



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP  
FOURTEENTH MEETING (APIRG/14)**  
(Yaounde, Cameroon, 23-27 June 2003)

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Agenda Item 9: **TECHNICAL COOPERATION PROGRAMME IN AFRICA**

9.1 **TECHNICAL CO-OPERATION PROGRAMME IN AFRICA**

(Presented by ICAO Technical Cooperation Bureau)

**Summary**

This paper presents the activities of the Technical Co-operation Bureau (TCB) in Africa, and mechanisms to obtain support for the implementation of development projects in civil aviation.

1.1 **Technical Cooperation Programme in Africa**

1.1.1 In Africa Region, the ICAO Technical Cooperation Programme is not commensurate with the large number of actions required to fully meet the SARPs and the numerous requests for technical and financial support expressed by States. As indicated in the paper on Technical Cooperation presented at APIRG/13, various factors have contributed to this situation, including the dramatic reduction of traditional funding in the form of grants and the difficulties for many States to fund themselves the technical support required, as it is done in other regions of the world.

1.1.2 However, States in the region see the benefits, in terms of quality and in terms of cost, of receiving the technical support of ICAO for their development projects, and are now more often funding themselves, or through their civil aviation or airport authority, the project activities.

1.1.3 In parallel, ICAO Technical Co-operation Bureau has diversified and enlarged its association with funding partners. This has led for example to large management service contracts with peace keeping and rehabilitation operations, as well as to regional COSCAP projects with multi-organisation financing schemes. The outcome may be seen in the expected programme for 2003, which is USD 12 Million or twice what it was a few years ago.

## 1.2 Development of new projects

1.2.1 It is important to note that a greater support from ICAO still relies on the three elements mentioned two years ago: well defined and documented project proposals requiring the active participation of the aviation administrations in their preparation, strong commitment of the recipient governments or administrations to the aviation developments proposed through the projects and assurance of sustainability of the projects outputs.

1.2.2 Funding partners want to see the commitment of the aviation administrations, in part through a contribution to the project cost as a guarantee of successful and sustainable improvement, before they provide more funding to the reinforcement of the aviation sector.

1.2.3 Member States may wish to consider these elements when submitting requests for technical cooperation activities. ICAO and its Technical Co-operation Bureau remain available to work with AFCAC and its Members States to develop and jointly present well structured project proposals to funding partners.

1.2.4 An illustration of this situation is the introduction of COSCAP initiatives in Africa. Thanks to the amount granted by ICAO Council to develop Safety Oversight projects, TCB could develop comprehensive project documents to improve safety oversight through cooperative activities involving groups of States and multiple financing partners. TCB was also in a position to participate in meetings that were held on the subject, present its recommendations and seek the views and participation of States and sub-regional organizations. In Western and Central Africa, studies have been carried out under funding from France and the World Bank in order to analyse the Safety Oversight requirements and the States views on possible cooperation mechanisms.

1.2.5 Six project documents have been prepared, on the basis of existing cooperative groups of States. In Western and Central Africa, the first COSCAP project document was signed at the end of February 2003 for a group of eight States. Two more project proposals have been endorsed at the ministerial level, for likely commencement this year. In Eastern and Southern Africa, the East African Community (EAC) is adopting the COSCAP approach and has approved the draft project at a Ministers meeting in March 2003. The comments received have been integrated in a final version. It is anticipated that other States in the region will join this project. ICAO will be pleased to work with States or groups of States which are not part of a COSCAP project but wish to benefit from its activities.

1.2.6 Where their implementation is under way, the COSCAP projects have proved to be successful mechanisms through which a considerable amount of training is offered, practical and harmonized tools developed and improved oversight procedures and techniques introduced. The success of these projects is reflected in the following two facts. Firstly, the COSCAP projects have attracted and continue to attract the participation, in kind and in funds, of many aviation stakeholders, as well as a very diverse group of financing partners. Secondly, the States that have improved their safety oversight through a COSCAP project are now requesting ICAO and its COSCAP supporters to extend those projects - under the same operating principles - to other aviation

sectors. One could mention as well the fact that the benefits of the projects are so widespread that advanced States are participating as full members in COSCAP projects.

1.2.7 In the key sector of Aviation Security (AVSEC), ICAO Council has provided funding as well for the development of projects. Actions will soon be launched to prepare proposals to support the aviation and airport authorities in meeting AVSEC requirements and correcting the possible deficiencies identified during the audits.

### 1.3 **Regional projects perspective**

1.3.1 When the implementation of SARPs involves a coordinated effort from various States, regional or sub-regional projects are developed. When funding support is required, potential partners have indicated on various occasions that funding would be more readily considered when the projects are endorsed and presented by regional organizations. Within this framework, ICAO and AFCAC have signed a Memorandum of Understanding to cooperate in the preparation of proposals and the implementation of projects.

1.3.2 A first project on Search and Rescue was approved in 2002 and is presently being carried out with funding from France. The project comprises several components and phases of activity. These will include a programme of visits to assess the status of SAR organisation in the individual States, and preparation of an action plan for the development or improvement of SAR. The evaluation phase will be followed by an implementation phase during which support will be provided in the preparation or update of national legislation regulating SAR as well as SAR plans and manuals. In a third phase, support will be provided in the conduct of SAR exercises and post-exercise evaluations. The project also involves conduct of workshops on SAR organisation and on financing mechanisms.

1.3.3 ICAO and AFCAC are implementing and monitoring jointly the project under cooperative arrangements, taking advantage of each organization's specificity. The project has started with the first assessment missions to two States in March 2003. This new mechanism for cooperation is viewed as very promising in terms of efficiency and effectiveness, and States are encouraged to liaise with AFCAC to discuss ways to respond to their common needs in the aviation sector.

## 2. **Action**

AFI States are invited to note the possible avenues presented in this paper and take actions that suit their needs to improve the civil aviation services in the region.

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