

**SPEECH BY THE MINISTER FOR COMMUNICATIONS AND TRANSPORT
OF THE UNITED REPUBLIC OF TANZANIA, HON. PROF. M.J.
MWANDOSYA (MP.) TO THE INTERNATIONAL SOCIETY OF AIR SAFETY
INVESTIGATORS (ISASI) AND ICAO AIRCRAFT ACCIDENT
INVESTIGATION/PREVENTION AND SAFETY MANAGEMENT
SEMINAR/WORKSHOP HELD AT SEA CLIFF HOTEL DAR ES SALAAM
TANZANIA ON 18 - 22 NOVEMBER, 2002**

**ICAO Chief of Accident Investigation and Prevention,
The Instructor from the International Society of Air Safety
Investigators,
Madam Director General of Tanzania Civil Aviation Authority, Invited Guests,
Ladies and Gentlemen.**

It is indeed a great honour for me to be here with you this afternoon at this Workshop, which has been organized by the International Civil Aviation Organization (ICAO) in collaboration with the International Society of Air Safety Investigators (ISASI), and whose main objective is to share the long experience and knowledge of ISASI members and the investigators in the Eastern and Southern Africa Region.

Tanzania feels privileged to be chosen to host this workshop. May I, on behalf of the Government of Tanzania, and on my own behalf, welcome you to Tanzania and particularly to Dar es Salaam, "the haven of peace". I do hope that you will find time before returning to your countries to have a glimpse of what Dar es Salaam is all about and even venture beyond the City. The picturesque and captivating Islands of Zanzibar are within an hour's boat ride from here. Please feel at home away from home.

Mr. Chairman and Dear Delegates, In almost 100 years of aviation history, the world has witnessed tremendous improvement in the overall safety record in air transportation. During the second decade of commercial aviation, between 1910 and 1920, the survival period for a mail service pilot was only 4 years; and 31 of the first 40 pilots in the service were killed in action.

The next four decades (up to 1960) of air travel saw marked improvement in air safety and accident rates in civil air transport, notably among airlines, declined dramatically. Currently, the risk of a commercial airline pilot dying as a result of an accident is comparable to that of an ordinary citizen and they pay the normal life insurance premiums.

Available statistics indicate that since the late 1960s the safety curve for the industry has flattened out and we appear to be in the area where there are no further increase. **It** is therefore important to have concerted efforts to ensure that air transport continues to be the safest mode of transportation in this millennium and even beyond despite the expected air traffic growth.

Mr. Chairman Ladies and Gentlemen, Although globally the air accident rate has remained constant, at 1.7 fatal accidents per million landings, the rate for the African Continent is increasing while that for the other continents is decreasing. The fact is that; although Africa accounts for less than five percent of the world's aviation activity, about half of the world's hull losses among airliners have, of late, occurred in Africa.

This is an alarming situation and it is high time that all concerned Africa, ICAO, ISASI and the global community, pay special attention to the improvement of air

safety in this part of the world. We therefore commend you for holding this important Workshop/Seminar in Africa for the first time.

Mr. Chairman Ladies and Gentlemen,

Tanzania recognizes the significant contribution of air transport and civil aviation makes to its economy particularly to commerce and tourism. Air transport is a vital component of the tourism industry,

currently Tanzania's second largest foreign exchange earner. Many tourist attractions in Tanzania are in remote locations, and for a tourist whose time is limited access by air is crucial. It is therefore imperative that this mode of travel should be as safe as humanly possible in order to provide the necessary confidence for the air traveler.

Tanzania has therefore embarked on a proactive programme to improve its air safety levels in the short term, with the following goals:

- Implement fully the April 2000 ICAO Safety Oversight Audit recommendations by 2005.
- Conform and comply fully with ICAO Standards and Recommended Practices (SARPs).
- Decrease Accident rate by 15% in the next three years based. On the year 2000/2001 statistics of 3 accidents per 100,000
- departures.
- Ensure that airlines, airport operators and airport handling agencies progressively enhance their compliance with aviation security requirements against agreed benchmarks by 2005.

Fortunately for Tanzania, quantitatively, the air safety record is encouraging. The worst air crash in the country occurred in 1955 when an East African Airways DC-3 hit mount Kilimanjaro in bad weather killing all 20 persons on board. It is gratifying to note that for the last 47 years no person has since been killed on a scheduled flight in the country. However, in the last ten years there were 11 fatal accidents involving general aviation aircraft, which claimed 33 lives. One aircraft disappeared on a flight from Nairobi to Zanzibar five years ago. It has never been seen to date. There has also been a promising decline in the number of aircraft accidents in the last seven years. There were seven accidents in 1997 and only one in 2001. During the last five years the accident rate per 100,000 hours flown has fallen from 12.9 to 2.2 and the accident rate per 100,000 departures has declined from 13.2 to 3.0.

Mr. Chairman, ladies and Gentlemen, Bad weather has been a major factor leading to many bad accidents. We hope that the recent introduction of the Enhanced Ground Proximity Warning System (EGPWS) that is already fitted to a few light aircraft in the country will go a long way towards enhancing safety during bad weather. It is also important to improve weather warnings and advisories enroute and during landing and takeoff. In this regard, therefore, the importance of meteorological services to aviation, cannot be over emphasized. In the Tanzanian context at every opportunity availed to me by the aviation industry I always remark that civil aviation, meteorological services, and airports authorities are like triplets. Close collaboration between civil aviation regulators and the weather prediction agencies is essential in making skies safe. Other accidents are attributed to human factors. This trend is global and is not localized to this country. Hence to effectively prevent accidents, a lot of work needs to be done in the field human factors.

As they say every cloud has a silver lining. I believe that the only 'silver lining' out of an aircraft accident is experience. The benefit of experience can only come through professional and unbiased investigation. This is what is lacking in many of our countries. We need to exchange information on accidents and incidents so that we

learn from each other's experiences, and thereby minimize their occurrence in the future.

Mr. Chairman, Invited Guests, Ladies and Gentlemen, ICAO, through the Universal Safety Oversight Audit Programme has proved that accident rate is proportional to the deficiencies in the implementation of ICAO Standards and Recommended Practices (SARPS) particularly in the areas of personnel licensing, airworthiness and flight operations. I thus call upon African States, to ensure that we make effort to comply as much as possible to the SARPS, which also require enactment of appropriate legislations and regulations covering civil aviation.

Tanzania has already been audited twice. The first audit was done in April 1996. I am informed this audit was voluntary. The second one was in April 2000. This was a mandatory audit by an ICAO safety Oversight assessment team acting on the ICAO Resolution A 32-11.

Briefly about 60% of the action plans for implementing the ICAG Audit recommendations has been accomplished as follows:-

The Civil Aviation Act, 1977 has been amended as required.

- The Revised Tanzania Air Navigation Regulations are now going through the final drafting before they are approved and signed by the Minister.
- All guidance documentations including Airworthiness, operations and cabin safety manuals and handbooks have been published.
- A formal training programme for the Tanzania Civil Aviation Authority has been prepared and approved. This includes training for inspectors and licensing officers.

Mr. Chairman and Delegates,

It is my sincere hope that this Workshop will highlight the importance of personnel training as a key strategy for improvement of air safety in Africa and thus help to reverse the trend in the continent's air safety record.

The Government of Tanzania attaches great importance to this Seminar and will fully participate in the deliberations and will work promptly with other States in our region and at continental level to implement the ICAO recommendations. For, they are geared to make the African continent just as safe as the other continents.

Before ending my remarks, I wish to underscore the immense air safety responsibility, which is shared among aircraft makers, operators and the Governments, and to eagerly look forward for significant resolutions from this 5 day Seminar/Workshop in the following areas (among others):

- Regional Approach towards elimination of accidents through exchange of accident Uincident reports between Eastern and Southern African States.
- Regional Approach on issues of Safety Oversight, safety related policies programmes and procedures.
- Availability of dynamic Airport/airlines safety programmes.
- Training strategies to address the human factor element (one of the major factor behind most accidents).

Ladies and Gentlemen, The other day I took a British Airways flight from Dar es Salaam to London Heathrow. The landing was smooth, or rather perfect, and all the passengers acknowledged this by clapping. As we were taxing to the apron, the Pilot made the following remarks 'Ladies and Gentlemen, welcome to London Heathrow. You are now beginning the most dangerous part of your journey. I wish

you safe travel to your final destinations. The challenge before you and us all is to make the remarks of the Captain an everlasting truth.

Let me end the same way I started by thanking you for the honour you have done me, to invite me to open this important seminar.

I now have the privilege to declare this Workshop on Aircraft Accident Investigation/Prevention and Safety Management, officially open.

I thank you all.