

## EXECUTIVE SUMMARY

### SENEGAL

1. Senegal has made important progress in the area of legislation and regulations. Senegal has adopted a new Civil Aviation Code which provides for a new civil aviation authority, the Civil Aviation National Agency of Senegal (ANACS), which supersedes the Directorate of Civil Aviation (DAC) and extends technical power as well as the necessary autonomy in the different fields to administer the aviation sector. This new Civil Aviation Code and the decree on the creation of ANACS contain the provisions stating the authority delegated to operations and airworthiness inspectors. With respect to the regulatory framework, the DAC has recently resumed the drafting of a new project based on the ICAO/FAA regulations models and the respective provisions of ICAO Annexes. This project is currently being validated for its adoption expected around 15 September 2003. Pending the adoption of the new regulations, circulars and decisions of the Director of Civil Aviation applicable to personnel licensing and training, operation of aircraft, and airworthiness and maintenance of aircraft currently provide for the alignment of the regulatory framework of Senegal with the international standards.

2. In the field of civil aviation organization, Senegal has already undertaken key actions which allowed good progress in the implementation of its action plan. The recent adoption of the new Civil Aviation Code of Senegal which introduces ANACS as an independent authority and Decree No. 2003-384 of 28 May 2003 which sets the duties and technical power of the Director General reflect the strong commitment of the Government of Senegal to be provided with the appropriate framework to better conform to the provisions of the Chicago Convention. However, the management of civil aviation activities is currently in transition from the DAC to ANACS, whose effective development and functioning depend on the designation of executive board members and of the Director General who are in charge of developing ANACS organizational structure and of voting for the budget required to carry out all duties with financial independence. Meanwhile, the DAC is progressing with the implementation of its action plan following the ICAO safety oversight audit, particularly with regard to personnel training, the development of handbooks, procedures and job descriptions as well as obtaining high-level computer and office equipment. However, the resources available to the current structure (DAC) do not enable it to adequately carry out all of its safety oversight duties.

3. In the field of personnel licensing and training, Senegal has undertaken the revision of its regulatory framework whose adoption is imminent. An examiner's handbook and a questionnaire to gather licence holders' information have been developed by the DAC. The provisions currently in force provide for the management of the issuance, validation and conversion of foreign licences, the designation of instructors and instructor assistants and indicate that medical examinations are performed by designated medical examiners. However, there are neither procedures for the designation and supervision of medical examiners, nor criteria for the designation of flight examiners to ensure they have the required qualifications, nor a supervision system for practical tests.

4. Senegal has undertaken conclusive actions in the field of aircraft operations and has adopted provisions setting forth the conditions for air services operations. These provisions encompass the relevant regulations, including an Instruction of the West African Economic and Monetary Union (WAEMU), the provisions of the new Civil Aviation Code and enforcement orders related to the certification process of operators, aircraft leasing and transportation of dangerous goods by air. The DAC has developed a system for the certification and supervision of air services operators as well as an information booklet whose contents, based on ICAO Doc 8335, sets the certification steps and specifies all information and processes pertaining to the certification and continuing supervision, as well as the documents and manuals which the operator is required to prepare. However, the transition from the DAC to ANACS has not yet been completed and the DAC, which is currently responsible for this process, has

not recruited enough operations and airworthiness inspectors to carry out all required duties and does not have the required skills in some significant areas of the certification and supervision of operators. As a result, flight checks are not the subject of an appropriate certification and supervision since the DAC does not have the personnel qualified to fulfill this task.

5. The DAC has made significant progress in the field of airworthiness of aircraft since the safety oversight audit carried out by ICAO in July 2000. The DAC has adopted some regulations on the implementation of systems for the airworthiness and maintenance of aircraft by decisions of the Director of Civil Aviation or by orders of the Minister in charge of civil aviation, and most of related procedures have been developed. The DAC has also established a system for the supervision and control of duties delegated to the Bureau Véritas agency, and activities pertaining to the issuance and renewal of certificates of airworthiness are carried out jointly with the Bureau Véritas expert. However, the comprehensive regulations concerning these topics have not yet been developed.

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