



A Note from the Executive Director

I would like to introduce the maiden edition of the BAGASOO Quarterly Electronic Newsletter which will be made available for online viewing on the BAGASOO website. The objective of this newsletter is to provide Member States and the wider aviation audience an insight into the activities of BAGASOO and to feature information of interest concerning the aviation industry. Member states are encouraged to provide state news for publication.

Wg. Cmdr. Emmanuel Akatue
Executive Director BAGASOO

Inspector Training System (ITS) for Air Navigation Services (ANS): A GIANT STRIDE

In pursuit of its objectives to harmonize and standardize the system of training and qualification of national inspectors in the BAG member states across all specialties, BAGASOO in 2012 extended the initial ITS specialty areas of Flight Operations and Airworthiness to include Aerodromes and added modifications to the BAGASOO ITS recording software, the ITRAQS.

Following this achievement, and in the need to address other areas of safety oversight system, the ITS framework is being further expanded to incorporate the Air Navigation Service specialty areas (CNS, ATS, AIS and MET). Preliminary ITS ANS package comprising of Training Course Standards, Training

Profiles, and On-the-Job Training (OJT) Job Tasks were developed by the Secretariat and presented for further discussions.

BAGASOO hosted a workshop, the first of its kind, in February 2014, to discuss the developed ITS ANS Training package. Present at the workshop were representatives from the BAG member states as well as other African countries: the East African Community and the Cameroon CAA.

Highlights from the Workshop

Below are excerpts from some of the delegates present at the event.



Mr. Samuel Zormelo
Chairman of the Workshop
Ghana Civil Aviation Authority

"The work of the Safety inspector is very vital today, as Civil Aviation has been swept in a wave of commercialization, globalization and trans-nationalization with implication for safety and security that has to be addressed. BAGASOO's pacesetter initiative to harmonize the training of the ANS safety Inspectors is very laudable, commendable and must be supported fully. And I wish to add that, this ITS – ANS could not have come at a better time than this since most of ANS inspectors had had to grapple with the fundamentals of the Safety inspectors work due to lack of a standardized training system for ANS safety inspectors. ITS – ANS would enhance greatly, the quality of work of the safety inspector."



Mr. Gerald Agaba
Uganda Civil Aviation Authority representing CASSOA

"The ITS/ANS looks promising ... the materials provided in the ITS ANS programme, details exactly what an ANS inspector whether ATM,AIS/AIM, CNS or MET should be doing on the job."



Madam Paule Koki
Director Flight Safety Standards
Cameroon Civil Aviation Authority

"...I am a strong advocate of this programme because it is a powerful harmonization tool and makes the inspector more efficient in performing tasks (training)."



Mr. Marcus Enders
ATS Inspector, Liberia CAA

"With the ITS ANS, I think BAGASOO has taken the challenge, because the focus has been on the Flight Safety specialties and not much work has been done on ANS in this regard..."



Mrs. Dele Arowolo
Aerotel Engineer, Directorate of Aerodromes Safety and Standards
Nigeria Civil Aviation Authority (NCAA)

"Let me start by saying that BAGASOO has tasked us so much. By and large I will call this a very right decision coming at the right time. This is the first time I am attending such a programme for ANS. By virtue of the specialty, ANS is a very diverse field . . . and it is difficult to put all the ANS specialties under one umbrella. So I am excited that BAGASOO took this step . . ."

Madame Paule Assoumou Koki

Director Flight Safety Standards
Cameroon Civil Aviation Authority



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Director Flight Safety Standards, Cameroon Civil Aviation Authority

“ I went through the training structure for AGA (Aerodromes) and found it useful. I am very happy that the next step from here is the development of the ANS training profile.

I really feel that this workshop would standardize all the specialties in the ANS field, making the system more efficient.

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Summary of Profile

Madam Koki is the Director of Aviation Safety at the Cameroon Civil Aviation Authority (CCAA). She is a Civil Aviation Engineer, who graduated from the National Civil Aviation School in Toulouse, France in 1988. While in France, she equally trained as private pilot and obtained her private pilot license. She returned to Cameroon in 1989, and joined the then Directorate of Civil Aviation within the Ministry of Transport where she served later as deputy head of air transport unit

Subsequently she was appointed Head of Air Navigation Department with ASECNA, the Air Navigation Service Provider in French speaking Africa and Madagascar. She also worked with the United Nations for a period of time and was involved in the development of a Training School in Cameroon in her capacity of Head of Training, prior to her current appointment.

In her current capacity, Madam Koki is involved in various specialty areas in the aviation industry including the coordination of safety oversight of airlines, air traffic services providers, aerodrome service providers, maintenance organizations etc.

Madam Koki attended the recently concluded ITS ANS Workshop where she served as a syndicate leader. Our editorial team met with her and these are excerpts of her views on the workshop

What is your opinion on the ITS as a training policy?

“When I came to the CCAA as Director of Aviation Safety, one of my main concerns was the standardization of all activities including training of Inspectors.

I attended a conference where the Inspectors Training System (ITS) developed by the Federal Aviation Administration (FAA) was presented and I was convinced that it will be the right tool for us in order to attain our objective.

In that regard, under the leadership of my General Manager, I worked with the FAA to have the Inspector Training System (ITS) adopted in Cameroon. However, ITS was taking into account only Airworthiness and Operations Inspectors. Therefore, we were on good track for those two specialties but concerns remained as regards other specialties (AGA and ANS).

When I met the Executive Director of BAGASOO at a conference and he informed me that BAGASOO has developed a database to track the training records of inspectors and also that they were developing the Aerodromes ITS training profile, I was very excited. In November the database was installed for us. I went through the training structure for AGA (Aerodromes) and found it useful. I am very happy that the next step from here is the development of the ANS training profile. I really feel that this workshop would standardize all the specialties in the ANS field, making the system more efficient."

Do you think the templates you are working with to a large extent address all the issues as regards the ANS ITS?

"For the templates, I think a very good job has been done within, to provide us with the basic framework we needed. In aviation, one should not be afraid to always improve. We have a good start but more needs to be done. However, I think up to 60% of the job has been done"

What major steps do you think should be taken for the implementation of the ANS ITS?

"I think that there is a need to have a second review of the work done, because ANS is a very broad area that was not properly taken care of. I would say that BAGASOO is in advance as regards training for ANS Inspectors."

What do you think BAGASOO can do to add value to the ITS ANS?

"You see that from the regulations viewpoint, we had a lot of different references; we find that ITS ANS regulatory framework is not very structured at the moment. If BAGASOO can come up with a more structured regulatory framework, it would be a great development. Currently, for ANS, we are taking references from the

ICAO framework, some from New Zealand, other from EASA. The result is an integrated ITS ANS framework with widespread requirements which is not as strong as the Airworthiness or Operations frameworks where you can find, under one authority, a comprehensive and complete regulatory framework. So I think that's something that BAGASOO can do to add value."

What else do you think that BAGASOO can do to foster more cooperation especially within Africa?

Cooperation will be key if we want to attain our objectives for safety oversight in all areas of the air transport industry. In that regard, I believe that if all of us in Africa adopt the ITS, that will be a very good stake for safety, instead of each state having its own standards and methodologies.

Given that BAGASOO has a strong lead in the ITS system and the associated database ITRAQS, I will suggest that BAGASOO keep pushing for these systems. As you see can see, some of us are coming from outside the BAG region and have adopted the BAGASOO ITS Recording System, the ITRAQS: I strongly believe in it.

BAGASOO should continue to advertise itself and publicize what they are doing and seek ways, in cooperation with the relevant stakeholders, to have more and more states or organizations into being part of the system.

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ITS ANS Workshop Working Session

Photo credits BAGASOO

What do you think the impact of ITS is on the aviation industry?

“During the (ICAO) 38th Assembly, there was a paper on the shortage of qualified inspectors in the industry. Already, you have the shortage of resources for the industry. Now in addition to this, we are facing the shortage of qualified inspectors as well, so if we manage to standardize training of Inspectors, with ITS as the tool, then the shortage can be alleviated or bridged. For, when you have a qualified inspector of a certain specialty from

another state who is trained according to the ITS policy, I can seek to have consultancy services from such person for a job in Cameroon. This will go a long way to maximize the use of available resources as well as enhance cooperation among member states.”

In summary, what do you think of the current on-going ITS ANS Workshop?

“I think this workshop is very useful because we are working with a prospective mandate. A lot of CAAs are not informed on the specifics of ANS oversight. Together, we are thinking of what we want to do in the future as regards ANS tasks. Some of the tasks that we have discussed here are not being carried out in the various participating CAAs at the moment. We are taking a decision on the necessary OJT tasks to be included in the ITS for the purposes of harmonization and standardization.

I am a strong advocate of this programme because it is an excellent harmonization tool and makes the inspector more efficient in performing tasks. We started with OPS and AIR and are more efficient in what we are doing in these areas now.”

EVENTS

Continued Collaboration in Capacity Building

The last of the three Resolution of Safety Concerns (RSC) training was held in Lagos from 10th –14st February 2014. A total of 24 participants from the BAG member states were present.

AfDB Visits BAGASOO



African Development Bank (AfDB) meeting with BAGASOO

Photo credits BAGASOO

A high-powered delegation from the African Development Bank AfDB paid an appraisal visit to the BAGASOO Secretariat in Abuja on the 13th of January 2014. The team was lead by the AfDb Consultant Air transport, Mr. Bergonzi Delia and was accompanied by the Air Transport Department of ECOWAS headed by Dr. Paul-Antone-Marie Ganemtoire.

The visit followed the successful utilization of AfDB Grant for Capacity Building Programme for the Supervision of Aviation Safety in West and Central Africa COSCAP. The discussion centered on further cooperation and AfDB's continued support in the enhancement of aviation safety within the sub-region. The delegation promised a follow-up visit in May 2014.

Collaboration with UEMOA



BAGASOO team with the UEMOA

Commission l-r: Head of Division Air Transport Mr. Marie Rapheal Salambere, BAGASOO Executive Director Emmanuel Akatue, Director Office of Administration Department of Community Planning and Transport (DATC) Mr. Hamidou Mallah (deceased), Legal Adviser Mrs. Mary Tufano-Eche, Regional Inspector Personnel Licensing Mr Kragbe

In June 2013 BAGASOO played host to a team of aviation experts from the UEMOA, comprising of representatives from the UEMOA Commission and the COSCAP-UEMOA.

The purpose of the visit was to under-study BAGASOO which has successfully transitioned from a COSCAP Project into a Regional Safety Oversight Organization (RSOO), and to learn at first-hand the practical experiences in the implementation of BAGASOO as an RSOO of the BAG sub region.

In March 2014, BAGASOO honored an invitation for a reciprocal visit to UEMOA Commission, COSCAP-UEMOA in Ouagadougou, Burkina Faso, as well as the Burkina Faso Civil Aviation Authority.

The high points of the two visits were:

- To foster a closer collaboration between the two agencies to enhance aviation safety and air transport activities amongst the ECOWAS Member States.

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- To explore a uniform funding mechanism for the financial sustainability of the ECOWAS RSOOs
- To encourage the use of the Corporate Inspectorate Scheme as a means of pooling resources to assist Member States; and
- To promote the training and use of standardized aviation safety systems such as the Inspector Training and Qualification System (ITRAQS), Foreign Aircraft Safety Assessment Programme (FASAP), Inspector Surveillance Activity Tracking System (ISATS) etc for the benefit of Member States.

ECOWAS visit

Management of BAGASOO paid a courtesy call on the Commissioner for Infrastructure of the ECOWAS Commission. The visit was aimed at strengthening collaboration between the two organisations in the areas of aviation safety and air transportation within ECOWAS region.

BAGASOO supports Sierra Leone for ICAO Audit

A team from BAGASOO was in Sierra Leone to assist the CAA prepare for an ICAO Coordinated Validation Mission (ICVM) which concluded on the 5th of February 2014. The team assisted the CAA to review their Corrective Action Plan (CAP), identify evidences to support their responses to protocol questions and upload onto the Continuous Monitoring Approach Online Framework (CMA OLF).

The team worked with SLCAA counterparts from Aerodromes, Airworthiness, Flight Operations and Legal. The exercise was coordinated by Mr. Joe Fombo, the NCMC.

Editorial Team

Mary Tufano Eche (Editor in Chief), Contributors: Herbert D. C. Jow, Eric Agyemfra, Ugochukwu Nwigwe (Arts and Graphics)

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