

INTERNATIONAL CIVIL AVIATION ORGANIZATION



**FIRST MEETING OF DIRECTORS-GENERAL OF
CIVIL AVIATION OF
WESTERN AND CENTRAL AFRICAN STATES
(DGAC1)**

(Abuja, Nigeria 19 - 21 March 2002)

Prepared by ICAO Western and Central African Office

March 2002

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History of the Meeting

The first Meeting of Directors General of Civil Aviation of Western and Central African States convened by the ICAO Regional Office in Dakar was held in Abuja, Nigeria from 19 to 21 March 2002 at the kind invitation of the Federal Ministry of Aviation of Nigeria. One hundred and twenty delegates including high-ranking Officials from national, regional and international bodies representing 27 States and 9 Organizations attended the meeting.

The Meeting was opened by the Honourable Dr. (Mrs.) Kema Chikwe, Minister of Aviation of the Federal Republic of Nigeria. Mr. R.C. Costa Pereira, Secretary General of the International Civil Aviation Organization, ICAO, addressed and attended all the meeting sessions.

Mr. Vladimir D. Zubkov, Chief Regional Affairs Office at ICAO Headquarters, Montreal attended all sessions and assisted the meeting.

Mr. A. Cheiffou, ICAO Regional Director Dakar, served as the Secretary of the Meeting. The meeting was assisted by Mr. A. Mensah ICAO, Deputy Regional Director Dakar and the following officers from ICAO Dakar Office and AFCAC:

Mr. H. H. Cissé	-	Regional Officer, MET, Dakar Office
Mr. M. Hoummady	-	Regional Officer, SO, Dakar Office
Mr. J. C. Waffo	-	Regional Officer, AGA, Dakar Office
Mr. P. Zo'o Minto'o	-	Regional Officer, CNS, Dakar Office
Mr. I. Auyo	-	Regional Officer, ATM, Dakar Office
Mr. D. Djibo	-	Regional Officer, AT, AFCAC
Mr. G. Lièvre	-	Regional Officer, AT, AFCAC
Miss N.E. Onyedim	-	Field Operations Officer, Technical Cooperation, Montreal

The discussions were conducted in English and French and the meeting documentation was issued in both languages. Translation and simultaneous interpretation services were provided under the supervision of Mr. J. Belinga, Translator/Reviser, ICAO WACAF Office, Dakar. He was assisted by Mr. A. Otou-N'Guini, Translator, ICAO Headquarters, Montreal, and three freelance interpreters. Mrs. P. A. Boimond-Basse, Administrative Officer, Dakar assisted the meeting on administrative matters.

First Meeting of Directors General of Civil Aviation of Western and Central Africa (DGCA1)

Abuja, Nigeria, 19-21 March 2002.

AGENDA ITEM 1: STRATEGIES FOR THE ELIMINATION OF DEFICIENCIES IN THE PROVISION OF AIR TRAFFIC SERVICES (ATS) WITHIN THE REGION

Under this agenda item, the meeting noted that the International Civil aviation Organization (ICAO) had determined the methodologies of identifying deficiencies in the Air navigation Fields which have been adopted by the AFI Planning and Implementation Regional Group (APIRG). The APIRG, on a regular basis, identifies and lists specific deficiencies in the Region.

The meeting particularly observed that, despite the efforts made to improve the processing of these deficiencies, the non-compliance with ICAO Standards and Recommended Practices (SARPs) and the non-implementation of facilities, services and procedures recommended in the Air navigation Plan (ANP) approved by the ICAO Council, have been a source of great concern for the Regional Office, given the resulting negative impact on the safety, regularity and efficiency of the civil aviation operation in the Region.

The meeting also noted that, under its Universal Safety Oversight Audits Programme (USOAP), ICAO had developed a database (AFDD) dedicated to deficiencies, the analysis of which confirms serious difficulties that are being encountered by some States in the implementation of various recommendations in the fields of Personnel licensing (PEL), Aircraft Operations (OPS), Airworthiness (AIR).

In addition, the meeting noted that technical evaluations conducted in the Region by ICAO through the Aviation Security (AVSEC) mechanism have also pointed out critical deficiencies in this field.

After reviewing deficiencies in the various fields of civil aviation in the Region, the meeting considered possible remedial actions and strategies for their elimination. The following general and specific conclusions and recommendations were adopted accordingly:

A- GENERAL CONCLUSIONS AND RECOMMENDATIONS

CONCLUSION 1/1: DEFINITION OF THE TERM “DEFICIENCY”

That States agree on the following definition:

- S A deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the ICAO Council, or with ICAO Standards and Recommended Practices (SARPs), an which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

CONCLUSION 1/2: MAIN CAUSES OF DEFICIENCIES IN THE REGION

That the main causes of deficiencies in the Region are the following:

- a) Low priority given by States to the Civil aviation sector, resulting in low capitalisation of civil aviation administrations and entities
- b) Lack or ineffective civil aviation organisational structures
- c) Insufficient coordination between civil aviation and other administrations
- d) Insufficient co-operation between States in optimising limited resources available in the Region
- e) Lack of specialised human resources and retraining programme to ensure quality service delivery.

RECOMMENDATION 1/3: STRATEGIES FOR THE ELIMINATION OF DEFICIENCIES

That, in order to eradicate deficiencies in the Region, States should:

1. Take measures with their governments which would accord higher level of priority to the civil aviation sector;
2. Consider establishing autonomous civil aviation authorities and autonomous entities to manage their air navigation facilities and their major airports, with financial and managerial independence, taking into account the guidance material contained in the relevant ICAO documents and sound business principles;
3. Consider the establishment of a single autonomous civil aviation authority (CAA) for major airports as well as air navigation services instead of separate authorities, notably where civil aviation activities are very limited;
4. Strengthen existing authorities/agencies that have been accorded limited autonomy, by granting them full financial, operational and administrative autonomy;
5. Delink the regulatory authorities with the entities responsible for the provision of services and give sufficient resources and power to these regulatory authorities in order to enable them to play their watchdog role and ensure that service providing entities fully comply with ICAO provisions;
6. Earmark their aviation user charges exclusively to support the corresponding aviation requirements;

7. Implement quality assurance and quality management systems for sub-contracted activities and services operated by external capable autonomous bodies, being it understood that these activities and services remain under their oversight responsibility;
8. Consider the drawing up of cooperative arrangements on a sub-regional basis to:
 - a) Coordinate and conduct implementation activities, in particular those related to CNS/ATM;
 - b) Study the creation/strengthening of regional or sub-regional operating agencies to jointly manage air navigation facilities and services; and
 - c) Take coordinated approaches to the safety oversight-related programmes;
9. Consider the creation of regional or sub-regional regulatory authorities;
10. Join and support financially, materially and/or with human resources the AVSEC regional partnership promoted by ICAO and AFCAC for the uniform implementation of the ICAO Action Plan and the provisions of Annex 17 (Aviation Security);
11. Conduct regular and systematic consultations with both the providers and users to discuss operational and financial issues relating to all civil aviation activities, so as to ensure that the facilities and services provided remain fully responsive to users needs and that charges are determined on the basis of fair and reasonable costs, in accordance with ICAO policy on charges;
12. Consider the utilization of common training centres on a regional or sub-regional basis. In addition to that, a collective approach should be adopted to secure scholarships from external sponsors;
13. Identify regional projects and link up with regional and international financing institutions/mechanisms such as African Development Bank (ADB), West African Economic and Monetary Union (UEMOA), Economic Commission for West African States (ECOWAS), Economic Commission for Central African States (ECCAS), Central African Economic and Monetary Union (CEMAC), European Union (EU), World Bank, etc., the ICAO international financial facility for aviation safety (IFFAS) mechanism and/or the donor States, for the funding of such projects;
14. Conclude bilateral and multilateral arrangements aimed at optimizing the use of the expertise available in the Region and facilitate the exchange of personnel;
15. Create better working conditions environment for civil aviation personnel to make sure that they are motivated to remain and provide high quality services. This should ensure stability of civil aviation personnel, including management;
16. Organize periodic ministerial and/or DGCA's meetings to discuss matters of common interest and coordinate implementation of corrective measures to common deficiencies.

RECOMMENDATION 1/4: NEED FOR URGENT MEASURES TO ERADICATE DEFICIENCIES OF MOST CONCERN

That States should:

- take necessary actions as a matter of urgency to eradicate at the shortest time possible deficiencies of most concern (aerodromes, communications, air traffic control, human factors); and
- improve feed-back and follow-up on the identification of deficiencies.

RECOMMENDATION 1/5: INCLUSION OF HUMAN FACTORS IN THE METHODOLOGY OF EVALUATION OF DEFICIENCIES

That APIRG be invited to include the human factor component in the methodology of evaluation of deficiencies and develop a mechanism for their elimination.

RECOMMENDATION 1/6: ESTABLISHMENT OF AN AFI AVIATION SAFETY TEAM (AAST)

That an AFI aviation safety team (AAST) be established to address all safety related issues in the region. The team should comprise all stakeholders (States, service providers, ICAO, IATA, IFALPA, IFATCA, etc.).

<p>B-SPECIFIC CONCLUSIONS AND RECOMMENDATIONS</p>
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I-AERODROMES AND GROUND AIDS (AGA)

CONCLUSION 1/7: DEFICIENCIES IN THE AGA FIELD

That the main problems identified in the field of aerodromes and ground aids (AGA) in the Region are as follows:

A) General

- S Lack of master plans for the development of civil aviation with an appropriate framework for the business sector involved in the development of the aviation sector.

B) Obstacles limitation/suppression

- S Lack of obstacles limitation plans opposable to a third party and presence of many objects or buildings higher than obstacle clearance surfaces.

C) Aerodrome equipment, facilities and services

- S Lack of adequate aerodrome fencing and/or perimeter roads for patrols with its corollary, i.e. the impossible control of the movements of persons and vehicles and the straying of animals on the movement areas, the invasion of airport platforms by populations leaving around the airport;
- S Lack of or unavailability of appropriate visual or radio and electric aids;
- S Lack of bird hazard reduction and control programmes as shown by the outbreak of incidents due to bird strikes at several airports in the region;
- S Insufficiency and/or unavailability rescue and fire fighting means and in particular with regard to the training of personnel as well as the performance of vehicles (acceleration, discharge rate, etc.)
- S Inadequate maintenance of the movement area pavement resulting in deformations causing uncomfortable vibrations during rolling phases or slipperiness in rainy weather;
- S Lack of emergency plans and associated means (Emergency Operations Center, isolated aircraft parking position, special rescue equipment for aerodromes located in the vicinity of sea or swampy areas, etc), as well as plans for removal of disabled aircraft;
- S Instability of the primary power supply sources and unreliable secondary power supply with its harmful effects on the availability of electric and radio aids for navigation and landing.

RECOMMENDATION 1/8 : ESTABLISHMENT OF NATIONAL MASTER PLAN FOR AVIATION DEVELOPMENT

That states which have not yet done so, develop master plans for the development of civil aviation in coordination with other government departments, in particular those in charge of other modes of transport, town planning and land register services in order to provide the business sector involved in the development of the aviation sector with an appropriate framework.

RECOMMENDATION 1/9 : ESTABLISHMENT OF AERODROMES OBSTACLES LIMITATION PLANS

That States ensure that their airports are provided with obstacles limitation plans duly published according to the national procedures in force guaranteeing that they are opposable to a third party and ensure, in coordination with the qualified town planning services, that such limitations are complied with.

RECOMMENDATION 1/10: AERODROME EQUIPMENT, INSTALLATIONS AND SERVICES

That states, for the purpose of overall improvement of safety, efficiency and regularity of aircraft operations, ensure that adequate resources are made available so that the required aerodrome equipment, installations and services be properly implemented, in accordance with the AFI Air Navigation Plan and the provisions of Annex 14, volume I.

RECOMMENDATION 1/11 : POWER SUPPLY AT AERODROMES

That States give a high priority to the provision of adequate and reliable power supply at their aerodromes.

RECOMMENDATION 1/12: AERODROME FENCING AND PERIMETER ROADS

That, for security and safety reasons, States:

- a) provide and maintain at their aerodromes adequate perimeter fences or other suitable barriers, and;
- b) devote particular attention to the provision of perimeter roads for security patrols;

RECOMMENDATION 1/13 : AIRPORT EMERGENCY PLANS

1. That States:
 - a) establish an appropriate coordination framework with airport administrations, airlines and other interested administrations, with a view to developing - where they do not exist - or updating emergency plans for all their airports;
 - b) organize national workshops, in addition to ICAO regional workshops, for a better sensitization of all agencies involved, particularly those who are off airport (hospitals, coast-guards, army, town fire services, etc..);

- c) organize regular exercises at intervals called for in Annex 14, volume I, to test the effectiveness of the plan;
 - d) promote exchanges of experience in this field and call on experts available in some states in the region to assist other states;
2. That the ICAO Regional Office continue to assist States to develop their aerodrome emergency plans.

RECOMMENDATION 1/14: BIRD HAZARD

That :

- a) States establish under the supervision of the civil aviation authorities, a local bird hazard committee involving airport authorities, aircraft operators, relevant public administrations as well as local municipal authorities and other concerned agencies for a coordinated approach to eliminating bird hazard at and in the vicinity of aerodromes;
- b) States ensure that ornithological and environmental studies are conducted at their airports with a view to developing of a bird hazard reduction and control programme, using as far as possible the national expertise available in the fauna and environmental departments as well as in university institutions; and
- c) ICAO, in cooperation with AFCAC, seek for funds to assist States in conducting ornithological studies at international airports in the region.

RECOMMENDATION 1/15: AERODROME CERTIFICATION

That:

- S States which have not done so include in their legislation provisions and procedures for certification of their aerodromes; and
- S ICAO organize workshops on aerodrome certification for the benefit of States in the Region.

II-AIR TRAFFIC MANAGEMENT (ATM)

CONCLUSION 1/16: MAIN DEFICIENCIES IN AIR TRAFFIC SERVICES

That the main deficiencies in the ATM field are :

a) **ATM Personnel**

- S Personnel inadequate (staffing)
- S Inadequate post basic ab-initio training/lack of training policy. Insufficient training in a second aeronautical language;
- S experienced controllers in insufficient number;
- S Poor working environment and conditions of service and security;
- S Lack of attention to the ICAO quality control audit.

b) **Equipment/working material**

- S Most of the ATS units are poorly equipped and/or where available, are obsolete;
- S Unavailability of current ICAO documents and Annexes;
- S Unreliable navigational aids and poor communication facilities.

c) **Operational concerns**

- S Procedural control still in some airspaces where surveillance radar requirements have been identified by APIRG;
- S Insufficient provision of Air Traffic Control Services, due to lack of adequate VHF radio coverage (extended VHF for ACCs);
- S Inadequate AFS facilities (AFTN and ATS/DS)
- S Lack of update of obsolete letters of agreement between ATS units;
- S Inadequate aeronautical charts, maps, WGS84 and most of the AIS services are not automated;
- S Lack of national legislation concerning licensing of air traffic controllers;
- S Lack of SAR Agreements/Coordination between contiguous ACCs;
- S Inadequate procedure for ATC incident investigation.
- S Multiplicity of ATS units (airspace structure not optimised).

RECOMMENDATION 1/17: ELIMINATION OF DEFICIENCIES IN THE ATM FIELD

That States:

- S establish standard proficiency levels among ATM personnel in order to enhance safety and productivity;
- S establish an ATS manpower development plan unit to effect all the training requirements for non-radar, radar environment, at equipped ATS units, including flying experience and refresher courses, to reach a higher level of proficiency at all times.
- S improve periodically the conditions of service of ATS personnel so that experienced controllers are retained.
- S set up ATS units with modern CNS equipment that make possible easy communications ground/air, ground/ground and have effective SAR system to ensure effective coordination whenever necessary. Implementation of the CNS/ATM system should be the objective in all activities.
- S ensure that all ATS units are equipped with commercial telephones, either normal INTELSAT or preferably INMARSAT system. This should be done even when dedicated systems are in place, so as to ensure back up in case of failure of primary systems.
- S implement the TMA and the en-route VHF coverage in line with AFI/7 Recommendation 5/12 and the establishment of en-route controlled airspace in line with AFI/7 Recommendation 5/21.
- S implement Area Control Service in accordance with the priorities set out in APIRG/12 Conclusion 12/20 and reiterated by APIRG/13 Conclusion 13/31.
- S implement all ATS routes approved under the AFI Plan.
- S undertake to conduct investigations on reported incidents and provide reports to all concerned. It should be emphasized in this context that the non-availability of these reports is not in the interest of early identification of the cause of the incidents and the best corrective action to be taken by the relevant authority.
- S letters of agreement between all ATS units serving contiguous airspaces. This should be done in co-operation with active line controllers and kept abreast of traffic and systems developments.

III-SEARCH AND RESCUE (SAR)**CONCLUSION 1/18: DEFICIENCIES IN THE IMPLEMENTATION OF SAR IN THE REGION**

That the main deficiencies affecting search and rescue organization and operation in the Region are the following:

- Lack of legal provisions establishing SAR services;
- lack of necessary equipment for the conduct of search and rescue operations;
- when the equipments exist physically, they are not useable when needed;
- lack of qualified personnel for the conduct of SAR operations;
- lack of search and rescue exercises;
- lack of SAR Cooperation agreements.

RECOMMENDATION 1/19: ELIMINATION OF DEFICIENCIES IN THE FIELD OF SEARCH AND RESCUE (SAR)

That taking into consideration deficiencies of major concern in the field of search and rescue (SAR), States implement ICAO relevant provisions concerning:

- a) the need for cooperation between States to encourage a more rational and economical use of SAR facilities and services;
- b) the need for sufficiently trained SAR personnel;
- c) the need to organize search and rescue exercises;
- d) the necessity of implementing a Local User Transmitter for MCC in the AFI Region at sites of better satellite coverage to receive distress signals;
- e) the necessity of publishing, in respective AIPs, the registration data of Emergency Locator Transmitter (ELT) that can be shared with rescue coordination centres (RCC) of other States;
- f) the need to provide SAR point of contact SAR (SPOC);
- g) the need for appropriate legal SAR agreements; and
- h) familiarization visits to Search and Rescue coordination centres and sub centres in order to make sure that their installations and units meet the requirements of Air Navigation Plan of the AFI Region.

RECOMMENDATION 1/20: AFCAC SEARCH AND RESCUE (SAR) PROJECT

That

- a) States with SAR deficiencies, which have not yet expressed the wish to be part of the continental SAR project initiated by AFCAC in cooperation with ICAO, be urged to take part in this project.
- b) The effective implementation of the aforementioned SAR project be extended as soon as possible to all African States which have already indicated that they wish to be part of it.

IV-AERONAUTICAL INFORMATION SERVICES AND AERONAUTICAL CHARTS
(AIS/MAP)

CONCLUSION 1/21: DEFICIENCIES IN THE AIS/MAP FIELD

That the following deficiencies prevail in the region :

- a) **Aeronautical Information Publications (AIP)**
 - Some States (3 out of 24) have not published their AIPs in accordance with the format recommended by ICAO.
 - Most States have been updating their AIPs on a regular basis, but 10 States have no target date for the publication of their AIP amendments and their updating is erratic.
- b) **Provision of Aeronautical Information to Aerodrome aeronautical Information Office**
 - Aeronautical information is not available in most aerodromes in the region.
 - There are no pre-flight information bulletins. Flights departing regional or international aerodromes should have such bulletins covering at least the first leg of each flight regardless of the destination.
 - Very few aerodromes in the region can issue electronically pre-flight information bulletins.
 - Some States have implemented, on a trial basis, pre-flight automated information systems with a view to supplying operational staff with aeronautical data/information. Once these systems have been approved after testing, they could serve as example in countries which have not adopted them as yet.

c) **Personnel training**

- Although significant efforts have been noted in the training of AIS personnel since the last AFI/7 RAN Meeting, the training component is still deficient. The lack of specialized training schools in AIS/MAP matters is one of the many causes of the persistence of deficiencies.

d) **Aeronautical documentation**

- It has been noted that there is a lack of adequate aeronautical documentation as recommended by ICAO in all regional and international airports.

e) **Implementation of the World Geodetic System (WGS-84) Coordinates**

- Three (3) States out of 24 in the region have not as yet carried out the WGS 84 surveys and conversion of the reporting points.

RECOMMENDATION 1/22: AIP NEW FORMAT AND AIS AUTOMATION

That States:

- a) which have not done so publish their AIPs in accordance with the new ICAO standard format be invited to do so by 28 November 2002;
- b) implement their aeronautical coordinates in the world geodetic system WGS-84;
and
- c) implement automation of their aeronautical information services (AIS).

V-COMMUNICATIONS, NAVIGATION AND SURVEILLANCE (CNS)
INCLUDING CNS/ATM SYSTEMS

CONCLUSION 1/23: DEFICIENCIES IN THE FIELDS OF COMMUNICATIONS, NAVIGATION AND SURVEILLANCE (CNS)

That the main deficiencies reported in the fields of communications, navigation and surveillance, in respect of the implementation of Standards and Recommended Practices (SARPs) and the Air Navigation Plan (ANP) requirements in the Region, are as follows:

A) Communications

Aeronautical Fixed Service (AFS)

- S implementation of the aeronautical fixed telecommunication network (AFTN) incomplete
- S implementation of the air traffic services direct speech network (ATS/DS) incomplete
- S low availability of existing circuits
- S low-speed circuits
- S inadequate transit times
- S discrepancies between subregional satellite telecommunication networks
- S analogue systems with limited processing capacity

Aeronautical mobile service (AMS)

- S poor coverage of air-ground communications on very high frequency (VHF)
- S assignment of VHF frequencies not in accordance with the air navigation plan
- S predominance of high frequency (HF) communications, with inherent technical limitations
- S misuse, interference and congestion of HF frequencies

B) Navigation

Aeronautical radionavigation service (ARNS)

- S implementation incomplete
- S low density of radio navigation aids, due to geographical characteristics such as large desertic areas or deep forests
- S low availability rate of radio navigation aids
- S lack of/insufficient flight checks of navigational aids
- S high separation minima between aircraft
- S low airspace capacity to cope with air traffic growth
- S non-direct and non-economic air routes (long flight times and high fuel consumption)

C) Surveillance

- S absence or poor radar coverage in high traffic density airspace
- S large use of procedural control based on pilot reports only
- S approximate, inaccurate or incomplete air situation at the controller level (risk for safety)
- S high separation minima between aircraft.

D) Personnel

- S inadequate staffing
- S insufficient qualifications on aeronautical equipment and associated techniques/technologies
- S lack of, or insufficient training on new technologies (satellites, networking, digital data processing and transmission, automation, distributed systems, etc.).

CONCLUSION 1/24: FACTORS AFFECTING IMPLEMENTATION OF CNS/ATM SYSTEMS IN THE REGION

That the following factors impinge on the implementation of CNS/ATM systems in the region:

- national CNS/ATM plans inexistent;
- lack of coordination between providers and users within implementation coordination groups (ICGs) of CNS/ATM systems created by APIRG;
- lack of guidelines for the coordination of such ICGs; and
- lack of necessary funding for the validation trials and the operational implementation of CNS/ATM systems.

RECOMMENDATION 1/25: COMMUNICATIONS: IMPROVEMENT/IMPLEMENTATION OF REGIONAL FACILITIES

That States concerned expedite the improvement/implementation of regional communication facilities in support to the provision of air traffic control on international air routes and to facilitate coordination with adjacent regions.

RECOMMENDATION 1/26: COMMUNICATIONS: INTERCONNECTION OF SUBREGIONAL SATELLITE NETWORKS

That:

- a) States implement the interconnection of existing subregional satellite communication networks in order to increase efficiency in aeronautical fixed services in the region; and

- b) the interconnection of subregional satellite communication networks be selected as part of aviation priority regional projects.

RECOMMENDATION 1/27: NAVIGATION: IMPLEMENTATION OF GNSS APPLICATIONS

That, mindful of the AFI GNSS strategy an action plan be established for the early implementation of GNSS-based applications (such as non-precision approach procedures) in the region, the development of which should be assigned to a task force under the coordination of the ICAO Regional Office, with full participation and endorsement by States, groupings of States and a selected technical service provider.

RECOMMENDATION 1/28: NAVIGATION: EXTENSION OF EGNOS TO THE AFI REGION

That States provide necessary support to the request for funding to be submitted to the European Union through the ACP/EU mechanism, in support to the AFI GNSS test-bed activities consisting in an extension of the European Geo-stationary Navigation Overlay Service (EGNOS) and a conditional deployment of an operational system, as part of Phase I of the AFI GNSS strategy.

RECOMMENDATION 1/29: IMPLEMENTATION OF AERONAUTICAL SURVEILLANCE PLAN (ASP) FOR THE AFI REGION

That States responsible for en-route area control centres (ACCs)/flight information centres (FICs) for which surveillance radar requirements have been identified implement the AFI aeronautical surveillance plan (ASP) adopted by APIRG.

RECOMMENDATION 1/30: CNS: SUPPORT TO ICAO POSITIONS AT ITU WORLD RADIO CONFERENCES (WRCs)

That States continue to promote and defend ICAO positions at the International telecommunication union (ITU) world radio conferences (WRCs), in the interest of civil aviation.

RECOMMENDATION 1/31: CNS: USE OF NEW COMMUNICATION TECHNOLOGIES

That States explore ways and means of improving efficiency of aviation services and coordination between aviation partners by using modern communication technologies.

RECOMMENDATION 1/32: CNS : TRAINING/PROFICIENCY PLAN

That a training and proficiency plan be devised for a sufficient number of CNS staff on new techniques and technologies utilized by the aviation industry, based on requirements identified in the region.

RECOMMENDATION 1/33: CNS/ATM : ESTABLISHMENT OF NATIONAL BODIES AND OPERATION OF IMPLEMENTATION COORDINATION GROUPS (ICGs)

That:

- States establish their national CNS/ATM bodies and designate their focal points in pursuance of APIRG Conclusion 13/74; and
- ICAO Regional Offices clarify the terms of reference of the implementation coordination groups (ICGs) and those of their respective coordinator States.

RECOMMENDATION 1/34: CNS/ATM: STEP-BY-STEP APPROACH TO SYSTEM ELEMENTS IMPLEMENTATION

That, in the implementation of air navigation requirements, including CNS/ATM system elements, States:

- adopt a step-by-step approach starting with operational objectives achievable in the short term with minimum CNS requirements and/or cost-effective solutions, in compliance with APIRG conclusion 13/72; and
- implement basic systems in order to take early benefits from the transition towards the new CNS/ATM systems.

VI-METEOROLOGICAL SERVICES FOR INTERNATIONAL AIR NAVIGATION (MET)

CONCLUSION 1/35: DEFICIENCIES IN THE MET FIELD

That the most common deficiencies identified in the MET field are related to the following:

- a) lack of basic equipment for measuring basic MET parameters (wind, temperature and pressure);

- b) lack of provision of meteorological observation and reports including SIGMET and aerodrome warnings;
- c) lack of provision of meteorological services to operators and flight crew members;
- d) inadequate staffing affecting provision of MET services to users;
- e) lack of communications between the MET Offices and other air navigation services at aerodrome;
- f) lack of aeronautical climatological information.

**RECOMMENDATION 1/36: COST RECOVERY OF AERONAUTICAL
METEOROLOGICAL SERVICES**

That:

- States in establishing a cost recovery system of aeronautical meteorological services should use relevant ICAO and WMO documents and cooperate with airports, air navigation services and other aeronautical partners.

VII-ICAO UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP)

**CONCLUSION 1/37: MAIN COMMON DEFICIENCIES IDENTIFIED BY THE ICAO
SAFETY OVERSIGHT AUDITS PROGRAMME**

The Meeting noted that following are the main common deficiencies identified in the majority of States in the Region at the time of the audits carried out by the ICAO within the framework of the USOAP, in the audited areas (State's legislative framework, CAA's organizational structure and staffing and the implementation of SARPs related to Annexes 1, 6 and 8 and associated guidelines).

A) Legislative framework

- S lack of up-to-date primary aviation legislation (civil aviation act, code of civil aviation, aeronautics code, etc.) to enable the State to give effect to the Convention;
- S lack of national regulations, implementing Standards and Recommended Practices contained in the Annexes 1, 6 and 8 to the Chicago Convention;
- S failing to adequately delegate the appropriate authority to inspectors in order to carry out operational inspections.

B) CAA's organizational structure and staffing

- S CAA not suitably established and does not have suitable technical capabilities for the aviation safety oversight;
- S unsatisfactory staff conditions of work and wages;
- S non-availability of adequately qualified and experienced technical staff with lack of adequate training policies and programmes for existing inspectors;
- S non-availability of adequate written procedures and guidance and lack of adequate and appropriate equipment and technical documents;
- S inadequate funding to civil aviation authorities which has long been identified as a reason for the deficiencies identified by ICAO audits and the difficulties experienced by civil aviation administrations.

C) Personnel licensing and training (Annex 1)

- S lack of appropriate procedures and system relating to examinations and testing of licence applicants;
- S lack of appropriate regulations, requirements and procedures applicable to medical assessments;
- S lack of established systems for processing licence applications, validation of licences, and issuance of national licences on the basis of licences issued by other Contracting States;
- S lack of established system for the certification and supervision of aviation training institutes.

D) Air operators certification and surveillance (Annex 6)

- S absence of a system for the certification and the continued surveillance of air operators, in compliance with the provisions of Annex 6 and ICAO Doc. 8335;
- S no requirement for an operator to develop an Operations Manual including a training programme, a Minimum Equipment List and a flight safety and accident prevention programme;
- S non-availability of flight operations inspectors for flight inspections;
- S no operations inspections prior to the certification of air operators in several States;
- S air operator certificates (AOCs) have been issued virtually on request without requiring the applicant to demonstrate an adequate organization, method of control and supervision of flight operations, training programme and maintenance arrangements consistent with the nature and extent of the operations specified, as required by ICAO Standards;
- S lack of adequate surveillance (which have been identified as contributing factors in several accident investigation reports);
- S no regulations or standards applicable to specific flight crew members qualifications (routes and aerodromes) nor for their maintaining competency;
- S no regulations or standards applicable to cabin crew members (training, competency, tasks on board, minimum number for each type of aircraft, etc...).

E) Airworthiness of aircraft (Annex 8)

- S several States did not have their own regulations and directives regarding issuance and renewal of Certificates of Airworthiness and did not adopt/adapted suitable airworthiness regulations applicable to aircraft registered on their register;
- S no requirement for an operator regarding aircraft airworthiness and maintenance such as requirement for an operator to prepare a maintenance control manual;
- S no requirement for the approval of aircraft maintenance organisations and lack of adequate system for approval and surveillance of maintenance organizations;
- S several States have not established procedures and requirements for the issuance of flight permits or special authorizations and special authorisations were issued without references nor the knowledge of the civil aviation authorities;
- S aeroplanes were used for public transport without valid C. of A or with a flight permit instead of a valid C. of A;
- S no monitoring of the application of the Airworthiness Directives nor Services Bulletins related to the type and the series of aircraft.

RECOMMENDATION 1/38 : EFFECTIVE IMPLEMENTATION AND FOLLOW-UP OF SAFETY OVERSIGHT AUDITS ACTION PLANS

That:

- a) States should coordinate and cooperate at regional level for the implementation of ICAO safety oversight audits action plans;
- b) States should update their audits action plans proposed to ICAO and inform ICAO on progress achieved and difficulties encountered;
- c) the Audits Findings and Differences Database (AFDD), should be used for the analysis of audits results, the identification of actions required to resolve the deficiencies and the establishment of regional action plans and programmes;
- d) ICAO should provide States and their regional institutions with the audits results and analysis specific to those groupings so as to facilitate better coordination in implementing audits action plans.

RECOMMENDATION 1/39: IMPLEMENTATION OF SYSTEMS FOR THE CERTIFICATION AND CONTINUED SURVEILLANCE OF AIR OPERATORS.

That:

- a) States should ensure that their air operators certification system comply with Annex 6 provisions and ICAO Manual 8335;
- b) States experiencing difficulties in implementing such systems should make cooperative arrangements with other States having the required capability and advise ICAO accordingly.

RECOMMENDATION 1/40: URGENT MEASURES FOR SAFETY OVERSIGHT

That States should implement the following provisions considered urgent and essential for the continuation of the operations of air operators presently authorized by the CAAs in the Region:

- a) operators actually authorized and not having developed yet an Operations Manual must be urged to remedy to this deficiency;
- b) the national regulations should clearly urge the authorized operators for the application of State's regulations and the ICAO Standards binding to them and in particular those contained in Annex 6;
- c) States should appoint operations and airworthiness inspectors in charge of operational inspections; these inspectors must be trained first within a framework acceptable to ICAO;
- d) States should carry out operational ground and in-flight inspections of all operators actually authorized in order to review their certification pursuant to the provisions of ICAO manual 8335;
- e) the States should establish a continued surveillance programme of all authorized air operators;
- f) States should carry out routine airworthiness ramp inspections of aircraft transiting their airports in as much as practicable and inform the relevant State of registry as well as ICAO of any findings of safety concern disclosure would enable the enhancement of the flight safety;
- g) States should establish standards applicable to cabin crew members in the areas of training, competency, assignment of emergency duties, etc ...;
- h) States should limit licensing and renewal of AOC activities and authorizations, and operational and technical approvals, to the strict availability of competence allowing such issuing or an arrangement or a cooperative agreement with a Civil Aviation Authority able to carry out these tasks;
- i) States should conduct an effective control and an adequate surveillance of maintenance organizations;
- j) States should prohibit the use of aircraft without a valid Certificate of Airworthiness for the public air transport and in particular aircraft with a flight permit.

RECOMMENDATION 1/41: ESTABLISHMENT OF FLIGHT CREW LICENSING SYSTEMS.

That States should establish adequate systems for flight crew licensing including the approval and control of the training and the maintenance of competency.

RECOMMENDATION 1/42: IMPLEMENTATION OF SYSTEMS FOR ISSUING CERTIFICATES OF AIRWORTHINESS.

That States should establish appropriate systems for the issuance of Certificates of Airworthiness and surveillance of continuous airworthiness conditions of aircraft in their registry, in compliance with ICAO provisions contained in ICAO Annex 8, Annex 6, Chapter 8 and Airworthiness Manual Doc 9760.

RECOMMENDATION 1/43: PREPARATION FOR THE EXPANSION OF THE ICAO UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP) TO AGA AND ATM AREAS

That States,

- S noting the successful progress and current status of audits action plans, take follow-up remedial steps, together with ICAO plans for further expansion of the USOAP and its direct relevance to the existing deficiencies in the fields of aerodromes and ground aids (AGA) and air traffic management (ATM);
- S agree that resolute steps are to be taken by the contracting States in order for them to be better prepared to the forthcoming second cycle of audits and the expansion of USOAP into the AGA and ATM areas.

VIII-ICAO GLOBAL AVIATION SAFETY PLAN (GASP)

CONCLUSION 1/44: HIGH RATE OF AIRCRAFT ACCIDENT DUE TO CONTROLLED FLIGHT INTO TERRAIN.

That States take note of the Assembly Resolutions related to the ICAO Global Aviation Safety Plan and the relative high rate of aviation accidents in Western and Central Africa, and the need to adopt a coordinated regional mechanism for the implementation of ICAO programmes for the Controlled Flight Into Terrain (CFIT) and the reduction of the Approach and Landing Accidents Rates (ALAR).

RECOMMENDATION 1/45: IMPLEMENTATION OF A REGIONAL AVIATION SAFETY PLAN IN CONNECTION WITH THE ICAO GLOBAL AVIATION SAFETY PLAN (GASP).

That:

- a) States should endorse the GASP objectives for the reduction of aircraft accidents and the worldwide accident rate, coordinate and cooperate at regional level for the implementation of ICAO Assembly Resolutions referred to;
- b) States should implement ICAO programmes relating to prevention of controlled flight into terrain (CFIT) and approach and landing accident reduction (ALAR) ;
- c) ICAO should assist States in the implementation of the GASP in the Region.

IX-AVIATION SECURITY (AVSEC)

CONCLUSION 1/46: DEFICIENCIES IN THE AVSEC FIELD - AFI

That the main deficiencies in the field of aviation security in the Region are as follows:

A) Legislation

- S Non-ratification of international legal instruments, notably the supplementary Protocol to Montreal Convention (24 February 1988, acts of violence at airports) and the Convention on the marking of plastic explosives for the purpose of detection;
- S Lack of amendments to criminal codes to make punishable acts of unlawful interference perpetrated on the State's territory;
- S Lack of a national security programme defining the State's general policy in the field of aviation security as regards both the distribution of tasks and preventive and response measures and making available to interested partners relevant parts of the national security programme;
- S Lack of regulations requiring that airlines should submit their security programmes;
- S Lack of airport security programme including annexes on standardized operating procedures, crisis management plan, etc.;
- S Lack of legislation on cargo, mail, express parcels and stores security ("Regulated Agent" concept).

B) Training

- S Lack of a national training programme for partners involved in aviation security and of a validation and evaluation system for training;
- S Non-compliance with selection criteria when recruiting or assigning security officers (basic level, visual acuity, sense of smell, etc.);
- S Very high mobility of trained aviation security staff, notably of forces of law and order.

C) Preventive measures

- S Lack of adequate fencing or barriers for delineation of restricted areas;
- S Lack of an adequate system for badges and access control of persons and vehicles to restricted areas;
- S Lack or insufficient equipment for screening passengers and their baggage;
- S Insufficient training and retraining of security officers, notably in X-ray image and lack of evaluation and validation system;
- S Lack of follow-up and equipment maintenance (calibration, preventive maintenance and repairs);
- S Lack of formal measures for aircraft protection;
- S Lack of Standardized Operating Procedures relating to the aforementioned measures;
- S Security constraints not taken into account when designing airports.

D) Response

- S Lack of emergency plan and security exercise to test the effectiveness and efficiency of such a plan.

E) Evaluation/Inspection

- S Lack of an evaluation and inspection system for security systems (inspection unit, trained personnel, appropriate procedures and equipment).

F) Financing of aviation security

- S Use for other purposes of resources derived from the security charge.

In the meantime, awaiting the implementation of all measures agreed upon in the action plans submitted by States pursuant to evaluation or technical follow-up missions, the following recommendations were adopted:

RECOMMENDATION 1/47: RATIFICATION OF LEGAL INSTRUMENTS

That:

- a) States which have not done so ratify all legal instruments on aviation security;
- b) amend accordingly national legislation, including criminal code so that all unlawful acts of interference against civil aviation perpetrated on their territory be punished; and

RECOMMENDATION 1/48: REGIONAL AVSEC PARTNERSHIP

That States :

- a) join the regional AVSEC partnership by signing the Memorandum of Understanding (MOU) being finalized by ICAO and AFCAC;
- b) pledge their contribution to the partnership by making available aviation security experts and/or providing a financial contribution.

RECOMMENDATION 1/49: REGIONAL AVSEC PARTNERSHIP

That States should look for ways and means to perpetuate the regional partnership system through internal financing.

RECOMMENDATION 1/50: NATIONAL AVIATION SECURITY PROGRAMME

That States which have not done so should see to urgent the development and publication of their National Aviation Security Programme to make possible the publication/release of subsequent texts (Airport Security Programme, Standardized Operating Procedures, etc.)

RECOMMENDATION 1/51: SECURITY UNIT WITHIN ADMINISTRATION VESTED WITH THE ROLE OF APPROPRIATE AUTHORITY

That States which have not done so should establish, at a high level, within the administration structures vested with the role of appropriate authority, a unit manned with staff duly trained and in sufficient number for the proper discharge of duties including the drafting of national texts, the monitoring of the implementation and evaluation of aviation security systems.

RECOMMENDATION 1/52: STRENGTHENING OF SECURITY MEASURES AT AIRPORTS

That States should see to the strengthening of security measures at their aerodromes commensurate with the level of threat.

AGENDA ITEM 2 : HUMAN FACTORS AND HUMAN RESOURCE PLANNING AND TRAINING IN AVIATION
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Under this agenda item, the meeting considered the important issues of human factors and human resource planning and training issues, and strategies aiming at assisting the Region in these areas. The following conclusion and recommendation were adopted:

**CONCLUSION 1/53: DIFFICULTIES IN HUMAN FACTORS AND PLANNING OF
HUMAN RESOURCES AND TRAINING IN AVIATION IN THE
AFI REGION**

That

- S the situation of planning and training of aviation human resources in Africa is still far from satisfactory;
- S deficiencies are related to insufficient number of adequately trained personnel and difficulties in operation of training facilities;
- S deficiencies are hampering the satisfactory implementation of the AFI Regional Plan/FASID, SARPs and PANs.

**RECOMMENDATION 1/54: HUMAN FACTORS AND HUMAN RESOURCE PLANNING
AND TRAINING IN AVIATION**

That

- a) ICAO proceed as soon as possible with the establishment of the proposed appropriate body to facilitate regional human resources and training planning in the AFI Region.
- b) the development of an ICAO Project on human resource and training planning for the Region based on identified regional training capabilities.
- c) States be urged to participate in the ICAO TRAINAIR programme
- d) AFI training institutions should improve their standards to the required level in order to justify their listing in the ICAO training Directory.
- e) extend their training programme to other fields of civil aviation

- f) harmonize their programmes
- g) organize training as appropriate in locations other than aviation training institutions.
- h) training should be made financially affordable.
- i) States should consider the utilization of common training centres on a regional or sub-regional basis. In addition to that, a collective approach should be adopted to obtain scholarships from external sponsors.

AGENDA ITEM 3 : FUNDING OF CIVIL AVIATION

Under this agenda item, the meeting discussed the necessity to develop technical cooperation in the Region, and reviewed various solutions in order to cope with the needs for funding. The following conclusion and recommendations were adopted:

CONCLUSION 1/55: FUNDING OF CIVIL AVIATION - RELATED ISSUES

That

1. The International Financial Facility for Aviation Safety (IFFAS) mechanism will offer a much needed and desirable opportunity to implement the projects and action plans aimed at enhancing safety and promoting the orderly development of civil aviation.
2. In view of the scarcity of funds from the traditional sources, expedited implementation of IFFAS is solicited particularly at this point when the deficiencies highlighted in the safety audits need to be remedied.
3. Taxes imposed on aeronautical revenues of civil aviation authorities restrict their capacity to operate as autonomous entities and to provide the level of service required.
4. While awaiting the establishment of IFFAS, States should intensify their efforts to find solutions to pressing problems of funding.

5. Cooperative approach to project implementation is increasingly favoured by funding agencies due to the higher expectation of commitment, sustainability of project achievements, from groups than from individual States.
6. There is need to educate and solicit the commitment of political leaders to endorse and promote a document to be prepared, on the role and benefits of civil aviation in Africa's development agenda.

RECOMMENDATION 1/56: FUNDING RELATED ISSUES IN THE REGION

That

1. ICAO urgently implement IFFAS.
2. States support and participate in IFFAS.
3. States adopt a co-operative approach to the sourcing of funds through formulation and establishment of sub-regional projects leading to integration.
4. ICAO sensitize governments on the benefits of civil aviation and encourage investments in projects aimed at promoting safety and security.
5. ICAO develop a comprehensive document that clearly outlines the role of civil aviation in the overall socio-economic development programme (of Africa) stating the requirements and benefits at both national and regional levels.

RECOMMENDATION 1/57: ICAO AND AFCAC ASSISTANCE IN THE IDENTIFICATION OF REGIONAL PROJECTS

That ICAO and AFCAC coordinate their action during the identification of regional projects and assist States in the search for corresponding funding.

AGENDA ITEM 4 : AIR TRANSPORT AND LIBERALIZATION

Under this agenda item, the meeting discussed issues relating to air transport and liberalization in the Region. The following conclusion and recommendation were adopted:

CONCLUSION 1/58: REGULATORY FRAMEWORK

That the air transport liberalization could be achieved in an optimum manner only within an harmonized regulatory framework with access to intra-African market for all African airlines.

RECOMMENDATION 1/59: IMPLEMENTATION MEASURES

That States

- a) undertake to implement the Yamoussoukro Decision of November 1999 by complying with ICAO International Standards in the aviation safety and security fields;
- b) adopt common regulations in the economic, legal and technical fields;
- c) adopt regulations for consumer's protection;
- d) establish a common aviation data base as well as an implementation Committee.
- e) undertake to get involved in the preparation of the 5th ICAO Worldwide Air Transport Conference. (AT Conf/5 Montreal, 24 - 29 March 2003).

AGENDA ITEM 5 : AUTONOMOUS ENTITIES AND PRIVATIZATION
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Under this agenda item, the meeting discussed issues relating to privatization and autonomy of aeronautical entities taking into consideration the need for sound management and harmonization. The following conclusion and recommendations were adopted:

CONCLUSION 1/60: SUPPORT TO THE CREATION OF AUTONOMOUS ENTITIES

That, following AFCAC plenary Session Resolution S15-3 : Autonomous Civil Aviation Authorities and the ICAO Conference on Airports and Air Navigation Services Economics (ANSCConf2000, Montreal 19-28 June 2000) Recommendations, as well as experience gained in the Region, States agree to promote the creation of autonomous civil aviation entities for the purpose of efficient management of their airports and air navigation services (ATS).

RECOMMENDATION 1/61: AUTONOMOUS ENTITIES AND METEOROLOGICAL SERVICE FOR AIR NAVIGATION

That, when considering the establishment of autonomous entities to manage their air navigation services, States should take due account of the provision of meteorological service to air navigation.

RECOMMENDATION 1/62: NEED FOR ICAO AND AFCAC ASSISTANCE TO STATES

That

- a) States which do not have sufficient expertise call on AFCAC and ICAO for advice and conduct of studies when creating their autonomous entities.
- b) AFCAC and ICAO convene a seminar/workshop for awareness increase at the continental level intended for all African States.
- c) In the event of creation of autonomous entities and commercialization of aeronautical activities, safety and security fully remain State responsibility on the understanding that the concerned entities should comply with the provisions of the Chicago Convention and its Annexes.

<p style="text-align: center;">AGENDA ITEM 6: RATIFICATION BY AFRICAN STATES OF INTERNATIONAL AIR LAW INSTRUMENTS</p>
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Under this agenda item, the meeting considered the importance of legal matters in the Region, in the context of a world-wide interaction. The following conclusion and recommendation were thus adopted:

CONCLUSION 1/63: NON RATIFICATION OF INTERNATIONAL AIR LAW INSTRUMENTS

That the lack of ratification of international air law instruments by many African States and non-inclusion of these instruments in national legislations are an impediment to their entry into force.

RECOMMENDATION 1/64: URGENCY FOR THE RATIFICATION OF INTERNATIONAL AIR LAW INSTRUMENTS

That

- a) States should involve more their national experts to let appropriate authorities be aware that it is urgent to ratify international air law instruments.
- b) Non-AFCAC member States should undertake to take urgent measures and sign the new AFCAC Constitution.

AGENDA ITEM 7 : STATES' ARREARS IN CONTRIBUTIONS
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Under this agenda item, the meeting considered the issue of arrears in States' contributions to the AFCAC and ICAO budgets. The following conclusion and recommendation were adopted:

CONCLUSION 1/65: NEGATIVE IMPACT OF STATES' ARREARS IN CONTRIBUTIONS TO ICAO AND AFCAC BUDGETS

That the non-payment of contributions to AFCAC and ICAO budgets by sizeable number of States has very serious implications on the activity programme of these two organizations on one hand and on the African representation at ICAO Secretariat on the other hand.

RECOMMENDATION 1/66: ARRANGEMENTS FOR REGULAR PAYMENT OF CONTRIBUTIONS

That:

- a) States make the necessary arrangements to pay up their arrears in contributions to AFCAC and ICAO budgets and ensure regular payment of contributions.
- b) Autonomous civil aviation authorities pay directly contributions to AFCAC and ICAO budgets in lieu of States treasuries.

**First Meeting of Directors General of Civil Aviation
of Western and Central African States**

(Abuja, Nigeria, 19 - 21 March 2002)

DECLARATION

The Directors General of Civil Aviation of Western and Central African States at their first meeting held at Abuja, Nigeria from 19 to 21 March 2002 convened by the ICAO Western and Central African Office, and which was attended by other high-ranking Officials representing 27 States and 9 international Organizations,

- **Conscious** that the need for a scheduled, adequate and efficient African air transport remains a tremendous challenge to take up;
- **Having** reviewed the serious deficiencies which affect civil aviation in their respective countries and hamper its orderly development at regional level;
- **Considering** the vital role which civil aviation plays in the socio-economic development, exchanges, trade and regional integration;
- **Considering** States obligation to shoulder their national and international responsibilities in the field of civil aviation, in particular, the effective implementation of ICAO Standards, Recommended Practices and Procedures;
- **Mindful** of their national responsibilities and the confidence that their Governments have in them;
- **Recognizing** that it is essential to adopt a joint approach when resolving problems of common interest;
- **Conscious** that deficiencies in any part of the world might have adverse repercussions on other regions;

DECLARE their determination to enhance the general situation of civil aviation in their region;

DECLARE their commitment to:

- a) make efforts for the implementation of ICAO Standards, Recommended Practices (SARPs) and Procedures as well as the ICAO Air Navigation Plan for Africa and Indian Ocean (AFI);

- b) co-operate among them by establishing or becoming party to existing mechanisms or joint or regional arrangements aimed at eliminating deficiencies in the aviation safety and security fields.
- c) implement the conclusions and recommendations of the present meeting, inter alia;
 - 1. accept and implement effectively the recommendations of ICAO audits and evaluations.
 - 2. give the highest priority to the elimination of the most serious deficiencies in aviation in the AFI Region;
 - 3. co-ordinate among them and co-operate in the conduct of all their aeronautical activities, including the harmonization of their regulations;
 - 4. resort to existing aviation training centres in the Region to train their personnel and make joint contacts with a view to obtaining training fellowships from donor organizations;
 - 5. conclude bilateral/multilateral cooperative arrangements aimed at optimizing the use of the expertise available in the Region and facilitate the exchange of personnel;
 - 6. become party and provide support (financial, material and/or in human resources) to the regional AVSEC partnership advocated by ICAO and AFCAC for the uniform implementation of Annex 17 provisions (Aviation Security);
- d) Meet their financial obligations to AFCAC and ICAO;
- e) Sign and ratify where necessary, international air law instruments, in particular protocols amending Articles 50a) and 56 of the Convention on international civil aviation.

DECIDE to institutionalize, under the aegis of ICAO, the convening of DGCA meetings for Western and Central African States for the purpose of discussing all matters of common interest and strengthening co-ordination and their co-operation bonds for the elimination of identified deficiencies.

EMPHASIZE the need to:

- a) establish autonomous entities to manage aeronautical activities;
- b) strengthen existing authorities/agencies vested with limited autonomy, by granting them full financial, operational and administrative autonomy free from bureaucratic procedures and political pressure;

- c) create/strengthen regional or sub-regional operating agencies for the joint management of air navigation facilities and services;
- d) create regional or sub-regional regulatory authorities;
- e) organize regular and systematic consultations between users and service and facility providers to discuss financial and operational issues relating to all civil aviation fields so as to ensure that the facilities and services provided remain fully responsive to users' needs/requirements and that charges are determined on the basis of fair and reasonable costs, in accordance with ICAO policy on charges.

REQUEST ICAO and AFCAC to:

- a) coordinate the identification of regional aviation projects and assist States in their search for funding such projects;
- b) suggest cooperative mechanisms to States in the various civil aviation fields;

COMMEND the adoption by the 33rd Session of ICAO Assembly of the International Financial Facility for Aviation Safety (IFFAS) concept;

REQUEST ICAO to speed up the implementation of the IFFAS mechanism.

NOTE the tendency to resort to the private sector for the funding and management of aeronautical activities and **REQUEST ICAO** to organize seminars/workshops on commercialization;

URGE States to endorse all measures taken by ICAO with a view to enhancing aviation security following the high level Ministerial Conference on Aviation Security, in particular the signing of the Memorandum of Understanding (MOU) on regional partnership.

Done in Abuja on 21 March 2002
