



# EAC CIVIL AVIATION AND AIRPORTS PROJECTS AND PROGRAMMES

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# OUTLINE

- ▶ EAC Organs and Institutions
- ▶ EAC Treaty provisions for Cooperation in Air Transport
- ▶ EAC Civil Aviation Projects and Programmes
- ▶ Establishment of EAC UFIR
- ▶ EAC Priority Airports Project
- ▶ Liberalization of Air Transport Services

# THE EAST AFRICAN COMMUNITY



- ✈ Established under the Treaty signed on 30<sup>th</sup> November 1999 and came into force in 2000. Rwanda and Burundi were admitted in 2007 & South Sudan in 2016.
- ✈ Membership – Kenya, Uganda, Tanzania, Burundi, Rwanda and South Sudan.
- ✈ The Treaty provides a unique framework for regional co-operation and integration.



# EAC ORGANS AND INSTITUTIONS



## ORGANS

- The Summit - HoSs
- The Council
- The Coordination Committee
- Sectoral Committees (EAC TCM)
- East African Court of Justice (EACJ)
- East African Legislative Assembly (EALA)
- Secretariat
- EAC Civil Aviation Safety and Security Oversight Agency (CASSOA)

## Civil Aviation Sub Committees

- Committee of Heads of Civil Aviation and Airports Authorities
- CNS/ATM Sub Committee (Directors of Air Navigation Services)
- Airports Sub Committee
- Joint Technical Committee on EAC SAR and Accidents & Incidents Investigations
- Aviation Training Sub Committee
- EAC UFIR P CWG
- EAC SMS Sub Committee



## EAC - CO-OPERATION IN INFRASTRUCTURE AND SERVICES – Civil Aviation

Article 92 of the Treaty (Civil Aviation and Civil Air Transport) outlines a comprehensive system of cooperation among the Partner States in civil aviation and air transport.

# EAC Cooperation in Civil Aviation

- ✈ The Partner States agreed in particular to :
  - ✈ (i) adopt common policies for the development of civil air transport in the Community in collaboration with other relevant international organizations including the African Civil Aviation Commission (AFCAC), the African Airlines Association (AFRAA), the International Air Transport Association (IATA), and International Civil Aviation Organization (ICAO);
  - ✈ (ii) undertake to make civil air transport services safe, efficient and profitable through, inter alia, autonomous management;
  - ✈ (iii) liberalize the granting of air traffic rights for passengers and cargo operations with a view to increasing efficiency;
  - ✈ (iv) harmonize civil aviation rules and regulations by implementing the provisions of the Chicago Convention on International Civil Aviation, with particular reference to Annex 9 thereof;
  - ✈ (v) establish a Unified Upper Area Control system;

# EAC Treaty-Civil Aviation and Airports

- (vi) establish common measures for the facilitation of passenger and cargo air services in the Community;
- (vii) co-ordinate the flight schedules of their designated airlines;
- (viii) consider ways to develop, maintain and co-ordinate in common their navigational, communications and meteorological facilities for the provision of safe air navigation and the joint management of their airspace;
- (ix) encourage the joint use of maintenance and overhaul facilities and other services for aircraft, ground handling equipment and other facilities;
- (x) agree to take common measures for the control and protection of the airspace of the Community;
- (xi) apply the ICAO policies and guidelines in determining user charges and apply the same rules and regulations relating to scheduled air transport services among themselves;
- (xii) co-ordinate measures and co-operate in the maintenance of the high security required in respect of air services operations and operate joint search and rescue operations





# EAC AVIATION PROJECTS AND PROGRAMMES

## The Projects and Programmes include:

- Establishment and Operationalization of CASSOA which has so far developed regulations and guidance material to assist the Partner States meet their safety and security oversight obligations by complying to ICAO Standards and Recommended Practices( ICAO SARPS).
- Liberalization of Air Transport Services
- Establishment and Operationalization of the EAC Upper Flight Information Region (EAC UFIR)
- EAC Priority Airports Project
- Implementation of the Search and Rescue Agreement
- Development of a regional framework for handling Aircraft Accident and Incident investigations
- The Global Navigation Satellite System (GNSS) Programme
- EAC Aviation Training Organization Rehabilitation Project



# Establishment of an EAC UFIR



- ✈ The objective of the project is to create a single block of upper airspace (i.e. airspace above Flight Level 245) over Tanzania, Kenya, Uganda, Burundi, Rwanda and South Sudan are already operating from a single area control centre.
- ✈ The studies were completed by a Project Team made of Experts from EAC Civil Aviation and Airports Authorities in June 2016 and the final report including a detailed Implementation Plan for the first Five years (2017-2022) was adopted by the 14<sup>th</sup> Sectoral Council on Transport, Communication and Meteorology held in June 2017. The final Report reaffirmed the feasibility of the Project and recommended the establishment of an EAC seamless Upper Airspace.
- ✈ The proposed EAC Seamless Upper Airspace provides that each Partner State will maintain its own infrastructure and operations but harmonize them with other Partner States to enable system interoperability thus creating a seamless airspace over the current five FIRs. The foreseen system interoperability and seamless airspace is in line with the emerging trend of ASBU and APIRG recommendations.
- ✈ The Total cost of the Project for the first Five Years Implementation Plan is 60 Million. EAC Secretariat and Partner States have started joint resource mobilization including discussion of possibility to use common Services Providers in the acquisition of interoperable Communication, Navigation, Surveillance/Air traffic Management (CNS/ATM) facilities.



# EAC UFIR (Cont....

- Implementation Plan includes the following activities :
  - To enable interoperability and seamlessness for the Air Navigation Services the following are the key activities: Interlink regional communication network through national AMHs trials, AMHs trials among Partner States, Harmonize operations procedures through the review of Manuals of Procedures among the Partner States, Interlink regional navigation systems (DVOR/DME coverage, and GNSS/RNAV/RNP4), Sharing of surveillance data, Allocation of common SSR codes, Civil/Military coordination, etc..
  - Enhancement of collaborative activities in the provision of Air Navigation Services : Collaboration on calibration of ANS facilities, Training and certification, Collaboration in Search and Rescue, Accidents and Incidents Investigations, Infrastructure and Technology, and in procurement procedures, Implementation/Development of National Aeronautical Information Databases
  - Development and operationalization of the Centralised Regional Aeronautical Information Database (Integrate National Databases with the Centralised Regional Aeronautical Information Database, adopt and implement existing CANSO data security sharing policy
  - Develop and review MoUs among the Partner States, Develop and review the letters of procedures among the Partner States

# EAC PRIORITY AIRPORTS PROJECT

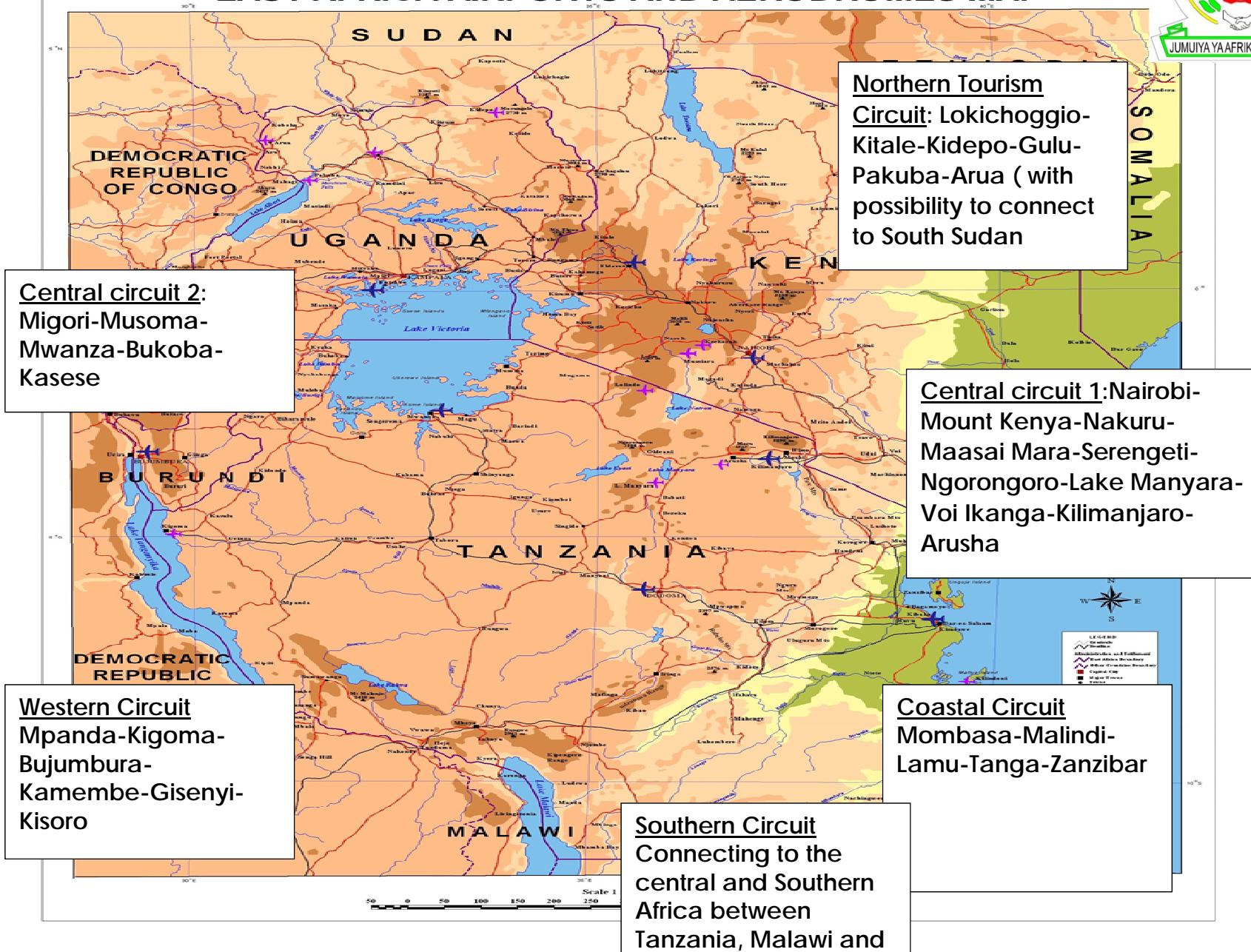


## ➤ Rationale

- There is an increasing demand for the interconnectivity of tourism destinations in the region. Foreign and local tourists will have better value for money where the various attractions and tourist potentials can be reached in one circuit, in this case Serengeti-Mara-Pakuba-Kigoma and Coastal sites of Mafia, Zanzibar, Pemba, Mombasa, Malindi and Lamu circuits.
- EAC Secretariat established an EAC Airports Sub Committee to implement the Project and the list of Priority Airports in a form of Tourism Circuits has been recently adopted by the 13th TCM and the Partner States are currently mobilizing resources for the implementation of the Priority Airports.



## EAST AFRICA AIRPORTS AND AERODROMES MAP







# EAC Priority Airports and Tourism Circuits

- ▶ **Coastal Circuit** : Mombasa-Malindi-Lamu-Tanga-Zanzibar

**Description:** The circuit connects the coastal area between Kenya and Tanzania

- ▶ **Western Circuit** : Mpanda-Kigoma-Bujumbura-Kamembe-Gisenyi-Kisoro

**Description:** The circuit connects the western part of the Region through Tanganyika and Kivu Lakes covering Tanzania, Burundi, Rwanda and Uganda, and spilling over to Eastern DRC.

- ▶ **Central Circuit 1** : Nairobi-Mount Kenya-Nakuru-Maasai Mara-Serengeti-Ngorongoro-Lake Manyara-Voi Ikanga-Kilimanjaro/Arusha

- ▶ **Central Circuit 2**: Migori-Musoma-Mwanza-Bukoba-Kasese

**Description:** The circuit connects the major touristic attractions on the shores of the Lake Victoria. The major touristic attractions include Maasai Mara, Gogo falls, and Ruma National Park (Kenya), Mwanza and Bukoba ports (Tanzania) Bwindi and Mgahinga National Parks within Mountain Gorillas, Queen Elisabeth National Park, Rwenzori Mountain National Park and Lake Mburo (Uganda)

- ▶ **Northern Circuit** : Lokichoggio-Kitale-Kidepo-Gulu-Pakuba-Arua

**Description:** The circuit connects the major touristic attractions in the Northern part of the Region between Kenya and Uganda and provides a possibility to link with South Sudan and DRC.

# Liberalization of Air Transport Services

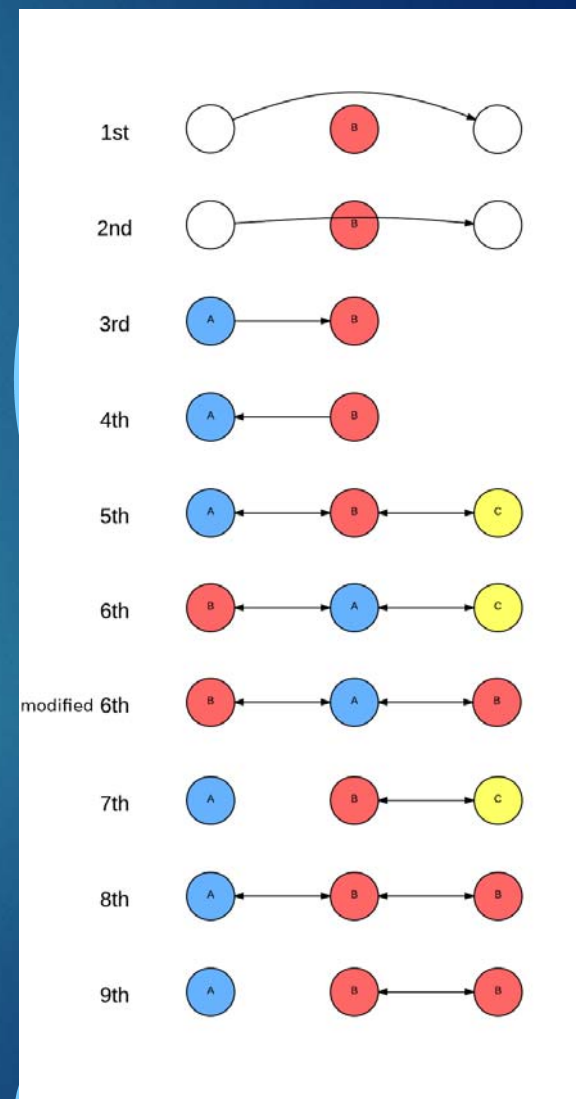


- ▶ In 2006 EAC Partner States initiated the implementation of Yamoussoukro Decision (YD) on the liberalization of air transport in the region and currently only Rwanda and Kenya has signed solemn commitment to join the Single African Air Transport Market (SAATM). EAC Secretariat through the committee of Heads of Civil Aviation and Airports Authorities is urging the remaining Partner States to join.
- ▶ The major challenge to fully implement the YD has been the divergent positions by Partner States on ownership provision under Eligibility Criteria for Air operators that would benefit from an EAC Liberalized Air Transport Market.
- ▶ In 2014, EAC Secretariat completed the draft Regulations to guide the Partner States to fully liberalize the Air Transport Services in order to achieve improved efficiencies in services, enhancement in capacities and eventually lowering the cost of Air Transport in the Region

# Liberalization of Air Transport Services



- ▶ EAC established the Air Transport Sub Committee which is mandated with the implementation of Yamoussoukro Decision on the liberalization of air transport in the region.
- ▶ The preparation of the framework for liberalization of the air transport in EAC is progressing. The meeting of Air Transport Sub Committee held in November this year finalized regulations and submitted them for final adoption by the 15<sup>th</sup> EAC Sectoral Council on Transport, Communication and Meteorology (TCM) scheduled in February 2018.
- ▶ Through their Bilateral Air Services Agreements (BASA), the EAC Partner States are already granting each other up to 5<sup>th</sup> Freedom of traffic rights on route by route basis, subject to economic viability assessment.







“No Country left behind”  
**THANK YOU**