



WORKING PAPER

**SPECIAL AFRICA-INDIAN OCEAN (AFI)
REGIONAL AIR NAVIGATION (RAN) MEETING**

Durban, South Africa, 24 to 29 November 2008

**Agenda Item 5: Development of a set of comprehensive programmes in the safety field
(Safety Committee)**

**Agenda Item 6: Development of a set of comprehensive programmes in the air navigation
field, aimed at improving efficiency of the air navigation system (Efficiency
Committee)**

THE ICAO TECHNICAL COOPERATION PROGRAMME FOR THE AFI REGION

(Presented by the Secretariat)

SUMMARY

This paper presents information on the implementation of the ICAO Technical Cooperation Programme in the AFI Region and discusses its role as a major partner in assisting States to meet international requirements in terms of safety, security and efficiency of civil aviation.

Action by the meeting is in paragraph 4.

1. INTRODUCTION

1.1 The overall objective of the ICAO Technical Co-operation Bureau (TCB) is to provide advice and assistance to ICAO Contracting States in the development and implementation of projects across the full spectrum of civil aviation, the main objective of which is to improve operational safety, security, efficiency and regularity of air transport and with a view to achieving standardization, in accordance with ICAO's Standards and Recommended Practices (SARPs). In its pursuit of this objective, the Technical Cooperation Programme is aligned with ICAO Strategic Objectives.

1.2 For the most part, the ICAO Technical Cooperation Programme in Africa focuses on resolving safety issues identified through regional office missions and meetings, project formulation missions, the AFI Planning and Implementation Regional Group (APIRG) and, in recent years, ICAO Universal Safety Oversight Audit Programme (USOAP) audits. It is anticipated that there will be increasing requests in the near future for assistance in support of the efforts to eliminate air navigation deficiencies and implement the goals of performance-based navigation (PBN).

1.3 This paper describes how the Technical Cooperation Programme in Africa, in cooperation with governments, donors and other stakeholders, complements the activities of the ICAO Regular Programme in addressing the issues that impede the development of safe and efficient air transport systems in Africa.

2. DISCUSSION

2.1 Safety issues

2.1.1 In order to address the shortcomings highlighted mainly in the USOAP audits, ICAO introduced a number of initiatives with an impact on the ICAO way of doing business in the area of safety. These include the AFI Implementation Plan, the Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR). All of these programmes are aimed at enhancing the safety oversight capability of States. Through the implementation of their corrective action plans, some States have achieved considerable progress in their capability to meet their regulatory responsibilities for upholding the international flight operations and airworthiness standards and practices as contained in the Annexes to the Convention on International Civil Aviation. In other States, however, the achievements were less than expected. Although circumstances differ from country to country, it has become apparent that many common challenges exist in creating and maintaining fully functional government safety programmes.

2.1.2 When implementing safety related projects, TCB aims at closely aligning project activities with ICAO strategic objectives as well as with the concepts and methodologies established from time to time by the ICAO Secretariat, in response to the ever changing aviation environment.

2.1.3 The cooperative approach introduced by TCB through the Co-operative Operational Safety and Continuing Airworthiness Programme (COSCAP) addresses common obstacles in a cost effective manner and is in line with ICAO Assembly Resolutions. Assembly Resolution A36-1 “*encourages* Contracting States of the AFI Region to strengthen cooperation across the region in order to make the optimum use of available resources through regional and subregional projects in all sectors of civil aviation, with a high priority in the field of safety oversight”. COSCAPs are implemented with the active participation of industry stakeholders and donor agencies in the programme’s funding and activities. TCB has also assisted in obtaining funds for COSCAPs from the International Financial Facility for Aviation Safety (IFFAS). Detailed information on COSCAPs in Africa is provided in SP AFI/08 WP/29.

2.1.4 In addition to COSCAPs, TCB is directly involved in several country-specific projects aimed at achieving the established goals of enhancing safety oversight capability of States. Some recent examples in Africa are the technical cooperation projects implemented in Equatorial Guinea, Gabon and South Africa.

2.2 Air navigation issues

2.2.1 The 36th Session of the ICAO Assembly adopted Resolution A36-23 to support speedy implementation of PBN globally. This resolution urged all Contracting States to implement area navigation (RNAV) and required navigational performance (RNP) air traffic services (ATS) routes and approach procedures in accordance with the ICAO PBN concept laid down in the *Performance-Based Navigation Manual* (Doc 9613).

2.2.2 To facilitate the achievement of the PBN implementation goals, ICAO has established a global PBN programme to address, among others, the need for potential new operational requirements to avoid repeating proliferation of standards as well as to coordinate and facilitate the global implementation of PBN.

2.2.3 The 16th meeting of APIRG (APIRG/16) encouraged States to develop their implementation plans as a matter of priority to meet the PBN implementation goals set by Assembly Resolution A36-23. One of the critical elements in the implementation of PBN is the availability of geographical coordinates based on the commonly agreed reference system WGS-84. Some States may require external assistance in the establishment of their WGS-84 system that can be met in a number of ways, including using the services of TCB which has extensive experience in this field. One such example is the implementation of global navigation satellite system (GNSS) procedures for a select

number of airports in the Democratic Republic of Congo (DRC) for the United Nations (UN) Peace Keeping Mission in the Democratic Republic of Congo (MONUC).

2.2.4 The PBN concept requires States in the AFI Region to publish the integrated aeronautical information package for improved effectiveness and efficiency. In addressing this requirement, APIRG/15 and APIRG/16 made recommendations which called for the establishment of a centralized Africa-Indian Ocean AIS Database (AFI-CAD). Once more, services provided by TCB may be used to complement efforts by States in meeting the WGS-84 and eTOD requirements. It is anticipated that there will be a number of requests in the near future for assistance in supporting efforts to eliminate air navigation deficiencies and to implement the PBN goals which could lead to a cooperative/group approach.

2.2.5 Aside from these new developments, the Technical Cooperation Programme has a history of collaboration with African States through the regional office work programmes. Regional office activities as a follow-up to APIRG decisions provide avenues for cooperation with TCB in meeting the needs for assistance by States.

2.3 Infrastructure development

2.3.1 New requests for assistance in airport development are being followed-up by TCB, such as in Angola, Burkina Faso, Guinea and Rwanda. Assistance is being requested mostly in the area of Project Management but also includes the procurement of equipment and services.

2.4 Organisational issues

2.4.1 The ever changing aviation environment calls for the development of the capability of States to respond to new requirements. For most States, the lack of human and financial resources, as well as the appropriate institutional framework, constitute the major obstacles in their endeavour to meet the challenges of operating a safe, secure and efficient air transport system. As more civil aviation administrations evolve towards autonomous and semi-autonomous authorities, external support is often required for the establishment of the new entity and the development of its operating strategies. Such help is sometimes provided by donor agencies through their appointed service providers. TCB has also implemented several projects in Africa for the establishment of Civil Aviation Authorities (CAAs) and is well placed to assist States in the actual implementation or in the provision of advisory services to ensure delivery of the expected results.

2.4.2 TCB has been directly involved in the management of CAAs, as in the case of the Civil Aviation Caretaker Authority for Somalia (CACAS), which has been an on-going project since April 1993. The project, which is being implemented under the mandate of a UN ECOSOC Resolution and pursuant to instructions given to ICAO by the UN Secretary General, acts in matters of civil aviation with regard to Somalia.

2.5 Other cooperative initiatives

2.5.1 The concept of cooperative assistance/regionalization has spread from the safety domain into other fields, such as aviation medicine with the Co-operative Arrangement for Prevention of Spread of Communicable Disease through Air Travel (CAPSCA) project, aviation meteorology with the Co-operative Development of Aviation Meteorological Services in the Western and Central African Region (CODEVMET) project and Aviation Security with the Co-operative Aviation Security Programme (CASP).

2.6 Cooperation with the UN and UN Agencies

2.6.1 TCB is involved in a number of projects which fall outside of the usual scope of assistance to States, as in projects being implemented for the UN Peace Keeping missions in the DRC

and in Sudan as well as the World Food Programme. Being the UN Specialized Agency for international civil aviation and the custodian of air safety, ICAO has been considered as the competent organization having the necessary know-how and backstopping facilities to execute the required projects.

3. CONCLUSION

3.1 The ever changing aviation environment calls for development of capacity by States to respond to new requirements.

3.2 TCB has a long history of association with States in the development and implementation of projects across the full spectrum of civil aviation, aimed at improving operational safety, security, efficiency and regularity of air transport.

3.3 TCB is able to mobilize and coordinate external resources from donors, the industry and other development partners, as well as internal resources in the form of financial and technical support from the ICAO Secretariat and programmes such as the IFFAS, the Africa Comprehensive Implementation Plan (ACIP) and the Implementation Support and Development (ISD).

3.4 The meeting is therefore invited to adopt the following recommendations:

Recommendation 5/x – The ICAO Technical Cooperation Programme for the AFI Region

That States should avail themselves of the vast potential offered through the ICAO Technical Cooperation Programme for meeting their requirements in the various fields of civil aviation.

Recommendation 6/x – The ICAO Technical Cooperation Programme for the AFI Region

That States should avail themselves of the vast potential offered through the ICAO Technical Cooperation Programme for meeting their requirements in the various fields of civil aviation.

4. ACTION BY THE MEETING

4.1 The meeting is invited to:

- a) note the information provided on the role of the ICAO Technical Cooperation Programme for the AFI Region; and
- b) approve the draft Recommendations in paragraph 3.4 above.

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