



SYMPOSIUM ON REGIONAL AVIATION SAFETY AGENCIES (RASA)

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A PAPER ON THE BENEFITS OF RASA TO
AFRICAN AIR OPERATORS

BY

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SYMPOSIUM ON REGIONAL AVIATION SAFETY AGENCIES
BENEFITS OF RASA TO AFRICAN AIR OPERATORS

1. Mr Chairman

Mr. Chitalu Kabalika-

The Director General-Zambia Civil Aviation Authority

2. Mr. Alessandra Zampieri- European Commission

3. Capt. Haile Belai- ICAO Africa Comprehensive Implementation Plan

4. Mr. Charles Wako- African Civil Aviation Commission

5. European Aviation Safety Agency

6. International Air Travel Agency

7. Symposium Participants

Ladies and Gentlemen;

I am greatly honoured to be in your midst this morning in this beautiful setting of Livingstone, tourist town bringing together a panel of distinguished persons on an encompassing discussion for the improvement and enhancement of aviation safety in this continent.

I take note of the good attendance which demonstrates commitment to the aviation safety agenda for the African continent by all the participants.

May I also take this opportunity to recognize the presence of IATA, our current champion in streamlining oversight and certification exercises conducted by regulatory agencies to minimizing airline overheads and costs for the ever shrinking revenue base of the airlines.

Worldwide airlines are struggling and more so in Africa where the revenue base is small and intra regional trade is not well developed to the benefit of the airlines. Majority of the African carriers and especially regional operators like us depend on tourism from the west which is suffering because of the world financial crisis.

Your presence here underscores the importance why regional safety oversight agencies are a panacea to our safety records but more so may improve the performances of the airlines who suffer from a multitude of different standards and requirements entailing difficulties in cross border code sharing, sourcing of equipment and crew for optimization of equipment usability and the spread of costing.

BENEFITS:

Distinguished Participants:

The benefits of RASA are several and are as follows:

(1) Cross-border harmonization of procedures:

Cross-border harmonization of procedures would assist air operators in a number of ways with consequential benefits to the passenger. A situation where an equipment outage occurs in a neighbours country who are in a regional cooperation, the operations department could just request an operator of similar equipment, having been certificated to similar standards in the regional mechanism, to conduct the flight for the operator. Currently you have to follow through the local Regulatory Authority

and it makes matters even more difficult when the situation occurs on a weekend or at night. A regional procedure developed would be followed by the airlines and the applicable paperwork would then be filed at the next opportune time; hence the passengers and the itinerary have been saved.

(2) Sharing of resources and pooling of regional inspectors:

Sharing of resources and pooling of regional inspectors to approve training organizations for crew of similar type of aircraft would greatly benefit airlines operating similar equipment in the regional environment, as the ATOs would be audited-evaluated once for the region thus minimizing time required for the facility inspection/audits – hence overall costs will be reduced benefiting the air operators.

(3) Coordination of safety-related efforts:

Within a regional environment, airlines, regulators, and safety associations can coordinate their safety-related efforts to reduce duplication and improve safety in the region through sharing of safety data, coordination and implementation of safety-related efforts, which will reduce costs to individual stakeholders and benefiting the industry and the consumers as a whole.

(4) Improvement of facilities / efficient operation:

The existence and effective operation of regional organizations is a demonstration of regional solidarity and increases the involvement of individual States in aviation activities relating to the region. Regional strategies empower states to determine common priorities and programs, solve regional safety-related deficiencies

and can secure donor support for improving the regional aviation structure, infrastructure and implementing a more efficient allocation of resources.

Infrastructure in Africa is still a stumbling block to the improvement and enhancement of airlines operations and to the flying public, curtailing aircraft utilization since majority of aerodromes have limited capabilities and facilities for a wider range of aircraft operations.

Limited operations increases overall operational costs to the airlines in servicing aircraft leases due limited aircraft utilization, the costs are likely to be passed over to passengers making it a less attractive means of transport to the public, hindering overall growth of the industry and economy, in places where that would be the only effective and efficient means of communication due to the distances and poor alternative means of travel.

(5) Operations certifications:

Operations certifications would also greatly benefit from such arrangements, whereby regional oversight officers can assist in the certification of an operator minimizing lead times to full operations. These arrangements can also offset the need to acquire expensive expatriate staff to assist a nation which does not have qualified inspectors to meet the applicant's requirements. Such arrangements provide for economies of scale through the pooling of resources and thus building the capability for an effective safety oversight system.

All these would greatly benefit carriers in lead time costs, minimize overhead costs, meet safety oversight requirements and enhance international safety obligations compliance.

(6) Common regulations:

Common regulations promulgated by regional member states as well as the policies, procedures and guidance material developed through a regional aviation safety agencies facilitate the processes and procedures needed for the issuance of common certificates, aeronautical licenses and/or approvals of aircraft maintenance organizations, aerodromes and aeronautical training centres. This should help to reduce the operational costs of both the civil aviation authority and the aviation industry, resulting in increased efficiency and effectiveness, optimum user satisfaction , enhancing operator efficiencies and cost optimization thereby facilitating healthy industry growth in member states.

THANK YOU