Thank you, Musa, for the introduction.

As many of you at this conference may not be familiar with the work of the COSCAP-SADC project, here’s a brief summary of what we accomplished:

Suffice to say, it was a SADC project initiated by the SADC States and implemented by the International Civil Aviation Organization; ICAO. The project was designed to enhance the safety of air transport operations in the Southern African Development Community.

In addition, the project was intended to *establish a SADC Aviation Safety Organization, or “SASO”*. The SASO would be staffed by personnel assigned to the SASO as well as Regional Flight Safety Inspectors seconded to the SASO to assist or perform specific tasks.

Their mandate would be to conduct *certification, surveillance, airline audit and training functions* on behalf of States lacking the required human and related resources necessary for accomplishing these jobs; or, for supplementing the SADC member States individual capabilities in this regard.

The ICAO COSCAP-SADC team consisted of two flight operations specialists (one of which served as Project Coordinator) two airworthiness specialists, an air transport economist and a secretary/administrative assistant. The project was hosted in Gaborone by the Republic of Botswana.

Working with SADC member States, ICAO developed the Project Document which was to be accomplished by the COSCAP-SADC team. The SADC Secretariat established the project’s government Steering Committee during its pre-implementation stage.

The Project Document laid out each stage of the project including all of its immediate objectives, outputs and activities. Among those objectives, the Project Document required the COSCAP-SADC team to:

* Establish a regional COSCAP capability to provide training in regionally harmonized flight operations and airworthiness certification functions in accordance with ICAO Annexes 6 and 8;
* To harmonize personnel licensing and training practices and procedures in accordance with a comprehensive work plan developed by the COSCAP team following updates and revisions to the Project Document;
* Train regional inspectors as *trainers* by providing them with technical and specialized training; and,
* Institutionalize the COSCAP-SADC project into a Southern African Development Community Aviation Safety Organization. The “SASO”.

The project commenced in April 2008. During the course of its implementation a *Flight Safety Working Group* was established, composed of inspector representatives from SADC member states.

The working group guided by the COSCAP developed, for approval by SADC member States, generic *Flight Operations, Airworthiness and Personnel Licensing Regulations* all in compliance with the provisions of relevant ICAO Annexes and their associated technical manuals.

The generic regulations were developed to assist SADC member States draft updated basic aviation legislation and flight safety regulations, or in some cases only modifying existing such instruments in the States, and

To ensure compliance with relevant ICAO Annexes and technical manuals and to promote the harmonization of all State civil aviation laws and regulations within SADC.

A second working group was established as the project progressed and further matured. This working group was called the *Institutionalization Working Group*. An Air Transport Economist, Air Law and a Personnel Licensing specialist, as well as Inspector Representatives from SADC member States participated this working group.

Initially, the group set out to develop a *SASO Feasibility Study* as prescribed by the Project Document; however, it was determined by the SADC Secretariat to forgo the feasibility study and focus exclusively on establishing the SASO.

A Charter, Establishing the SASO was developed by the *Institutionalization Working Group* and approved by Ministers in 2013.

Included in the products developed by the “IWG” is a draft copy of the *SADC Aviation Safety Organization Manual, a Quality Manual* containing the *Processes, Rules and Work Instructions* required for effective management of the SASO.

This manual contains the *administrative* and *operational tasks*, *processes and procedures* that are to be *performed by SASO personnel*. In connection with its administrative processes, the manual contains a comprehensive Quality Assurance System intended to be expanded as the SASO matures.

It is expected that this manual will undergo a continuous revision period once it is put into practical application and the SASO refines its focus on meeting the needs of the region.

The SASO Manual’s immediate value is that it serves as an initial starting point for the management and operation of SASO.

*Volume 1* of the SASO Manual is titled: Administration. It contains a first-year business plan, a budget and a financial sustainability system.

*Volume 2* is titled Operations. It contains the processes, procedures, work instructions, strategy and programs relevant to the *Management* and *Implementation* of the *Operational Functions* of the SASO; such as:

* SASO Operations Tasks;
* A Work Program Development Scheme;
* A Confidential Voluntary Incident Reporting System;
* A Regional Safety Inspector Credential Program; and
* A *National Flight Safety Inspector* (NFSI) Program.

During an ICAO Universal Safety Oversight Audit, a SADC member State’s Civil Aviation Authority might receive an *unsatisfactory rating* relevant to the *qualification and training of its technical personnel*. Often, this type of rating is caused by a State’s CAA not having the *capability or funding* to satisfy this ICAO requirement in full. This is a common finding on such audits.

On the ICAO audit report, this will be documented as a “*Lack of Effective Implementation” or “LEI”. LEIs are to be avoided by member State’s CAAs* as such ratings indicate to the aviation community that the *State’s CAA may have* in place *sub-standard civil aviation safety systems*.

*In this case, the SASO* *NFSI Program can serve as a viable solution for eliminating such LEI ratings.* A more detailed explanation of the NFSI program will be clarified later by *AFCAC Safety Expert Mr. James Danga*.

Going forward, for the SADC region to realize a key benefit from SASO, member States should take full advantage of SASO’s *NFSI Program when needed.*

In addition to the SASO manual, the IWG developed a SASO:

* Employee Orientation & Indoctrination *Instructor* Training Guide;
* Employee Orientation & Indoctrination *Student* Training Guide;
* Course Developer & Instructor Guide;
* Training System and,
* The Official SASO Logo.

Members of the ICAO COSCAP-SADC Project team also *delivered* the following training courses to SADC member State inspectors:

Course Titles-

* Government Safety Inspector (Operations);
* Government Safety Inspector (Airworthiness);
* Instructor OJT training for Government Safety Inspector (Operations);
* Instructor OJT training for Government Safety Inspector (Airworthiness);
* Airworthiness Functions;
* The Inspector Training System;
* Resolution of Safety Concerns;
* Approved Maintenance Organization Certification Course including OJT;
* Safety Management Systems;
* The Continuous Monitoring Approach; and
* Review and Approval of a Minimum Equipment List.

In closing, it was the *judgement of the* *SADC Ministers of Transport* that the SADC region shall establish a *SADC Aviation Safety Organization*. An *interim version* of such an organization was not envisaged by the Ministers.

Therefore, included in the way forward for SADC, is a recommendation that *each Director of Civil Aviation, in each SADC member State,* completes the action of signing *the approved* *SASO Charter* and for SASO to implement the contents of its draft manual.

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