

## EXECUTIVE SUMMARY

### EQUATORIAL GUINEA

1. Equatorial Guinea adopted the *Civil Aviation Code* of the Central African Economic and Monetary Community (CEMAC) (hereinafter the “CEMAC Code”), recently endorsed by the CEMAC Council of Ministers. The main provisions of the CEMAC Code enable CEMAC States to comply with the provisions of the Chicago Convention. However, it requires adjustments in order to include the provisions of the Chicago Convention and its Annexes which have not yet been implemented. Furthermore, the DGTAC has not used the CEMAC Code, and Equatorial Guinea has not adopted the civil aviation technical regulations addressing audits and compliance with the SARPs included in Annexes 1, 6 and 8.

2. Equatorial Guinea does not have an organization capable of meeting the requirements of safety oversight activities. The financial resources of the DGTAC are insufficient to recruit qualified personnel, develop training programmes or purchase sufficient office equipment. The organization does not have specialized staff in the areas of licensing, aircraft operations or airworthiness. The DGTAC does not have a technical library nor can it provide its staff with the necessary reference documents. It has not developed guidance material (general policy, manuals, procedures, checklists, etc.) concerning licences, operations and airworthiness.

3. Equatorial Guinea developed a text on aeronautical personnel licences in 1986. This text was never implemented nor was it updated to reflect the amendments to Annex 1. Also lacking is a national system to issue aeronautical personnel licences. Licensing activities are restricted to the validation of foreign licences which, in the absence of written procedures and qualified personnel, are conducted without a systematic verification of authenticity in the State of origin. Furthermore, Equatorial Guinea has not established a medical fitness assessment system. There is no aeronautical personnel training programme in the State, and the DGTAC does not supervise the training process for aeronautical staff working in Equatorial Guinea.

4. Equatorial Guinea has not adopted aeronautical operations regulations and has not established a structured system for the certification and supervision of air operators. Although authorizations are currently issued to operators, the form, content and conditions of these authorizations do not comply with the SARPs in Annex 6 or the provisions of ICAO Doc 8335. The issuance and maintenance process involved in these authorizations is a series of administrative certificates that do not take into account the technical or operational capability of the applicants. There is currently no surveillance performed on authorized operators, and the DGTAC does not have the technical capability to conduct the required inspections.

5. Due to a lack of qualified staff, the DGTAC has not implemented a system for performing the basic duties of an airworthiness inspection agency (issuance and renewal of certificates of airworthiness, certification and supervision of air operators, maintenance matters and maintenance facilities). The DGTAC cannot accurately determine the number of aircraft registered in Equatorial Guinea or the number of valid certificates of airworthiness issued. Lastly, Equatorial Guinea has not established an accident and incident investigation system involving civil aircraft.

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