ICAO

EIGHTH MEETING OF DIRECTORS GENERAL OF CIVIL AVIATION - AFRICA AND OCEAN INDIAN REGION

Agenda Item 4.2: Key DGCA Priorities for 2021-2023

(Presented by Secretariat)

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<tr><td colspan="2" align="center">SUMMARY</td></tr>
<tr><td colspan="2">This working paper presents the Key Priorities for the AFI Region for 2021-2023 period in line with ICAO vision to achieve sustainable growth and increased efficiency of the global civil aviation system.

Actions by the meeting is at section 3.</td></tr>
<tr><td><i>References</i></td><td>
- Doc 10004 – GASP 2020-2022
- Doc 10118 - Global Aviation Security Plan
- Doc 9750 – Global Air Navigation Plan
- ICAO Assembly Resolution A40-18: Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change
- ICAO Assembly Resolution A40-19: Consolidated statement of continuing ICAO policies and practices related to environmental protection - Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)
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<tr><td><i>Strategic Objectives</i></td><td>All ICAO Strategic Objectives</td></tr>
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1   INTRODUCTION

1.1   To continuously address in a proactive manner the current and emerging challenges, it is imperative that AFI States remain focused on implementing their priorities in all ICAO strategic objectives while they continue to foster expansion of their air transport sector. The AFI Region goals and targets have to be aligned with the ICAO global objectives.

1.2   To expedite focused and strategic and harmonious implementation of the priorities, a Priority Implementation Plan with set deadlines was adopted by the AFI-DGCA/6 Meeting held in Brazzaville, Congo, from 2 to 4 November 2016. However, the timelines have elapsed and some of the Director General Champions designated for each ICAO Strategic Objective have since separated from office.

1.3   Due to the dynamic changes of the aviation industry and global Plans goals and targets, coupled with the unprecedented impact of the CODID-19 to the aviation sector, the priorities the ICAO Objectives and States are bound to evolve and mutate. Furthermore, the extension of the AFI Plan mandate and the implementation of the AFI SECFAL Plan long term phase call for identification of new priorities by States and ICAO and revision of the existing DGCA priority implementation Plan more so for the next triennium of 2021-2023.

2   DISCUSSION

Aviation Safety and Air Navigation capacity and efficiency

2.1   To continuously enhance safety, increase the capacity, and improve the efficiency of the global civil aviation, the GASP and GANP, sets goals and targets for States, regions and industry. Therefore, it is worth recognizing that the AFI Safety and ANS Targets (referred to as Abuja targets) are periodically updated and aligned with the ICAO global objectives.

Aviation Security and facilitation

2.2   The Global Aviation Security Plan (GASeP) provides guidance for priority setting at the international, regional and State levels, and thus creates a framework within which aviation stakeholders can work together to meet shared objectives in support of ICAO's "No Country Left Behind" initiative to address common challenges, and guide efforts to jointly further enhance aviation security. Accordingly, the AFI SECFAL Plan and Windhoek targets are aligned with the GASeP,

Economic development of Air transport

2.3   Be above notwithstanding, the anticipated air transport growth of almost 6% prior to the COVID-19 pandemic has been devastated and the inherent challenges of regulatory barriers, financial constraints and low pace in the implementation of SAATM towards full implementation of YD, have been aggravated. The realization of the Africa flagship project of Africa Continental Free Trade Area (AfCFTA) and African Passport/Free Movement of People under the AU Agenda 2063 will benefit from the Single African Air Transport Market (SAATM) and, consequently, the effective implementation of the UN Agenda 2030.

Environmental protection

2.4   Assistance has been – and continues to be - provided to States for the development of plans of action for the reduction of CO_2 emissions due to international aviation towards the achievement of ICAO global goals, through ICAO/EU partnership. Under the ICAO ACT-CORSIA assistance programme, Buddy Partnerships among States have been established across various ICAO Regions. These established CORSIA Buddy Partnerships involve sixteen (16) Donor States (including three (3) from the AFI Region- Kenya, Nigeria and South Africa) and ninety-eight (98) Recipient States (including 44 from the AFI Region). The objectives are as follows:

SAP	SAP submitted in 2021 (number of States)	Plan to 2023 (number of States)	Plan to 2025 (number of States)
ESAF	11	15 (10 updated)	20 (15 updated)
WACAF	15	20 (15 updated)	24(19 updated)
CORSIA	ACT CORSIA 2021 (number of States)	CORSIA voluntary phase (number of States)	Objective 2025 (number of States)
ESAF	24	7	20
WACAF	23 (objective 24)	10	20

DGCA priority Implementation Plan

2.5   Taking into consideration several developments, the ICAO Global Plans goals and the revised Abuja Safety and ANS targets, the DGCA Priority Implementation Plan has also been revised by the Secretariat and is attached as Appendix A to this working Paper, for consideration by the meeting.

3   Key priorities 2021-2023

3.1   In line with the need to establish priorities by States and ICAO and revise of the existing DGCA priority implementation Plan more so for the period 2021-2023, the following have been identified as key items for successful enhancement of aviation systems in AFI Region:

3.2   Aviation safety:
   a)   Support and implementation of CART safety related recommendations ICAO tools towards aviation recovery;
   b)   Support and implementation of GASP goals as shall be revised for the next triennium and AFI safety targets as aligned accordingly; and
   c)   Resolution of existing SSC and elevation of EI to GASP goals and targets.

3.3   Air Navigation capacity and efficiency
   a)   Support and implementation of Performance-based navigation (PBN) goals;
   b)   Support and implementation of GANP goals as shall be revised and AFI ANS targets as aligned with the GANP and the Regional Air Navigation Plan;
   c)   Support and implementation of a modernized AFI air navigation infrastructure using GANP technology roadmaps for communications, navigation, surveillance, information management and avionics, to enable deployment of ASBU module elements

3.4   Aviation security and facilitation
   a)   Support and implementation of CART security and facilitation related recommendations towards aviation recovery
   b)   Alignment and achievement of the Windhoek targets as aligned with the GASeP and revising Plan work programme beyond 2023;
   c)   Resolution of existing SSeCs and elevating EI to GASeP/Windhoek targtets

3.5   Air transport development
   a)   Support and implementation of CART Air transport related recommendations towards aviation recovery
   b)   Support and implementation of ICAO policies on user charges and taxation
   c)   Supporting the SAATM implementation and attainment of the AfCTFA goals.

3.6   Environmental Protection
   a)   development and implementation of National Plans of action for the reduction of CO_2 emissions due to international civil aviation
   b)   establishment of national regulatory frameworks for CORSIA implementation

4   ACTION BY THE MEETING

4.1   The meeting is invited to take note of the contents of this paper and its associated Appendix; and

take appropriate actions as recommended herein:

a) Review and adopt the key priorities of the AFI Region for 2021-2023 and the revised DGCA priority Implementation Plan as aligned with Global Plans provisions; and

b) Urge States to rally their efforts towards the attainment of the agreed objectives and priorities, and request Champion DGs to coordinate such efforts.

APPENDIX A: AFI DGCA/8 MEETING – PRIORITY IMPLEMENTATION PLAN 2021 -2023

ICAO Strategic Objective	Priority Implementation Action
(A) Aviation Safety Enhance global civil aviation safety	A.1 States to continuously reduce operational safety risks by maintaining a decreasing trend of accident rate with particular attention to High-Risk Category of occurrences.
	A.2 Maintain zero (0) SSC and resolve all newly identified ones within six (6) months from the date of its official publication by ICAO.
	A.3 States to progressively improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system under the USOAP-CMA (with focus on priority PQs) as follows: • by 2022 – 75 per cent • by 2026 – 85 per cent • by 2030 – 95 per cent
	A.4 States to reach a safety oversight index greater than 1, in all categories.
	A.5 States to strengthen RSOOs and RAIOs and increase collaboration at the regional level to enhance safety. • States that do not expect to achieve 75% EI by 2022 and implement the foundation of an SSP, to delegate, as appropriate, certain safety oversight functions to another State or RSOOs with ICAO recognized functions. • States to contribute information on safety risks, including SSP safety performance indicators (SPIs), to RASG-AFI • States above 75% of EI with an effective SSP, to actively lead RASG-AFI safety risk management activities.
	A.6 All States to implement: • the foundation of a State Safety Programme (SSP); and • an effective SSP, as appropriate to their aviation system complexity.
	A.7 RASG-AFI to develop a Regional Aviation Safety Plan (RASP)
	A.8 All States to develop a National Aviation Safety Plan (NASP)
	A.9 All aerodromes used for international operations to be certified
	A.10 All States to implement Runway Safety Programme including the establishment of Runway Safety Teams at international aerodromes
	A.11 All States to ensure the implementation of GRF

ICAO Strategic Objective	Priority Implementation Action
	A.12 States to extend the use of industry programmes • All States to ensure that their ANSPs effectively participate in the African ANSP Peer Review Programme
	A.13 States to ensure all service providers use globally harmonized Safety Performance Indicators (SPIs) as part of their safety management system (SMS)
	A.14 States to ensure the appropriate infrastructure is available to support safe operations.
(B) Air Navigation Capacity and Efficiency Increase the capacity and improve the efficiency of the global civil aviation system	B.1 Every State to develop, update and implement its National PBN Plan and applicable ASBU modules elements
	B.2 All States to implement the air navigation and airport core infrastructure
	B.3 States to establish effective and operational SAR organization by: • Developing SAR National Plan; and • Concluding SAR Agreements/MoUs.
	B.4 States to implement the transition from AIS to AIM by: • Developing a National Action Plan; and • Implementing the Action Plan in accordance with the ASBU Block 0 DATM
	B.5 States to develop the required regulatory framework and enhance supervision of aeronautical Meteorological Services by: • Operationalizing the AFI Cooperative Development of Aeronautical Meteorology (CODEVMET) services; and • Effective participation in the CODEVMET project
(C) Aviation Security and Facilitation Enhance global civil aviation security and facilitation	C.1 States to develop their National Action Plan for the implementation of the Windhoek Security and Facilitation Declaration and Targets, in line with the Continental Action Plan.
	C.2 States to improve the EI as follows: • below 70% EI to improve by at least 20% • above 70% EI to improve by at least 10% • signing of USAP MoUs.
	C.3 Immediately resolve all existing SSeCs and avoid emergence of new ones.

ICAO Strategic Objective	Priority Implementation Action
	C.4 States to implement ICAO TRIP Strategy by: • issuing only Machine Readable Passports (MRPs); • joining the ICAO Public Key Directory (PKD); and • Implementing Advance Passenger Information (API/PNR).
	C.5 States ratify relevant aviation related international legal instruments such as : • The Beijing Convention and Beijing Protocol (2010); and • The Montreal Protocol (2014)
	C.6 All States develop and implement their: • National Civil Aviation Security Programme (NCASP); • National Civil Aviation Security Quality Control Programme (NCASQCP);
	• National Civil Aviation Security Training Programme (NCASTP); and • National Air Transport Facilitation Programme (NATFP).
(D) Economic Development of Air Transport Foster the development of a sound and economically-viable civil aviation system	D.1 All States to complete the process for solemn Declaration of commitment for the establishment of a Single African Air Transport Market (Yamoussoukro Decision)
	D.2 Implementation of the Antananarivo Declaration on sustainable development of Air Transport in Africa: • Alignment of the national air transport framework to the Declaration; • Register and populate the State Air Transport Action Plans
	D.3 States to implement the Lomé Declaration by: • Aligning their national air transport framework to the Declaration; and • Registering and populating the State Air Transport Action Plans
	D.4 Civil Aviation to be given priority and included in the National Development Plans
(E) Environmental Protection	E.1 States to develop and implement a National Plan for the reduction of CO_2 emissions due to international civil aviation and include the relevant measures to reduce CO2 emissions including the latest innovations

ICAO Strategic Objective	Priority Implementation Action
Minimize the adverse environmental effects of civil aviation activities	E.2 States to establish a collaborative framework with airport stakeholders for: • Reduction of impact of civil aviation on the environment; and • Wildlife control and management. E.3 States to implement the CORSIA requirements and report to ICAO their CO_2 emissions data and information on the aeroplane operators and verification bodies E.4. States to inform ICAO on the latest development and innovations related to aviation E.5 States to be informed and participate in the Long Term Assessment Goal process E.6 States to consider participating in the CAEP process by nominating experts to support CAEP's activities