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ASSEMBLY — 37TH SESSION

TECHNICAL COMMISSION

Agenda Item 25: Follow-up of the High-level Safety Conference (2010)

PROGRESS BY AFRICAN STATES ON AVIATION SAFETY

(Presented by the AFCAC on behalf of the 53 African States¹)

EXECUTIVE SUMMARY

At the joint meeting of ICAO and AFCAC on 13 May 2010 in Ndjamena, Chad, various matters regarding safety were discussed. The meeting noted with concern the information on the state of aviation safety in the African region, and in order to eliminate the safety deficiencies and enhance aviation safety in the continent, the meeting agreed on a set of strategies and targets.

The Assembly is invited to note the recommendations that were outlined for implementation by States, ICAO, African Civil Aviation Commission (AFCAC) and African Airlines Association (AFRAA).

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A.
<i>Financial implications:</i>	N/A
<i>References:</i>	N/A

¹ Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cap Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libyan Arab Jamahiriya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe

1. INTRODUCTION

1.1 At a joint meeting of ICAO and AFCAC on 13 May 2010 in Ndjamena, Chad, various matters regarding safety were discussed flowing from the ICAO High-level Safety Conference earlier held in March.

1.2 The meeting noted with concern the information on the state of aviation safety in the African region and expressed concerns in particular with the following facts:

- a) one of the African regions had an accident rate higher than twice the world average thereby exceeding the safety target set by ICAO;
- b) in accordance with the results of the Universal Safety Oversight Audit Programme (USOAP) twenty-seven States, i.e. half of AFCAC Member States had over 50 per cent lack of effective implementation of the critical elements of States' safety oversight system, and were under consideration by the ICAO Audit Results Review Board (ARRB);
- c) many of the States having various significant safety concerns particularly relating to the granting of Air Operator's Certificates (AOCs) without following relevant requirements and procedures; and
- d) the political and economic impact on States and airlines brought on by the negative public perception of aviation safety within the continent.

2. DECISIONS MADE

2.1 In order to eliminate the safety deficiencies and enhance aviation safety in the continent the meeting agreed on a set of strategies and targets. The following recommendations were outlined for implementation by States, ICAO, AFCAC and African Airlines Association (AFRAA).

2.2 General

2.2.1 The meeting agreed to a target of a minimum of 10 per cent unit reduction annually in the lack of effective implementation of the critical elements of States' safety oversight systems, over the next two years.

2.2.2 A maximum of two years target be set by which all African States are to be removed from the ARRB list.

2.2.3 The tasks associated with the recommendations of the meeting should be reflected in the work programmes of AFCAC and ICAO (Regional Office (RO) and the AFI Comprehensive Implementation Programme (ACIP)).

2.3 States

2.3.1 States to review and update their AOC processes and, where necessary, seek support from Regional Safety Oversight Organizations (RSOOs) and other States in their granting of AOCs.

2.3.2 States to desist from being used as flags of convenience by external parties.

2.3.3 States to de-register all airlines that are not properly certified and/or not operating, and refrain from granting new AOCs until they have established an effective safety oversight system and put into place appropriate regulations and procedures that comply with relevant Standards.

2.3.4 States should come together to harness their resources through sub-regional mechanisms for safety oversight such as cooperative development of operational safety and continuing airworthiness programmes (COSCAPs) and RSOOs.

2.3.5 States should recall that they have ultimate responsibility for their safety obligations even where resources have been harnessed through regional cooperation.

2.3.6 States to consider seriously the ratification of the Cape Town Convention to enable their airlines renew their fleet with modern aircraft under favourable conditions.

2.3.7 Training of airworthiness, flight operations, and personnel licensing inspectors is a priority and should be a continuous exercise.

2.3.8 States need to provide aviation safety information and feedback to questionnaires and State letters to AFCAC and ICAO.

2.4 ICAO

2.4.1 ICAO should continue to support and allocate adequate resources to ACIP and the Regional Offices (ROs) in Africa to enable them to provide needed assistance to African States.

2.4.2 The ROs and ACIP should meet immediately with each State on the ARRB list to review their identified deficiencies and develop a work plan to eliminate the deficiencies and significant safety concerns.

2.4.3 The cost of maintaining a sustainable RSOO has proven to be a challenge, similar to that of maintaining National Civil Aviation Authorities (CAAs). Thus, ICAO should provide guidance on the funding and sustainability of RSOOs.

2.4.4 ICAO should assist with eliminating illegal and unsafe aircraft operations in Africa. In this regard, ICAO should intervene with the United Nations whose operations have contributed to many of the aviation safety problems in the Continent.

2.4.5 ACIP, in collaboration with AFCAC, should make efforts to ensure that all States belong to an RSOO whether they are members of RECs or not.

2.5 AFCAC

2.5.1 AFCAC should, in collaboration with the African Union (AU), sensitize African political leaders including Ministers responsible for civil aviation and the Heads of Government with respect to:

- a) adherence with the Standards and Procedures for the granting of AOCs;

- b) demonstrations of political will, awareness and honest assessment of aviation safety in their respective States;
- c) allowing professionals to manage aviation technical matters in the States;
- d) enabling unhindered and effective safety oversight without political interference;
- e) ensure that revenue generated from aviation is channelled towards improvement of safety of the industry;
- f) AFCAC should work closely with the New Partnership for Africa's Development (NEPAD) and AU to encourage African Governments to invest in Aviation;
- g) AFCAC to work closely with the AU, NEPAD and AFRAA to ensure visibility of air transport in the AU system;
- h) AFCAC to partner with the AU and AFRAA to establish a task force on the European Union (EU) blacklists;
- i) AFCAC and AFRAA to work with Member States and airlines to de-register all "paper/briefcase" airlines;
- j) AFCAC to collaborate with RECs and States to ensure that established RSOOs are effective and efficient;
- k) AFCAC should collaborate and work closely with the ICAO ROs on enhancing aviation safety in Africa;
- l) AFCAC should develop and implement projects to assist States on the ARRB list; and
- m) AFCAC should give priority to training and capacity building and focus the training assistance on those States with the greatest needs.

2.6 **AFRAA**

2.6.1 The African Airlines Association is urged to support the RSOOs in their quest to find sustainable sources of funding such as passenger charges and other revenues to support their safety oversight activities.

3. **CONCLUSION**

3.1 African States and stakeholders are committed to implement the recommendations agreed to in the joint ICAO/AFCAC meeting.