industry complexity and industry growth

- Increased entry of professional into the industry;
- Increased new registered aircrafts;
- Increased Air Operator Certificate holders;
- Increased Aircraft Maintenance Organizations;
- Increased development in an around airports;
- Increased demands due to globalization; and
- Rising demands from mobile telephone service providers.

Example

- To date those who have acquired licenses to become student pilots stand at 1357 as the number grows;
 - The KCAA is currently registering approximately five new aircraft;
 - The KCAA is licensing approximately five new licensed engineers every month.
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- The objective is to try to meet the demands of the ever dynamic and complex aviation industry

CHALLENGES OF A NATIONAL AUTHORITY

- The challenges are myriad, complex and overburdening
- Constant interference and influence on the operations of the central government;
- Meager financial, human and technical resources;
- High cost of operations;
- Constant stakeholder demands for better services;
- Increased number of incidents and accidents;
- What then is the way forward?

THE REGIONAL APPROACH

- Do we need a regional or sub-regional approach
- Typical example of a succeeding case is that of CASSOA
- This is where the political leadership of the first three East African States; Kenya, Uganda, and Tanzania and later Rwanda and Burundi established an East African outfit of which CASSOA in part was created.

BENEFITS OF A REGIONAL AGENCY

- While noting the difficulties in providing the required levels of safety oversight at national, it is better to look at the expected benefits of a regional outfit.
 - take the advantages of economies of scale
 - the synergy of the national integration into a regional body

- Specifically the regional body would also assist to improve safety standards in among others the following ways: -
 1. To establish procedures for enacting enabling legislation which gives the SARPS the force of the law;
 2. To spearhead and guide the development and amendments to the primary legislation based on the regional needs and in compliance with ICAO SARPS
 3. To develop and amend harmonized regulations in accordance with ICAO SARPS, regional requirements and best practices;
 4. To develop harmonized technical guidance material in line with the harmonized regulations;
 5. To regularly conduct safety oversight audits with other critical areas to to an oversight function still remaining the National obligation;
 6. To coordinate initiatives to deal with non-compliant states;
 7. To develop a safety data at either regional or sub region level to be shared by partner states;
 8. To conduct regular incident review as a means to mitigate serious accidents and accidents;
 9. To conduct investigations into serious accident;

10. To provide means of capacity building of safety inspectors and other aviation experts;
11. To provide a uniform licensing criteria for all professionals with the administration and enforcement of the enforcement still remaining the national obligation;
12. To constantly evaluate the training needs of the region;
13. To react to emerging and unplanned regional pressures due to international needs like the English Proficiency Examinations requirements
14. To hold regular meetings and sensitization forums like the one we have today; and
15. To establish a data driven mechanism that provides a qualitative assessment of the prevailing and anticipated threats in the industry. This would also help to evaluate the most appropriate technology to be used in the mitigation of such threats.

Realization

- A Regional body would require a sensible institutional strengthening with appropriate vision, mission, and strategy.
- Clearly spelt out mandate and commensurate organization structure.
- A binding regional protocol, laws and operating regulations.
- Recruitment of appropriately qualified staff.
- Good retention strategy of professional and experts.

CHALLENGES TO ESTABLISH A REGIONAL AGENCY

- The anticipated challenges in realizing the dream of a regional body include but are not limited to the following:
 - Different political ideology or leadership in each state;
 - Different economic development in each state;
 - Different aviation industry activity levels in each state;
 - Lack of support by all the states

Regional Body

- The regional body provides requisite oversight function in the area of safety in order for countries to comply with regional and international requirements.
- Regional analysis is needed to prove the benefits of a regional safety oversight system.
- The benefits of such a system will outweigh the anticipated challenges of establishing and operating said regional body.

CONCLUSION

- Increased number of accidents and incidents in Africa.
- The need for a proactive approach to improving air safety.
- Africa is the link in the international fabric of air transport and any weak link results into a weak network.
 - Are we the weakest link?

- The current state of world economic downturn – the need for mergers and alliances.
- The economies of scale and national synergies would increase capacity at the regional level by pooling resources and reducing operating costs.
- This in itself has derived benefits to each partner state in the region, an initiative that is worth supporting.
 - Can we learn from the benefits and mistakes in the USA and EC?

It is then sensible and practical to establish and support a Regional Aviation Safety Agency (RASA) that would support and coordinate the national and regional initiatives to improve aviation safety and encouraging air transport in Africa?

Discussion and Contributions