ICAO HIGH LEVEL AFI CONFERENCE

African Air Safety Analysis & Action Plan

17 September 2007, Montreal (Canada)

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I. Background Information of the African Air Safety Situation (1)

High increase of air traffic…

- **The demand for air transport has grown.**
- **The number of airlines has multiplied**
- **The growth of air traffic in African skies is higher than the world average**
- **The market is so profitable that it attracts worldwide carriers**
- **The small airlines try also to get a share of market**

I.   Background Information of the African Air Safety Situation (2)

...But a weak local environment

- **Weak participation in the world traffic (4% in 2005; African airlines carry only 30% of international traffic to and from Africa)**
- **Underdeveloped intra-African aviation network**
- **Limited air transport industry (500.000 jobs against 29 million worldwide)**
- **In 2003, the average fleet age in Africa was 20y against 10y for the rest of the world**
- **Air navigation and the management of the airspace suffers from serious problems (old and obsolete equipment)**

I. Background Information of the African Air Safety Situation (3)

Areas with Safety problems

- **Air Carriers Airworthiness**
- **Maintenance**
- **Spare parts for aircrafts**
- **Licensing of pilots**
- **Lack of Aircraft Operation and Supervision rules**
- **Adequate fire fighting material in a majority of airports**
- **Pilots: Lack of training, overloaded flight plans**
- **Accidents**
- **Inefficiency of search and rescue services in the event of accidents**
- **Questionable licensing practices**

I.   Background Information of the African Air Safety Situation (4)

Safety performance

- **Statistics highlight that during 2000-2004 the rate of fatal accidents per million of departures is six times higher in Africa than the world average**

- **In 2005, according to IATA, the average of plane crashes occurred in Africa was more than 9 times higher than the world average, whereas the continent accounts for only 4% of the world traffic**

II. Top Ten African Countries per Market Share (1)

Top Ten African Countries per Air Traffic with the EU

- **Morocco**
- **Tunisia**
- **Algeria**
- **Egypt**
- **South Africa**
- **Libya**
- **Senegal**
- **Kenya**
- **Ethiopia**
- **Guinea-Conakry**

* Scheduled flights

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II. Top Ten African Countries per Market Share (2)

Top 10 African Countries per Air Traffic with EU

Countries	Weekly Frequencies (2006) with EU countries *	% of Total
Morocco	342,50	35,86
Tunisia	151,25	15,84
Algeria	140,00	14,66
Egypt	73,75	7,72
South Africa	43,25	4,53
Libya	34,50	3,61
Senegal	20,00	2,09
Kenya	17,50	1,83
Ethiopia	16,00	1,68
Guinea-Conakry	14	1,47
Total	852,75	89,29

Top 10 African Countries in Air Traffic with Europe

Share of traffic — Accumulated
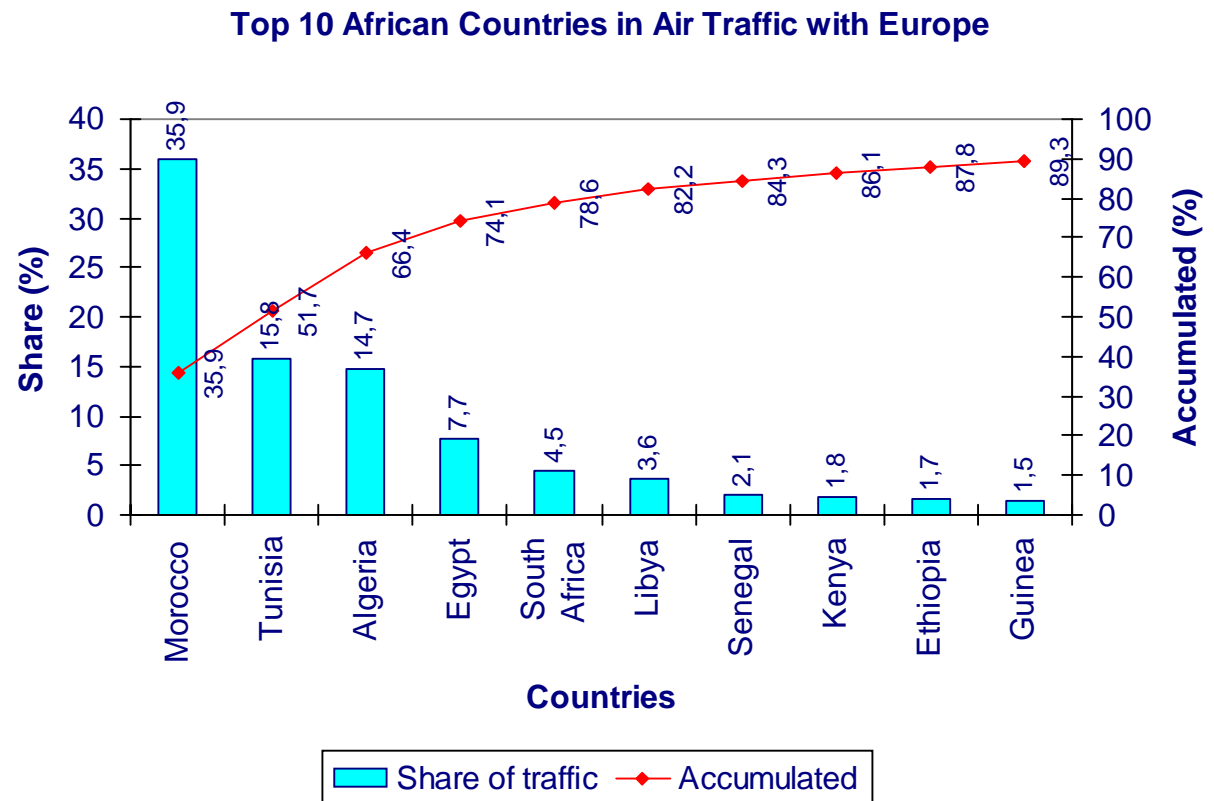
* Scheduled flights

II.   Top Ten African Countries per Market Share (3)

African Top 10 Countries in Air Traffic with EU

Air Safety Characteristics

- **Mediterranean countries have a better air safety performance than Sub-Sahara countries**

- **There may be differences on air safety performance between USOAP & SAFA, since one evaluates states and the other airlines**

- **The weakest areas identified by USOAP are:**

  - ➤ **Civil Aviation Organization (ORG)**

  - ➤ **Aircraft Operation and Supervision (OPS)**

  - ➤ **Airworthiness (AIR)**

  - ➤ **Aircraft Accident and Incident Investigation (AIG)**

* Scheduled flights

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III. African Countries affected by EU Ban (1)

Why an EU ban?

- **Common Approach towards Safety (airlines declared to be unsafe in one Member State cannot be deemed to be safe in another)**
- **Preserve the highest safety standards**
- **Inform Passengers**
- **Fight "Flags of Convenience"**
- **On the basis of common rules: Air Safety Committee**

III. African Countries affected by EU Ban (2)

- **Common Criteria for decisions <u>based on ICAO</u> and taken on a case-by-case basis**

- **3 categories**
  - ➢ **Deficiencies detected on aircraft and/or,**
  - ➢ **Lack of ability of the airlines to solve deficiencies and/or**
  - ➢ **Lack of ability of the competent oversight authorities to fulfil their obligations**

- **Process with all guarantees:**
  - ➢ **Exchange of information between all EU Member States**
  - ➢ **Right for the airlines/countries involved to be heard**
  - ➢ **COM examines the info provided & takes a decision**

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III. African Countries affected by EU Ban (3)

African Countries currently affected by the Operational Ban in the EU

- **Congo (Democratic Republic of Congo)**
- **Equatorial Guinea**
- **Liberia**
- **Sierra Leone**
- **Swaziland**
- **Some airlines in Angola, Rwanda & Sudan.**

IV. Diagnostic of Air Safety Oversight Deficiencies (1)

- **ICAO safety oversight audits have shown that many African Countries have not established effective safety oversight systems within the Civil Aviation Authority;**

- **The lack of the required expertise is seen as contributing to the high rate of air accidents in Africa;**

- **There is a need for expertise, empowerment, appropriate delegation and authority to the operational level within the civil aviation administrations;**

IV. Diagnostic of Air Safety Oversight Deficiencies (2)

- **A large group of States are still dependent exclusively on their State budget and face financial limitations. This limits their ability to attract the qualified technical and administrative staff to carry out their safety oversight obligations, as adequate training policies and programmes have not been put in place;**

- **Some States in Africa have achieved excellent progress, there is a need to ensure that progress is homogeneous in the continent;**

- **The absence of an appropriate system for the certification and the continued surveillance of air operators results in the conduct of air transport operations without the existence of the set of needed operational materials;**

IV. Diagnostic of Air Safety Oversight Deficiencies (3)

- **The lack of resources and volume of air operations limits the ability of some African states to maintain a national safety oversight workforce;**

- **Progress by States in the implementation of action plans to resolve the ICAO USOAP audit findings must be intensified;**

- **Practices of delivering air operator certificates (AOCs) on request without requiring applicants to demonstrate their capability and without prior inspections and controls must be avoided and effectively prevented.**

V.   EC Technical Cooperation Approach to Africa (1)

Proposed action plan for Africa
Introduction

- **Africa is huge and there are many cultural, legal, economic, political and infrastructure differences between its countries**
- **Recent political developments (establishment of the African Union) show that Africa is strengthening a continental approach**
- **It is difficult to establish a common air safety approach to the whole Africa due to the different levels in which its air safety situation is**
- **The proposed approach takes account of the different African regions according to their air safety level**
- **The situation in the Mediterranean countries, mainly Maghreb and Mashreq, is better**
- **Some African countries (Morocco, Egypt, Kenya, Ethiopia, South Africa) have an excellent performance**

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V.   EC Technical Cooperation Approach to Africa (2)

Proposed action plan for Africa

Four level approach

I.   **Neighbourhood Policy (Mediterranean countries)**

II   **Continental – African Union, AFCAC**

III   **Regional – main Regional Economic Communities:**
- **Western Africa: ECOWAS/UEMOA**
- **Central Africa: CEMAC**
- **Eastern Africa: EAC**
- **Southern Africa: SADC/COMESA**

IV.   **National:**
- **Countries affected by EU ban**
- **Main aviation partners**

V.   EC Technical Cooperation Approach to Africa (3)

Proposed action plan for Africa

Euro Mediterranean Countries

- **The Mediterranean countries are covered by the "Common Aviation Area" with neighbouring countries**

- **This policy is based on regulatory convergence with international and European regulations governing civil aviation in compliance with ECAA (European Common Aviation Area) standards**

- **The final objective is to integrate the aviation markets in the region**

- **Safety is one of the cornerstones of this approach**

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V. EC Technical Cooperation Approach to Africa (4)

Proposed action plan for Sub-Saharan Africa (1)
First Step

- **Inclusion of the air transport sector into the global EU development and trade policy framework**

- **EU Strategy for Africa: Towards a Euro-African pact to accelerate Africa's development (adopted in October 2005)**

- **EU- Africa Partnership on Infrastructure (adopted in July 2006)**
  (The New Partnership for Africa's Development (NEPAD) has submitted a list of aviation projects for a total of 244 million USD; Final beneficiaries have to submit formal requests to the Delegations)

- **Economic Partnership Agreements with Regions (under negotiation)**

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V. EC Technical Cooperation Approach to Africa (5)

Proposed action plan for Sub-Saharan Africa (2)
Second Step

- **Inclusion of the air transport sector into the programming of the 10th European Development Fund (EDF) for the period 2008-2013**

- **10th EDF budget – 22,7 billion €**

- **Programmes are demand driven - priorities are identified by the beneficiaries**

- **Draft Regional Strategy Papers under finalisation**

- **Country Strategy Papers and National Indicative Programmes currently under way**

V.　EC Technical Cooperation Approach to Africa (6)

Proposed action plan for Sub-Saharan Africa (3)

Third Step

Policy dialogue accompanied by concrete Technical Cooperation proposals

Continental level (AU/AFCAC)

- **Policy dialogue (negotiation guidelines, African designation)**
- **Technical cooperation project, including:**
  - **support to the creation of the Executive Agency of the Yamoussoukro Decision**
  - **assistance to the development of competition rules**
  - **institutional support (seminars, training)**

    Initial Budget: 750.000 € earmarked from 9th EDF

V.   EC Technical Cooperation Approach to Africa (7)

Proposed action plan for Sub-Saharan Africa (4)

Third Step

Policy dialogue accompanied by concrete Technical Cooperation proposals

Regional level

- **Policy dialogue with Regions (renegotiation of bilateral agreements, Regional African designation)**

- **TC project, including:**

    - **Support to the creation or strengthening of regional safety oversight organisations (COSCAPs)**

    - **Strengthening of Regional Civil Aviation bodies (transfer of regulatory and operational know-how)**

    - **Assistance to ASECNA (ATM)**

V.   EC Technical Cooperation Approach to Africa (8)

Proposed action plan for Sub-Saharan Africa (5)

Third Step

Policy dialogue accompanied by concrete Technical Cooperation proposals

Country level (countries affected by the EU ban, main aviation partners)

- **Strengthening Civil Aviation Authorities (CAAs) with respect to their air safety oversight capabilities, e.g. through Twinning projects, training and seminars for top management, inspectors training, etc.)**

- **Establishing independent, properly empowered and appropriately funded national CAA (example: Air Safety improvement project for DRC)**

- **Willingness to explore closer relations with main aviation partners (South Africa, Senegal, Kenya, Ethiopia, Nigeria, Guinea-Conakry)**

V.   EC Technical Cooperation Approach to Africa (9)

Air Safety

Proposed air safety action plan for Africa

African Countries with low air safety performance (1)

- **Promote the coordination between organisations active in the area of technical cooperation in aviation safety (EC, EASA, ICAO, FAA, etc.). This would concentrate the efforts in achieving the real needs of the African countries and they would avoid the duplication of initiatives**

- **Promote the institutional arrangements between the civil aviation administrations of the African and European countries through Twinning projects in order to strengthen the African civil aviation authorities with respect to their air safety oversight capabilities**

- **Promote the creation or strengthening of regional or sub-regional safety oversight organizations**

V.   EC Technical Cooperation Approach to Africa (10)

Air Safety

Proposed air safety action plan for Africa

African Countries with low air safety performance (2)

- **Propose small initiatives addressed towards having independent and autonomous CAAs in a number of selected countries in order to raise their awareness on air safety oversight before going to big technical dedicated cooperation projects.**

- **Involve the aviation industry in the development of technical cooperation projects in the field of air safety.**

V.   EC Technical Cooperation Approach to Africa (11)

- **African countries which have air carriers banned within the EU will have priority in receiving the EC assistance to withdraw them from the list.**

- **The Commission will also cooperate with African countries with a low air safety performance to implement prevention measures to avoid any operational ban in the European Community.**

VI. EC Financed Projects in Air Safety in Africa (1)

Air safety improvement project in the Democratic Republic of Congo (DRC) through the creation of a National Civil Aviation Safety Oversight Agency NCASOA (1)

- **Overall objective: To support the Congolese State in performing its task of supervising the accomplishment of the international air safety standards of the air carriers with the aim of improving the air safety.**

- **Specific objective: To support and facilitate the implementation of effective air safety controls through the creation of a National Civil Aviation Safety Oversight Agency.**

VI. EC Financed Projects in Air Safety in Africa (2)

Air safety improvement project in the Democratic Republic of Congo (DRC) through the creation of a National Civil Aviation Safety Oversight Agency NCASOA (2)

- **Expected results (1): Transformation of the Civil Aviation Authority into a new autonomous structure, the NCASOA, through a technical assistance**

- **Expected results (2): Operational phase, which would start once the current Civil Aviation Authority is transformed into the NCASOA. This phase would consist of a traditional institutional support to the new created autonomous agency**

- **EU Financing: € 5 million**

VI. EC Financed Projects in Air Safety in Africa (3)

Euromed aviation project (1)

- **Beneficiary countries: Euro-Mediterranean Partners as defined in the 1995 Barcelona Conference: Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, the Palestinian Authority, Syria, Tunisia and Turkey**

- **Overall objective: development of the Euro Mediterranean transport network and economic integration among the Mediterranean partners, through the development of an effective, efficient and sustainable air transport system between the EU and the MEDA countries**

- **EC Financing: € 5 million**

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VI. EC Financed Projects in Air Safety in Africa (4)

Euromed aviation project (2)

Expected results:

- **Reinforce capacity and ability of national aviation administrations, airport authorities, Air Navigation Service Providers and airlines to comply with ICAO safety standards (Annexes 1, 6 and 8) and EU standards (EASA Parts, EU OPS…)**

- **Promote the implementation of quality control programmes and safety management systems**

- **Promote enhanced and better harmonised SAR practices and accident investigation procedures**

- **Establish and implement regular training programmes on safety standards (airworthiness, flight operations …)**

- **Promote enhanced regional and sub-regional cooperation**

VI. EC Financed Projects in Air Safety in Africa (5)

ICAO COSCAPs Projects

- **The Commission has financed two COSCAP projects in the AFI Region:**

  - **COSCAP-UEMOA: 500.000 €**
  - **COSCAP-SADC: 500.000 €**

- **Due to administrative issues the EC financial contribution has been cancelled, but the Commission is willing to explore further mechanisms for cooperation.**

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VII. CONCLUSIONS

- **The EU sees Africa as a key priority area within its aviation policy**

- **Technical cooperation focusing on enhanced safety, but also comprising security, airports, ATM is being actively developed through an Action Plan with concrete resources for technical cooperation**

- **The EU seeks an enhanced dialogue with continental and regional organizations encompassing a comprehensive approach, including Community designation**

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