

AFCAC Presentation

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President of the African Civil Aviation Commission

Representative of South Africa to the Council of ICAO



AU/ATAG/ICAO/WB Development Forum
(Addis Ababa, 23-25 April 2007)

Structure of the presentation

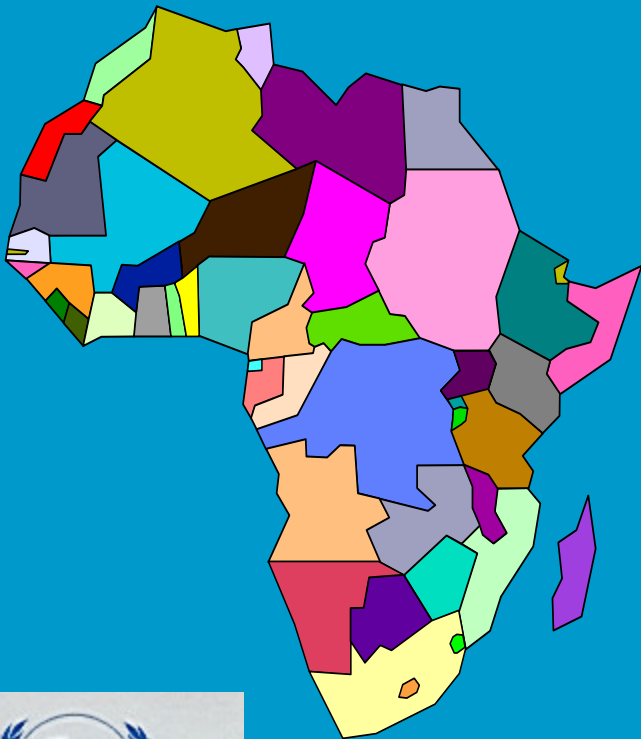
- ➔ **Presentation on AFCAC Background**
- ➔ **Air Transport in Africa**
- ➔ **AFCAC 17th Plenary Session**
- ➔ **ICAO 5th Worldwide Air transport Conference**
- ➔ **Message from AFCAC**
- ➔ **Prospects**



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Background

What is AFCAC ?



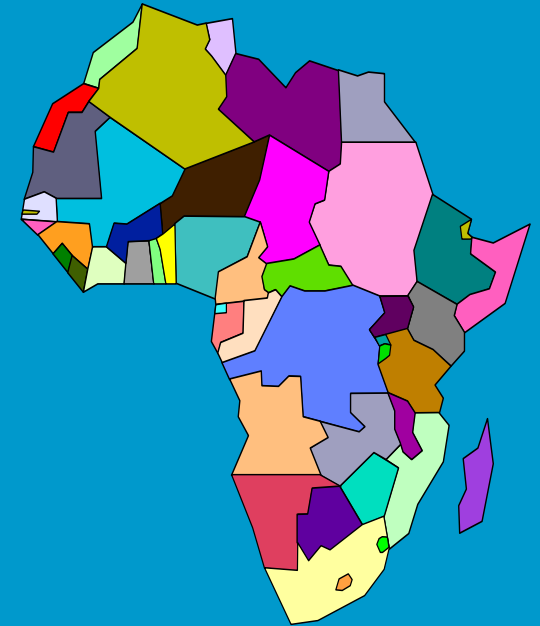
**AU Specialized body for
civil aviation**



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Background

- 46 Member States
- Headquarters in Dakar - SENEGAL
- Plenary Session: Resolutions
- Bureau and Secretariat : Implementation
- Air Transport Committee
- Technical Committee
- African members of the ICAO Council: Africa position



⇒ Co-ordination and assistance functions



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Parties involved in Air Transport

- **Airlines**
- **Air Navigation Services Providers**
- **Airports**
- **Technical Bodies**
- **Civil Aviation Authorities**
- **African Regional Integration Bodies**
- **The Continental Monitoring Body of the YKO Decision**



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AFCAC 17th Plenary Session

(Johannesburg 10-14 May 2004)

- ➔ Technical prerequisites for a sustainable air transport system in Africa are safety and security
- ➔ Implementation of the Yamoussoukro Decision
- ➔ African Air Transport Policy: common position with Third parties (EU, US Open Skies ...).



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ICAO 5th Worldwide Air transport Conference

(ATConf/5, Montreal, 24-29 March 2003)

Conclusions, Model Clauses, Recommendations and Declaration

Safety and Security Aspect of Liberalization

- Air Carrier Ownership and Control
- Aircraft Leasing
- Safeguards to ensure Fair Competition
- Sustainability and Participation
- Consumer Interest
- Dispute Resolution
- Transparency



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Message from the President of AFCAC

The Yamoussoukro Decision

- The Yamoussoukro Decision has been on the table for a very long time. Implementation of the Yamoussoukro Decision seems to be getting new hurdles every time*
- Implementation of the Yamoussoukro Decision is one of the flagship projects of NEPAD. In fact, in order of numbering, in the NEPAD infrastructure Short-Term Action Plan (STAP), it is number 1.*
- Yamoussoukro Decision talks about opening up the African skies to enable African airlines to fly anywhere any time in our beautiful continent. Yamoussoukro Decision also talks about alliances, pooling, code shares etc amongst African airlines.*
- We applauded the initiatives taken thus far by some African airlines, but there is still a lot to do.*



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Message from the President of AFCAC

Safety and Security

- Civil aviation in Africa is said to be unsafe. This has a negative effect in that the traveling public would rather fly non-African airlines to African destinations. This affects our own air transport development in the continent. Let us join hands to foil this attempt to discredit our African Airlines from a safety point of view.
- Safety, like security is not negotiable and must be enhanced at all times.

Connectivity

- At present, travel in Africa is a nightmare. Connectivity is next to impossible. One can end up spending 4 to 6 days to reach an adjacent African destination through connectivity. We applaud our African airlines that are making their best in facilitating the issue of connectivity



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- *Media propaganda on aircraft crashes in Africa*
- *AFCAC viewed with dismay the media type and deliberate propaganda by foreign media on the safety of air transport in Africa as a result of the crashes which occurred involving aircrafts registered in Africa.*
- *AFCAC considers the reactions of some States and the comments of some media organization as derogatory and capable of giving a wrong signal and undermining the capability and responsibility of African States and their agencies to provide safe air transport services.*
- *AFCAC, WTO-Africa and AFRAA should meet the international press to reaffirm confidence in African aviation and debunk the views of some States and organizations that air transport in Africa is not safe.*



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Message from the President of AFCAC

- *France/AFCAC/ICAO SAR PROJECT*
- *MoU on the improvement of SAR services in the AFI region between France, AFCAC and ICAO*
- *Achievements at the end of January 2007,*
 - *41 States had requested a SAR evaluation mission, 36 of which had been completed.*
 - *9 States had requested a technical assistance mission:*
 - *Training courses in French took place in December 2002 and November 2005 in Niamey and in September 2004 in Tunis.*
 - *Training courses in English were held in Johannesburg in March/April 2003, June/July 2004 and June 2005.*
 - *120 participants, from over 30 States or organisations, were trained during the 6 training courses held in the framework of the SAR project.*



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- *MoU on the improvement of SAR services in the AFI region between France, AFCAC and ICAO*
- *Achievements at the end of January 2007,*
 - *Two training courses are being planned at EAMAC and EASA (Nairobi). They should be held during the first half of 2007.*
 - *A manual (SAREX Manual) defining a SAR exercise standardized methodology has been drafted. The SAREX Manual that is now available on the project website. An English translation of this documentation has been recently published online as well.*
 - *(AAMAC) requested ICAO's technical assistance to establish a regional SAR fund, the study was initiated in October 2006.*
 - *A website available in French and English at: www.icao.int/SARAfrica/fr and www.icao.int/SARAfrica has been created.*



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Message from the President of AFCAC

- 2008 deadlines
- *The 1st Session of the Conference of African Ministers Responsible for Air Transport organized by the AU Commission, held in Sun City, South Africa, in May 2005 committed itself to reduce the accident rate for Africa to the worldwide level by 2008.*
- *The Final Declaration of the ICAO Conference of Directors General of Civil Aviation held in March 2006 reaffirmed that transparency and sharing of safety information are fundamental to a safe air transport system.*
- *AFCAC, WTO-Africa and AFRAA should meet the international press to reaffirm confidence in African aviation and debunk the views of some States and organizations that air transport in Africa is not safe.*



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- 2008 deadlines
- *IATA IOSA compliance by 2008, (The IATA Operational Safety Audit (IOSA) Programme is an internationally recognised and accepted evaluation system designed to assess the operational management and control systems of an airline).*
- *Driving paper out of the ticket process with Electronic Ticketing (e-ticketing) is achievable by the target date of end 2007*
- *Environment and introduction of emission charges.
AFCAC shares the view of ICAO and is also urging States to refrain from unilateral environmental measures that would adversely affect the orderly development of international civil aviation urged.*



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AFCAC Meetings in 2007

- *9th MEETING OF THE AFCAC AIR TRANSPORT COMMITTEE
(Windhoek 12-13 February 2007)*
- *12th MEETING OF THE AFCAC TECHNICAL COMMITTEE
(Windhoek 14 - 15 February 2007)*

AFCAC/ICAO Search & Rescue Meeting (St Denis de la Réunion, 3 – 7 September 2007)

- *1st AFCAC/ICAO/WHO Aviation medicine Seminar in Africa
(Libreville, 26 to 30 November 2007)*
- *1st AFCAC/ICAO Seminar on Aviation incidents and accidents reporting
(TBN, end 2007)*



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2007

- *3rd Session of the African Ministers in charge of Air Transport organized by the AU Commission (Addis Ababa, 7 to 11 May 2007)*
- *19th AFCAC Plenary Session (Nairobi, 16 to 20 July 2007)*
- *36th Session of the ICAO Assembly (Montreal, 18 to 20 September 2007)*



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Conclusion

**Air Transport Development:
a worldwide concern**



Africa must face up to its responsibilities :

AFCAC is ready to face up to hers



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