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DIRECTORS GENERAL OF CIVIL AVIATION CONFERENCE ON A GLOBAL STRATEGY FOR AVIATION SAFETY

Montréal, 20 to 22 March 2006

Theme 1: The status of aviation safety today

Topic 1.3: Initiatives by States and industry

PRESENTATION OF THE AMCAA

(Presented by the African and Malgache Civil Aviation Authorities)

SUMMARY

This information paper describes the goals and objectives undertaken by the African and Malgache Civil Aviation Authorities (AMCAA) for supervision of aviation safety. It also describes the AMCAA's organizational structure and functioning bodies.

1. INTRODUCTION

1.1 In application of Resolution A29-13 of the International Civil Aviation Organization (ICAO), which invites States to cooperate in the supervision of air transportation safety, Civil Aviation Directors and Directors General, from fifteen States² of West and Central Africa, have, through a Memorandum of Understanding (MOU), created the AAMAC/AMCAA on 20 December 2001.

1.2 The AMCAA is an association of Civil Aviation Directors General, which inspires its organizational mode from the European Joint Aviation Authorities (JAA), with functional flexibility which permits the effective attainment of set goals.

¹ English and French versions provided by AMCAA

² With the memberships of both the Comoros Union and Guinea-Bissau, the number of States, members of the AMCAA, is now seventeen.

2. OBJECTIVES

2.1 As indicated above, the ultimate goal of the AMCAA is cooperation for supervision of aviation safety. In this respect, the association has set for itself the following objectives:

- a) elaboration and publication of a common civil aviation regulation;
- b) elimination of current deficiencies and the establishment of a homogeneous and uniform regulation; and
- c) harmonization of the processes of delivering and controlling authorizations and of approving operators.

3. ORGANIZATION AND FUNCTIONING

3.1 The association is organized as follows:

- a) a General Assembly or Council, the body with the decision-making power, which meets twice a year;
- b) a Bureau of seven members to manage the organization according to internal regulations; and
- c) working groups created according to rising necessities.

3.2 The actual bureau is composed as follows :

- a) President: Togo;
- b) Vice-president: Chad;
- c) Secretary: Senegal; and
- d) Members: Madagascar, Mali, Mauritania and Niger.

4. ACHIEVEMENTS

4.1 Since 2001, the AMCAA has established working groups in the following areas:

- a) airworthiness;
- b) licensing;
- c) aircraft technical operations;
- d) regulations; and
- e) aerodromes and helicopters.

4.2 To date, the following civil aviation regulations of related manuals and guides in Africa and Madagascar have been finalized, adopted by the Council of AMCAA, and availed to the Member States:

- a) airworthiness (RACAM 145, RACAM CDN);
- b) operations (RACAM OPS 1, OPS 3, STD 1A); and
- c) licensing (RACAM PEL 1, PEL 2, PEL 3, PEL 4 and PEL 5).

4.3 Some of these regulations, manuals and guides are already adopted, and are in force in some West African States, mainly in the West African Monetary and Economic Union. The same trend is currently on within the Economic Community of Central Africa.

4.4 Following Bureau Veritas' withdrawal from aircraft airworthiness follow-ups for Member States, AMCAA has created an ad hoc group of experts in airworthiness and six operational units in order to assure all necessary actions for the follow-ups and aircraft CDN renewals in CEMAC and UEMOA zones.

4.5 To all these achievements, it is convenient to add the training of forty officers of civil aviation directions, in the field of safety (technical control for operations, air transportation safety supervision and airworthiness inspection).

5. **PERSPECTIVES**

5.1 In the short- and middle- term, the AMCAA has planned the following actions:

- a) publication of a collection of all elaborated and adopted regulations;
- b) implementation of the training programme (all kinds of inspectors and technicians) of the new regulation; and
- c) creation of a logo and a website.

5.2 All these actions aim at allowing Member States to conform with ICAO Standards and Recommended Practices (SARPs), and to be better prepared for future audits. The accomplishments were made possible with the support of the States, the help of French cooperation and mostly the financial and technical assistance of the Agency for Air Navigation Safety in Africa and Madagascar (ASECNA).

6. **CONCLUSION**

6.1 The Conference is invited to take into consideration that the AMCAA is willing to cooperate with every institution, State, or group of States, in sharing experience or information related to safety supervision. It is in this respect that a protocol of cooperation has been signed in 2004 with the French Civil Aviation Administration (CAA). Equally, work relationships and exchanges are established with the Economic and Monetary Union of West Africa (UEMOA).

6.2 Moreover, the AMCAA welcomes future membership of any African State, member of the African Commission for Civil Aviation and of ICAO. AMCAA urges all stakeholders of civil aviation to sustain their efforts to help African States conform with the SARPs of ICAO for a safest African sky.

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