

Aviation Sector Support Programme to Zambia

Minutes from

15th Technical Working Group

Date:	23 July 2021
Place:	Lusaka, Zambia (WebEx videoconference).
Purpose of the meeting:	The 15 th Technical Working Group Meeting was organised with the objective of reviewing the activities carried out so far and the results achieved, as well as the plan of the activities. This session follows the one in April and has been invited to give an update while waiting for the Steering Committee meeting initially planned for this period and now postponed allowing a joint meeting with the second component of the project to meet its targets in relation to the progress report.
Chairman:	Mr Carlos Tortosa, EASA Project Manager of the EU ASSP II Zambia project (1 st Component)
Participants:	Refer to Annex 2.
Annexes:	Annex 1 – Agenda Annex 2 – Attendance List
Meeting documents:	EASA Presentations. Meeting minutes of the previous project Steering Committee Meeting (SCM) and Technical Working Group (TWG).

The meeting documents above are distributed to the Technical Working Group members via email for their information and are available under following link: <https://www.eu-assp-z.org/2021-twg-15th>

Introduction, adoption of the agenda, remarks

The Secretary of the meeting, **Mr Carlos Tortosa** (ASSP II Project Manager, **EASA**), officially introduced the meeting by adopting the agenda without any changes. The meeting starts at 9:30.

Official Opening

Mr Lesa, Director General of the Zambian CAA, officially opens the meeting.

Mr Carlos Tortosa, EASA introduces the team of experts that EASA engaged for the past years and who are today going to share personally the results achieved until now.

The EASA team is completed today by **Mr Menendez** and **Ms Garaffa**. As already introduced in the previous TWG, **Mr Branko Kochovski**, project manager for the **ASSP II 2nd component and representing DAI**, is present too.

Feedback on the implemented actions and project performance

In the field of AIR and OPS, the lead expert **Mr Miguel Vaz Pinto** reports on the revision of the related Zambia Civil Aviation Requirements (Z-CAR) that were not fully aligned with the current regulation in place.

The revision has been performed via long distance meeting that were not always easy due to the quality of the connections and due to the unavailability of a platform on which to share documents and to work simultaneously. This has an impact on the delivery of results and on the time spent on achieving it that Miguel estimates on a 30% loss of efficiency.

Nevertheless, Part 7 and 8 are now completely revised and can be shared for comments.

The Performance Based Navigation (PBN) integration has been particularly difficult because it required a coordination between the Z-CARs and the Implementation standards. The responsible of the Aeronautical Information Systems needed to be involved to issue an Advisory Circular (AIC) to align with the PBN implementation plan in Zambia to guide operators asking for an AOC variation in their application.

Next steps:

- To share Part 7 and 8 for comments by beginning of August and then for final approval by Mr Lesa
- to publish the draft of the AIC document on the Aeronautical Information Publication (AIP) website for comment (as agreed with Capt. Derrick)
- to revise the technical guidance material
- to proceed in training the inspectors
- to start the work of revision on Part 9, and a little editorial revision on Part 1.

The on-the-job training (OJT) cannot yet be performed, therefore the work on the revisions has been a main focus in the past months and will continue until travelling will be possible again. The best way on how to roll out all the significant changes to the Z-CARs (at least 6 in the last years) that will be introduced in just one revision, would be to have a face-to-face deployment to the ZCAA inspectors. If travelling is not allowed, Miguel will delegate the task to Eng. Lungue and Capt. Derrick that were heavily involved in the revisions and who will be able to do it in his absence. The commitment of the ZCAA on this has been remarkable and Miguel is very glad of the tangible progress made.

Mr. Lesa is very satisfied about the progress made by Miguel. OPS SPECS was one of the challenging areas for Zambia. He is fully supporting the deployment of the OJT and the demos made by Miguel in person.

Mr. Menendez on his side is taking note of the requirement expressed by Miguel to have a robust IT tool to allow the revision of documents at the same time and will check what are the additional means that the funds of the project allow on top of what EASA can already provide.

On the Accident and Incident Investigation (A/I) domain, **Mr Mario Colavita**, EASA's Safety Investigation Section Manager, who is providing expertise and guidance to the Zambian AIB (led by **Capt. Lungomesha**) for a year, reports on the significant progress made in this time, especially considering the difficulties of creating a working relationship with the constraints of the pandemic and not having had the chance to personally get to know each other.

The work in these conditions started with a review of all available historical documents like the Zambian Civil Aviation Authority Act of 2012, the Zambian Civil Aviation requirements, especially Part 15 Safety Management System and Part 17 Aircraft Accident and Incident Investigation and the fundamental building block represented by the Zambian Civil Aviation Act nr. 5 of 2016 establishing the creation of an independent investigation entity.

Further policy and procedures were provided by Col. Lungomesha and the way forward suggested was to work on several Memoranda of Understanding (MoUs) to have the agreements in place to consolidate the relationship:

- A Memorandum of Understanding between AIB and ZCAA to have access to expertise,
- with the law enforcement bodies and other investigation bodies involved
- with the Disaster management mitigation unit
- with the Air Force.

The responsiveness of the Zambian colleagues has been good, and comments on the draft of the MoUs prepared were done. It is not a simple process but there is a good chance that they can be enforced soon.

A second field of work is the revision of the ICAO Protocol questions related to A/I, that were divided in 2 batches of 20 questions each: to understand the real capabilities a face-to-face encounter would be more effective and advisable.

Good news in this time is the establishment of the Board of Directors and now they have to build their capacities in areas that have been identified:

- Aircraft Accident Investigation Management
- Accident Investigation Techniques
- HF in Aircraft accidents
- Reports writing

Some support from a more mature Investigation Authority would be very beneficial. **Mr Colavita** got in contact with the German Federal Bureau of Aircraft Accident Investigation (BFU) director who expressed his willingness to help out in this support.

On the 29 June 2021 in the frame of an already planned bilateral meeting EASA/German BFU, **Col. Lungomesha** had the opportunity to introduce the Zambian needs and to link directly with the Director of the BFU who is offering the BFU premises for the analysis e.g. of the recorders in case of a major accident.

The cooperation is promising to be very fruitful and EASA is on its side as well willing to support as much as possible.

This can be considered a major achievement and an opportunity that Zambia could profit from.

Mr Tortosa acknowledges the commitment on both sides (EASA and Zambia) and thanking **Mr Colavita** for his precious time invested on this task: A/I is an area where the ICAO chart showed a clear need for Zambia.

Mr. Lesa recognises that this is one of the weakest points for the Zambian Civil Aviation and therefore he assigned 2 inspectors of the ZCAA to interface with the AIB to support and to ensure that the international standards are met and kept.

Dr. Courtney mentions that the ZCAA asked the AIB to share the draft MoUs to start to cover some of the protocol questions related to CAA in the A/I domain. They were not yet shared therefore it is premature, but the question to **Mr Colavita** would be if it would be possible to have kind of a virtuous model of protocol from a different country to be used as an inspiring model to draft their protocol in Zambia.

To this request, **Mr Colavita** response is that now that the relationship with the German BFU is established Col. Lungomesha could directly ask for their support in that sense. The material that was shared by Col. Lungomesha with EASA was already inspired by the UK AIB, but the quality of the working arrangements depends significantly by the maturity and capability of the entities involved.

On the domain of the SSP implementation Plan, Dr. Hazel Courtney reports that after Phase 1 finished at the end of last year the restart of operations required a review of the priorities and to look all the new USOAP with each of the technical areas to identify possible gaps and then update the SSP implementation plan in case it was necessary to introduce new actions.

The AIG-CAA interface protocols have been on schedule as well and therefore a first meeting with the AIG took place. ZCAA is to share the MoUs draft and several more meetings are planned to identify any further action.

The first Aviation Safety Committee meeting took place and the twelve safety improvement projects that were launched at the end of last year have been reviewed. Some of them progressed very well (like the Infrastructure e.g.) other less, depending on what is the amount of human contact that the project needed and therefore highly depending on the COVID situation.

Next steps and ongoing activities:

- Review of the implementation Plan and the maturity assessment
- PQ compliance with all the 8 areas identified and previously worked on
- A workshop on HF related to Covid restart had to be suspended due to the sudden death of col. Kenneth Kanda and the national holiday proclaimed in Zambia
- A refresher on SSP within the CAA suggested by Lilian had to be postponed for the same reason
- Next planned meetings are on joint work with Industry: the approach is to make a first internal alignment within the ZCAA and couple of weeks later to share a WS on the topic with the Industry.
 - The first one will be an SPI WS on the 29 July: this was one of the weakest identified areas in the maturity assessment.
 - Next will be one on practical auditing of SMS
 - One on Runaway Safety will follow

Mr Lesa comments that the progress on SSP and SMS are tangible and there are definitely some grey areas of overlap between AIG and CAA relationship. He stresses out that the investigators of the AIB need to be trained to meet the international ICAO standards to be fit for the task. It is in the interest of the CAA to have qualified personnel during the investigations..

Workplan review for 2021

Mr Tortosa proceeds in showing that beside the already active experts who will continue their support there are some more planned workshops on:

- Annex 16 compliance, safety concerns, SMS/QMS

The first component of the EU ASSP II Zambia project does not intend to overlap the content of these activities with the second one, therefore the coordination between the EASA team of experts and the other component's experts will be finetuned in a separate dedicated meeting to establish a consistent plan for the remaining period of the implementation of the project since there are limited resources for the extended period.

Mr Menendez adds on this that in case there will be some more needs raising up in the future and there is the willingness by the EUD to continue with another project the coordination with the second component could be even extended and the synergies could be even reinforced to ensure continuity in the actions that are already undergoing.

In conclusion to the workplan review the further actions that need to be closed are:

- A bilateral conversation with **Mr Lesa** about needs
- Sharing the minutes of the meeting
- Coordination with **Mr Kochovski** about a date for the common SCM late September or October 2021

Tour the table and AOB:

Mr Kochovski: glad to hear the good results in the SSP domain and the progress made on the AI side. On the A/I side the second component already engaged as an eminent expert for legal support to review the related legislation in Zambia. Ms Eva Jhala who contributed to the Aviation Bill nr 5 and the Civil Aviation Act, is an eminent lawyer in the Aviation field in Zambia and Mr Kochovski is offering her expertise to the ZCAA in case of doubt in some areas of overlapping of the legislation.

Still within this year, the second component intends to deliver another Aviation Strategy Study.

In the legislation review, the focus will be for now on Part 1 and when the situation analysis will be ready it can be shared with the first component for further discussion.

For the determination of the SCM date, it will be necessary to wait until the election process that is ongoing in Zambia will end in mid-August and that the new Government will be appointed. The Director of Transport from the MoT is the Chairman in the SCM, so it will be necessary to ensure his presence.

Furthermore, the intention is for the next SCM to be held on-site in Lusaka, so a definitive date cannot be assured at this stage until the pandemic evolves and conditions are safe enough to lift travel restrictions.

Sharing this TWG meeting and the presentations with the 2nd component will benefit from a very good timing since the progress report is now being drafted and this material can be used to see possible points of cooperation to be developed.

Mr Tortosa takes note of this request and is looking forward receiving the progress report once drafted and ready.

Mr Lesa thanks Mr Kochovski to bringing up that the legislation part can be leveraged by the second component. A meeting in that sense already took place with Ms Jhala: after the establishment of the CAA it was clear that there are several points of the legislation that need enhancement or even amendment. The fact that they can make use of the second component for that will make possible to identify these weak points of the current legislation and once they have been listed to share them with EASA to keep up with international standards for the legislation.

On the presented workplan, Mr Lesa wants to confirm that the 3 areas that are the major concerns for the ZCAA are the ones already identified and tackled of OPS and AIR, SSP and A/I; the rest of the workshops son Annex 16 are interesting and welcome additions.

Closing session:

Mr Juan Fernandez, EUD to Zambia and COMESA is really satisfied of the results he can see and with the commitment of the team with the ZCAA. The satisfaction of the beneficiary is a clear indicator that this project achieved quality and the good coordination with the second component is once again leading in that direction. The planning phase for the EUD for the period until 2027 will be finalised in Q1-Q2 2022 and there are good chances the Aviation Sector in Zambia can continue to be supported and for this project to have a successor one.

Mr Tortosa agrees with Mr Fernandez about the point of giving continuity if possible to the project. The idea of Mr Lesa at the beginning of the project was to let Zambia shine among the African countries and a lot has been reached: what was an idea at the beginning is a reality now and as much as it has been already done can be further developed and improved with another action. The pandemic set a serious challenge to the project and hopefully this will change to even better achievements in the future.

Closing remarks

Mr Lesa wants to thank the EU for the support granted via this project because it has been until now really tackling soft spots of the Zambian Aviation Sector. He wants as well to personally thank the EASA team and wants to

underline that from the ZCAA they are extremely grateful. The money invested on this project will for sure go a long way in improving aviation safety both in Zambia and abroad.

The meeting ends at 11:30.