REPORT OF THE PARLIAMENTARY COMMITTEE ON PHYSICAL INFRASTRUCTURE ON THE CIVIL AVIATION AUTHORITY (AMENDMENT) BILL, 2017

NOVEMBER 2018
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1. Introduction
The Civil Aviation Authority (Amendment) Bill, 2017 was read for the first time on 8th June 2017 and referred to the Committee on Physical Infrastructure in consonance with Rule 128 of the Rules of Procedure.

The Committee considered the Bill and hereby reports.

2. Background
Uganda is signatory to the Convention on the International Civil Aviation, the Chicago Convention. The Chicago convention refers to the treaty that was formulated during the International Civil Aviation meeting held in Chicago in 1944 that led to the establishment of the International Civil Aviation Organization (ICAO), an agency of the United Nations.

As a signatory to the Chicago Convention, Uganda enacted the Civil Aviation Authority Act, Cap. 354 in February 1994 by which the Civil Aviation Authority was established.

The International Civil Aviation Authority is mandated with developing standards for regulating international civil aviation. The International Civil Aviation Organization conducts audits of the status of compliance, by member states, of international standards and best practices in the management of civil aviation. Such audits cover legislation, regulatory mechanisms, systems, staff qualifications, tools, safety and licensing in the aviation sector.

A 2014 ICAO audit of Uganda’s aviation industry scored Uganda at 61.64% - a score considered lower than the desirable 75% and mainly attributed to shortcomings in the legal, regulatory and operational environment of aviation management in Uganda.
A review of the 2014 ICAO audit on which the Bill is purportedly premised reveals no significant correlation between the indicators in the ICAO audit and the object of the Bill. For instance legislation was reported to have garnered 42.86%. However at its various interfaces with CAA, the officials from CAA failed to point out the exact aspects of legislation that led to the said score. The Bill instead seeks to change the titles of the Managing Director to Director General and adding the country name-Uganda to CAA to make it Uganda Civil Aviation Authority. The other parameters on which Uganda scored dismally were; operations (47.58) and air navigation services (47.62). (Refer to Annex A)

It is therefore the considered view of the Committee that instead of confining legal reforms to matters nomenclature and titles, there is need for more robust legal and policy reforms for posterity.

3. Object of the Bill

The Civil Aviation (Amendment) Bill, 2017 seeks to widen the scope and application of the Civil Aviation Act, Cap 354. It seeks to:

a) Establish an independent accident and investigations unit,

b) Change the title of the managing director to director general,

c) Provide for unhindered access to aerodromes and areas around the aerodromes and

d) Renaming the Civil Aviation Authority (CAA) to the Uganda Civil Aviation Authority and reorganize the CAA, give it a wider mandate and powers to enable it successfully execute its mandate.

e) Improve Uganda’s compliance with the Chicago Convention, which Uganda is a signatory to. It is envisaged that the Bill will meet the requirements for Uganda’s compliance with the standards and recommended practices set by the International Civil Aviation Organization.
f) Widen the scope of the civil aviation legislation to cover areas of the aviation sector that the Act does not cover at the moment, like remotely piloted aircraft systems.

4. Methodology
The Committee;

i) Met with and elicited views from;
   a) The Minister of Works and Transport
   b) The Board and Management of Civil Aviation Authority
   c) Hon. Dr. Capt. Mike Mukula
   d) The Attorney General
   c) Moriah Aviation Training Centre
   f) Uganda National Meteorological Authority

ii) Received and reviewed written memoranda from;
   a) Uganda Law Reform Commission
   b) Soroti Flying School

iii) Reviewed relevant literature namely; the Civil Aviation Authority (Amendment) Bill 2017, ICAO audit reports (Annexes 1-17),

5. OBSERVATIONS AND RECOMMENDATIONS

5.1 Compliance with ICAO Standards and recommended practices
The Committee observed that the thrust of the Civil Aviation Authority (Amendment) Bill, 2017 is to enhance compliance with ICAO Standards and recommended practices. 5 out of the 6 paragraphs of the Memorandum of the Bill highlight matters of compliance with ICAO standards and the 23 clauses of the Bill address various aspects of regulation and operation of aviation namely: expanding the scope of
application of the Civil Aviation Authority Act to all aerodromes and service providers, renaming the Civil Aviation Authority to Uganda Civil Aviation Authority, redesignating the title Managing Director as the Chief Executive of CAA to Director General, conferring additional powers unto the Board and the Director General and providing for an accident and incident investigations unit, amongst others.

The Committee however notes that while the sponsor of the Bill argued that the Bill seeks to enhance compliance with ICAO standards and recommended practices, an analysis of the Bill relative to the ICAO standards reveals that not all the provisions there-in are tailored towards any such compliance.

The Committee sampled 5 audit parameters namely; legislation, operations, accident investigation, licensing and airworthiness taking into consideration the global average and the country performances of other regional aviation highflyers, as per the table below:

**Comparative Summary of audit performance of selected Eastern Africa Countries in the 2014 ICAO Audit**

<table>
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<tr>
<th></th>
<th>Global average</th>
<th>Uganda</th>
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<tr>
<td>Legislation</td>
<td>72.33</td>
<td>42.86</td>
<td>71.43</td>
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<td>76.19</td>
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<tr>
<td>Operations</td>
<td>68.81</td>
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<td>Accident investigation</td>
<td>55.73</td>
<td>66.3</td>
<td>46.08</td>
<td>15.05</td>
<td>40.86</td>
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<td>Licensing</td>
<td>72.99</td>
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<td>87.01</td>
<td>97.12</td>
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Source: PIC 2018
It is evident that legislation, operations, and licensing were areas of weakness whose improvement requires legal reforms beyond the changing of names and titles. To improve licensing and operations for instance, there is need to structurally and functionally delineate licensing and service provision roles as regulatory role and operational respectively. It is highly likely that the fusion of regulation and operation whose delineation requires deliberate legal and policy reforms could have contributed to the country’s dismal audit performance.

5.2 Separation of the operation from regulatory functions in Aviation

It is noteworthy that a good regulatory environment is an essential foundation for high performing nations that promotes efficiency, effectiveness, accountability and transparency. High performing regulators are a key lever to encourage innovation across the economy and foster productivity and growth through timely approval processes, flexible approaches to new issues and a service focus. Separation of aviation regulation and service provision functions will provide greater confidence that will enable regulatory decisions to be made on an objective, impartial and consistent basis, without conflict of interests, bias or improper influence.

Borrowing from other sectors of the economy like electricity, communication, insurance and banking, among others, the practice has been to have a clear separation of regulatory and operation functions. This practice is not only prudent but also embraces the good corporate governance practices, which are designed to promote efficiency and accountability in service delivery.

It is against this background that the Committee concurred with an emergent concern from a cross section of stakeholders on the need to
structurally delineate the regulatory and operational functions of the Civil Aviation Authority. The major justification for this proposal for delineation is the avoidance of conflict of interest, specialization and improved efficiency, effectiveness and accountability.

_In its current state, the Civil Aviation Authority combines both regulation and operation. The same body operates airports and aerodromes and at the same time regulates them. This obscures autonomy and objectivity._

It was noted for instance that while CAA is a consumer of the meteorological services of the Uganda National Meteorological Authority, it is also a certifier of the same services. In addition, CAA continues to provide Air Navigation Services while at the same time regulate the very service—a perpetuation of a conflict of interest.

A review of a 2008 working Paper of the Conference on the Economics of Airports and Air Navigation Services (CEANS) asserts that "Autonomy for the air navigation services provider, and its separation from the regulatory oversight function is well-established in ICAO guidance material. It is evidenced that greater financial and operational autonomy for the ANSP has encouraged a business approach to service delivery and an improved quality of service. Separation of ANS provision from the regulatory oversight function enhances ATM performance, and instills public confidence in the ANSP and the services it provides. Separation of provision from regulation is consistent with principles of good governance; the regulatory oversight function must be seen as independent and transparent. While this guidance material is only supplemental to standards and recommended practices (SARPs), it is of significance to ICAO’s strategic objectives of Safety and Efficiency."
At a consultation with the Attorney General on 25th May 2018, the Committee learnt that indeed the structural delineation of the regulatory and operational functions in aviation is an international best practice which had initially been proposed in the initial drafting stages of the Bill. However Civil Aviation Authority argued both to the Attorney General’s Office and the Committee that Uganda’s aviation sector was still nascent characterized by low flight volumes and attendant dismal revenue incapable of supporting the creation and operationalization of a parallel airports authority to man the operations function independent of the regulator-CAA.

The Committee however notes that legislation ought to be done for posterity. Besides, the growth of Uganda’s aviation industry can only happen if the appropriate institutional arrangements that can nurture them is instituted.

5.3 Regional best practices in aviation management

The Committee studied the institutional arrangements governing the aviation sectors in Eastern Africa region and found out that Kenya, Ethiopia, Tanzania and Rwanda that have vibrant aviation sectors have structurally delineated regulation and operation functions. In Kenya for instance, the Kenya Airports Authority\(^1\) is established as an autonomous body charged with the responsibility of providing and managing all airports in the Kenya and currently owns and operates 9 Civilian airports and airstrips in Kenya. On the other hand, the Kenya Civil Aviation Authority \(^2\) was established by the Civil Aviation Act, 2013 with the following primary functions of; regulation and oversight of Aviation safety and Security, economic regulation of Air services and development of Civil Aviation, provision of Air Navigation Services and training of Aviation personnel. The same situation

\(^1\) [https://www.keaa.mp.ke/](https://www.keaa.mp.ke/)

\(^2\) [https://www.kaa.or.co/](https://www.kaa.or.co/)
pertains in Tanzania with the Tanzania Civil Aviation Authority\(^3\) and the Tanzania Airports Authority\(^4\). The situation is not any different in Ethiopia and Rwanda. In Rwanda, aviation operations are domiciled in a holding company—the Aviation, Travel and Logistics Limited (ATL Ltd)\(^5\) with the Rwanda Civil Aviation Authority\(^6\) exclusively playing a regulatory role.

All the aforementioned countries have witnessed considerably higher growth in their aviation sectors than Uganda.

In addition, the objectives of the Civil Aviation Authority (Amendment) Bill, 2017, namely; renaming Civil Aviation Authority (CAA) to Uganda Civil Aviation Authority, amending the title of the Chief Executive of CAA from Managing Director to Director General, establishment of an independent accident and incident investigations unit and expanding the scope of application of the law to all aerodromes and airports; can be mainstreamed in the delination process and the subsequent legal and policy reforms.

5.4 **Creation of a separate Uganda airports authority**

The Committee is of the considered opinion that the Civil Aviation Authority as it exists be stripped of the role of operations and confined to a regulatory watchdog. A separate body be created as an airports authority with the role of running all airports and aerodromes in Uganda and providing the attendant services required of an operator. This will further stimulate the growth and development of the aviation sector.

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\(^4\) [http://www.tcaat.tz/](http://www.tcaat.tz/)


5.5 Implications of the proposed structural delineation of aviation regulatory from operational functions.

The Committee's recommendation for separation implies that the Civil Aviation Authority (Amendment) Bill, 2017 should be withdrawn. In order to attain the long-term targets for the regularization of the aviation sector as envisioned by the Committee, 2 bills should be tabled, one to cater for regulation and the other for the operational aspects of aviation.

5.6 Recommendation:

The Committee therefore recommends that the Civil Aviation Authority (Amendment) Bill, 2017 be withdrawn and the process of reforming the aviation policy, legal and institutional framework immediately initiated, to separate the regulatory from the operational function.

I beg to move.
### 6. Appendix A

Comparative Summary of audit performance of selected Eastern Africa Countries in the 2014 ICAO audit

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*Source: PIC 2018*
ENDORSEMENT OF THE REPORT OF THE COMMITTEE ON PHYSICAL INFRASTRUCTURE ON THE CIVIL AVIATION AUTHORITY (AMENDMENT) BILL, 2017; NOVEMBER 2018

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<td>Hon. Ssekitoleko Robert Kafeero</td>
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| 9. | Hon. Mbabazi Janepher
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<p>| 11.| Hon. Asaba N paul                   |           |
| 12.| Hon. Angundru Moses                 |           |
| 13.| Hon. Ninsiima Boaz Kasirabo         |           |
| 14.| Hon. Mutonyi Rose Masaaba           |           |
| 15.| Hon. Dulu Mark Angel                |           |</p>
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<td>Hon. Mandera Amos</td>
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<td>Hon. Muhanga Margaret</td>
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MINORITY REPORT ON THE CIVIL AVIATION AUTHORITY
(AMENDMENT) BILL, 2017

DECEMBER 2018
1. INTRODUCTION

This minority report is premised in rule 202 of the Rules of Procedure.

2. POINTS OF DEPARTURE

a) The major point departure with the majority report is the objection to the recommendation to structurally separate the regulatory from the operational functions in the aviation sector. The majority report recommends the creation of Uganda Airports Authority as a distinct entity in charge of operation and maintenance of aerodromes and airports and stripping the current Civil Aviation Authority of that role and limiting CAA to a regulatory role.

b) It is our considered opinion that while delineation of roles and responsibility is prudent regulatory practice, separation need not necessarily be structural. In its current state, CAA can realign its internal organizational set up to functionally delineate the regulatory and operational functions.

c) Besides, the proposed creation of a separate organization to operate airports and aerodromes will exacerbate the already bloated public administration set up in Uganda with its attendant costs and defeat the spirit of rationalization of MDAs for more efficient and effective public service delivery.

d) Appropriate amendment of the Civil Aviation Authority Act will guarantee continuity of the aviation legal regime and grossly improve Uganda's aviation industry.

e) As Uganda gears for the re-establishment of the national flyer, it is only prudent that the requisite legal and policy reforms are initiated in a timely manner.

f) It is within this spirit that we propose that the House considers the following observations and proposed amendments to the Civil Aviation Authority (Amendment) Bill, 2017.
3. OBSERVATIONS AND RECOMMENDATIONS

3.1 Extension of the scope of application of the Act to all aerodromes and service providers within aerodromes

Clause 1 of the Bill seeks to expand the scope of application of the Civil Aviation Authority Act to all aircraft operating in Uganda airspace, whether the aircraft is registered in Uganda or not, Uganda aircraft operating outside Uganda territory and all aerodromes and service providers within aerodromes. The continued growth of the aviation sector has witnessed the proliferation of not only operators and service providers but also aerodromes.

_We concur with this provision of the Bill as it will enable the Civil Aviation Authority to effectively regulate the aviation sector including privately operated aerodromes and aircrafts._

3.2 Amendment of the interpretation of the definitions of “accident,” “Director General,” “acts of unlawful interference,” “cargo,” “convention,” “investigator,” “remotely piloted aircraft system,” “safety” and “security.”

Clause 2 of the Bill seeks to amend the definitions of the aforementioned words to standardize them with international best practices and realities. The definition of accident has been expanded to include both manned and unmanned aircrafts spanning the entry of a person onto an aircraft with the intention of flight entire duration of a flight until the person disembarks and the primary propulsion system of a plane is shut down.

To cater for the growing contemporary phenomenon of drones and other unmanned spacecrafts, the Clause further introduces a definition for “Remotely Piloted Aircraft System.”

_We are generally in agreement with the proposed amendments to the interpretation clause._
3.3 Changing the organizational name “Civil Aviation Authority” to “Uganda Civil Aviation Authority”

Clause 3 seeks to substitute the words “Civil Aviation Authority” with the words “Uganda Civil Aviation Authority” thereby modifying the organizational name “Civil Aviation Authority” to “Uganda Civil Aviation Authority”. The Committee was informed that the object of this proposed amendment is to particularize it to Uganda as is the case with other members of the International Civil Aviation Organization (ICAO).

_We have no objection to this proposed amendment considering that indeed most members of ICAO have particularized the naming of their national aviation regulatory organizations to their Countries. The civil aviation authority of Nigeria, for example, is called the Nigerian Civil Aviation Authority, that of South Africa is called the South African Civil Aviation Authority and that of Jamaica the Jamaica Civil Aviation Authority._

3.4 Substitution of the title “Managing Director” with “Director General”

Civil Aviation Authority is currently headed by a “Managing Director.” Clause 4 of the Bill however seeks to change this title to “Director General” to harmonize it with best practices among Members states of ICA.

_We have no objection to this proposal since is aimed at alignment with international best practices. In any case, some other civil aviation authorities’ administrative heads in ICAO Member countries like the Kenya, Philippines, Nigeria, Zambia and Malaysia are called Directors General._

3.5 Provision of new functions for the authority
Clause 5 seeks to amend Section 6 (2) of the Parent Act by repealing paragraph (h) *(The provision of facilities and services in relation to the investigation of aircraft accidents and incidents)* and adding 4 new functions namely;

r) **The Certification of aircraft**  
s) **The issuance of certificate of airworthiness**  
t) **The Certification of Air Navigation Service Providers**  
u) **Submitting quarterly performance reports to the Minister**

*We note that these proposed functions of the authority will grossly strengthen its regulatory role in aviation.*

### 3.6 Provision of more powers to the authority

Clause 6 seeks to amend section 7 of the parent Act to provide more powers to the Authority. These additional powers relate to; issuance of interim regulatory directives and technical safety decisions, aviation security decrees, orders, circulars or directives to require implementation of immediate safety and security measures, regulating aviation training schools, validation of licenses and certificates, carrying out safety and security audits and inspections, granting modifying, suspending and revocation of licenses.

Currently aviation trainings and certifications are not harmonized with other trainings established under the National Council for Higher Education (NCHE) thereby limiting the educational advancement under the NCHE, for persons whose primary academic qualifications are typically aviation.

*We therefore recommend the further amendment of Section 7 of the parent Act to include a provision that mandates CAA to liaise with*
the National Council for Higher Education to harmonize aviation training certificates with other higher education certifications"

3.7 Functions of the Board

Clause 8 seeks to further empower the Board by replacing Section 11 of the Parent Act with 9 new functions all aimed at bestowing the responsibility for the general direction and supervision of the authority unto the Board.

We note that this is prudent corporate governance and has no objection to the proposed functions of the Board.

3.8 Delegation of powers by the Director General

Clause 15B proposes that the Director General may delegate any of his or her powers to the Deputy Director General or the most immediate senior employee of the CAA. An examination of legislations around the world to determine the best practice on such delegation reveals that Section 89(b) of the South African CAA Act provides for the delegation by the Director of any of his powers under the Act in writing to an employee of the CAA or any authorized person. Section 5B (1) of the Kenyan CAA Act states that the Director General may from time to time, in writing, either generally or particularly, delegate to any person all or any of the powers exercisable by him. The Singapore civil aviation Act states that the Authority may delegate to the Chairman or Chief Executive or any other member, officer or employee of the Authority, any of the functions, duties or powers of the Authority under the Act.

In view of the foregoing, we recommends that the Director General should not only be able to delegate to the Deputy Director General
but also to any employee of the Authority whom the Director General feels would be most appropriate to undertake the delegated function. This delegation must be in writing.

3.9 Amendment of section 28 of the principal Act.

Clause 14 of the Bill states that Director General shall develop the strategic plan for the Authority. Under the Registration of Persons Act, 2015, among the functions of the Executive Director of the National Identification and Registration Authority, is the responsibility to propose and implement the strategic plan of the Authority.

We recommend that the duty to develop strategic plans for the Authority should be stated among the duties of the Director General listed under section 15 of the Act. Under section 11 of the Act, the Board of the CAA should not only approve business plans but the strategic plans as well.

3.10 Replacement of Section 38 of the principal Act

Clause 15 of the Bill seeks to replace section 38 of the Principal Act with the establishment of an accident and incident investigation unit. Section 38 of the Act states that the Minister shall investigate and review the circumstances surrounding all accidents and incidents and occurrences by appointing a chief inspector of accidents and inspectors of accidents to investigate and review all accidents. Clause 38 establishes an Accident and Incident Investigation Unit within the Ministry. The investigators in the AIU are appointed by and report to the Minister. It is best practice for countries to have specialist accident and incident investigative bodies within their aviation industries. There are some examples: South Africa has the Aviation Safety Investigation Board, the United States has the National Transport Safety Board, the Air Accidents Investigations Branch
in the United Kingdom, the Aircraft Accident Investigation Board in Zambia, the Transport Safety Board in Canada and the Accident Investigation Bureau of Singapore. The accident and incident bodies independently investigate accidents and incidents involving civil aircraft. We have no objection to the creation of the Accident and Incident Investigation Unit.

3.11 Composition of the Accident and Incident Investigation unit

Clause 38 (2) of the Bill mentions the staff of the Accident and Incident Investigation Unit (AIUU). The Clause however falls short of including the words “accidents and incidents” in the title of the officers.

*We therefore recommend that the Bill retains the use of the words “accidents and incidents” in the title of the officers because not all incidents involving aircraft are accidents.*

3.12 Appointment of the Chief Investigator and Deputy Chief investigator

Clause 38 (3) of the Bill states that the Minister shall appoint a chief investigator and deputy chief investigator of accidents and investigators to investigate and review all accidents.

Since the AIUU investigates both accidents and incidents, the investigators appointed by the Minister under clause 38 (3) should not only investigate and review accidents but investigate and review incidents as well. Some incidents may fall within the mandate of investigative organs of the state, such as police.

Clause 38 (4) of the Bill states that the chief investigator shall report directly to the Minister. We recommend that the word *directly* is deleted. It is not necessary.
Clause 38A of the Bill states the functions of the AIIU. Under 38A(i) the AIIU has to determine the causes or contributing factors of accidents where possible. The AIIU is the civil aviation investigative unit, which will investigate the causes of civil aviation accidents and incidents. We note that clause 38A(i) omits incidents. We recommend a redraft of clause 38A(i) to include incidents.

Clause 38A(f) of the Bill states that the AIIU shall collect and analyze data on aviation security. We recommend that the AIIU should not only collect and analyze data on aviation safety but disseminate the data as well.

Clause 38A(g) of the Bill states that the AIIU shall gather, record and analyze relevant information of any accident or incident. We recommend that the AIIU should publish this information as well.

Clause 38(j) of the Bill states that the AIIU will compile final accident reports. Since the AIIU's mandate is to investigate both accidents and incidents, we recommend that the AIIU should compile incident reports as well.

The headnote of 38C of the Bill states “the powers of the chief investigator and investigators.” The words “deputy investigator” were omitted. The headnote of 38C should read: “powers of the chief investigator, deputy investigator and investigators”

3.13 RECOMMENDATION

Rt. Hon. Speaker and Hon. Members, it is our considered view that the Civil Aviation Authority (Amendment) Bill, 2017 be passed into law subject to the following proposed amendments.
PROPOSED AMENDMENTS TO THE CIVIL AVIATION AUTHORITY (AMENDMENT) BILL, 2017.


Clause 6 is amended by inserting a new paragraph immediately after paragraph (j) as follows-

"to liaise with the National Council for Higher Education to harmonize aviation training certificates with other higher education certifications"

**Justification:** To empower Civil Aviation Authority to regulate aviation training and leverage the competitiveness of aviation training certificates relative to other academic certifications.

2. Clause 8: Replacement of section 11 of the principal Act.

Clause 8 is amended in paragraph (2) (a) of section 11 by inserting the words "consider and" before the word "review" appearing at the beginning of the paragraph (a).

**Justification:** To subject strategic plans to board approval as a managerial control tool.


...
Clause 10 is amended in paragraph (b) by inserting a new paragraph immediately after paragraph (k) to read as follows-

"propose and implement the strategic plan of the authority."

**Justification:** To empower the managing director to develop and implement the authority's strategic plan.

4. **Clause 11: Insertion of new section 15A and 15B.**

Clause 11 is amended in the proposed new section 15B by substituting for subsection (1), the following-

“(1) The director general may delegate, in writing, to the deputy director general or any other suitable employee of the authority, either generally or otherwise as provided by the instrument of delegation, any of his or her powers exercised by him or her other than the power of delegation.”

**Justification:**

To ensure that the director general delegates his or her powers in writing.

5. **Clause 15: Replacement of section 38 of the principal Act.**

Clause 15 is amended in the proposed -

(a) section 38 (3) by-
(i) deleting the word “accident” appearing in line two of the provision; and

(ii) inserting the words “and incidents” immediately after the word “accident” appearing in line three.

(b) section 38 (4), by deleting the word “directly” appearing in line one.

Justification:

- To ensure consistency with the entire provision.
- The word “directly” is redundant.

6. Clause 16: Insertion of sections 38A, 38B and 38C.

(a) Clause 16 is amended in the proposed new section 38A-

(i) by substituting for paragraph (f) the following:

“(f) to collect, analyze and disseminate data on aviation safety;”

(ii) paragraph (g), by inserting the word “publish” immediately after the word “analyse” appearing in line one of the paragraph.
(iii) paragraph (i), by inserting the words “and incidents” immediately after the word “accidents” appearing in line two of the paragraph.

**Justification:**

- For consistency.
- To mandate the Accident and Incident Investigation Unit to disseminate aviation safety information.
- To mandate the Accident and Incident Investigation Unit to compile incident reports as well on top of the accident reports.

(b) Clause 16 is amended in the proposed new section 38C-

(i) by inserting the words “deputy chief investigator” immediately after the words “chief investigator” appearing in the headnote and line one of subsection (1);

(ii) by substituting for subsection (1) (a), the following:

“(a) “the right of entry at all accident and incident sites, to investigate and inspect aircraft accidents and incidents;”

**Justification:**
- To include the deputy Chief investigator in the headnote and subsection (1) for consistency.

- To expand the scope of investigation to incident sites as well for consistency.
ENDORSEMENT OF THE MINORITY REPORT ON THE CIVIL AVIATION AUTHORITY (AMENDMENT) BILL, 2018

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