

# Working Group: International Aviation



transport

Department:  
Transport  
REPUBLIC OF SOUTH AFRICA



## Summit on the Review of Civil Aviation Policy 01 – 02 March 2021

# Content

## Purpose of the Commission:

- To share with the stakeholders, in attendance of this Commission, that the Aviation Multilateral Affairs Working Group has assessed over the past months and a recent assessment has been derived from the evaluation;
- An in-depth research was taken with our current stakeholders in the South African Industry to ensure that a comprehensive outcome is delivered.

## Discussions with slides covering:

- 1.) Policies that were considered and legislative instruments within the ambit of Multilaterals were considered were;
  - a) National Civil Aviation Policy of 2017;
  - b.) International ICAO Policies/ Conventions/ SARPS
  - c.) African Civil Aviation Policy
- 5.) To create an environment that the airline industry can work effectively
- 6.) For South Africa to be on par and lead with areas of Aviation



# 1. Application Regulatory Frameworks

## Policies:

- 1.) NCAP
- 2.) ACAP
- 3.) ICAO
- 4.)

## Regulations:

- 1.) RPAS
- 2.) Convention
- 3.) Domestic

## Charters:

- 1.) SASO Charter

## Ministerial Order

- 1.) to be determined.

## 2. Policy and Legislative Gaps Identified

### Policy gaps (if any):

- Placement Opportunities in multilateral bodies
- Civil Aviation Training
- Multilateral and South African stakeholders
- Protocol to amend the Convention on Offences and other Acts committed on Board Aircraft (measures to combat terrorism)
- Convention of the Suppression of Unlawful Act relating to International Aviation (Beijing Convention) (Terrorism, aviation security which criminalizes actions and likely to endanger the safety of aircraft)
- Convention on International Interests in Mobile Equipment (Cape Town Convention)
- Protocol to the Convention of International Interests on Matters specific to Aircraft Equipment (Cape Town)
- Convention on Compensation for Damage to Third Parties, resulting from acts of Unlawful Interference Involving Aircraft

## 2. Policy and Legislative Gaps Identified

### Legislative gaps (if any):

- Protocol to the Convention on International Interests on matters specific Aircraft Equipment Cape Town. The speeding up of the process to amend the Cape Town Convention and the Protocol. The concurrent with the South African Constitution.
- Convention on Compensation for Damage caused by Aircraft to Third Parties (This Convention is not in force) SA signed in 30 September 2010. A policy Statement may be required for the convention as it deep into the economic survival of international operators. (1)
- Convention on Compensation for Damage to Third Parties, Resulting from Acts of Unlawful Interference Involving Aircraft Convention (Not currently in force). In tandem with the Convention above (2).
- General policy statement regarding all air Law Instruments.
- Remotely Piloted Aircraft.

## 3. Problem Situation Landscape

- Consolidated approach to fast track the addition Policy that is envisaged
- Domestic legislation to be created to the current Conventions that SA has already ratified.
- Identify potential Gaps that South Africa can take a lead role.
- Enhance South Africa's presence in all international and regional bodies.

## 4. Policy Statements

- Part B of the National Civil Aviation Policy 2017 (NCAP).
- Giving effect to international Aviation safety and security obligations.
- Policy Statement 1 Compliance with the Chicago Convention 1944.
- Policy Statement 2 Regional Cooperation with respect to Aviation Safety and Security.

## 5. DESIRED END STATE

- To ensure that South Africa moves from Part 2 in ICAO to Part 1. Part 1 deals with countries that have made significant difference to aviation.
- To be leading areas of aviation that have been untouched over the years and do intense research which will feed into the international meetings.
- Raise the profile of South Africa in all international and regional bodies to ensure she participates in them.



## 6. Next Steps

- Form a Task team that will meet on a regular basis.
- Engage the industry for concurrent and collaboration.
- Propose SA research results in international meeting as then SA is then a fore runner in the global industry.

**THANK  
YOU**