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UNITING AVIATION

THE 2ND ICAO
WORLD AVIATION FORUM
MONTRÉAL, CANADA | 26 SEPTEMBER 2016



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AVIATION PARTNERSHIPS FOR SUSTAINABLE DEVELOPMENT

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Working Breakfast Session

Dr. Elijah Chingosho
Secretary General, AFRAA





How to advance and accelerate the implementation of the No Country Left Behind (NCLB) initiatives needed for the modernization of the aviation system?

- In Africa, significant improvement in safety has been recorded by adoption of the aviation safety targets under the Abuja Declaration
- African States are below the global average in the implementation of the 8 critical elements of a safety oversight system
- To advance and accelerate the implementation of NCLB, as operators, we want No Operator to be Left Behind
- Currently 45 African airlines IOSA registered but need to get all eligible airlines to obtain IOSA
- 75 stations have ISAGO registration in Africa and we need to get the rest on board.
- Similar efforts by ACI, e.g. APEX in safety program need to be encouraged & enhanced.





How to mobilize resources to overcome constraints and impediments to the partnership and financing for a sustainable aviation future?

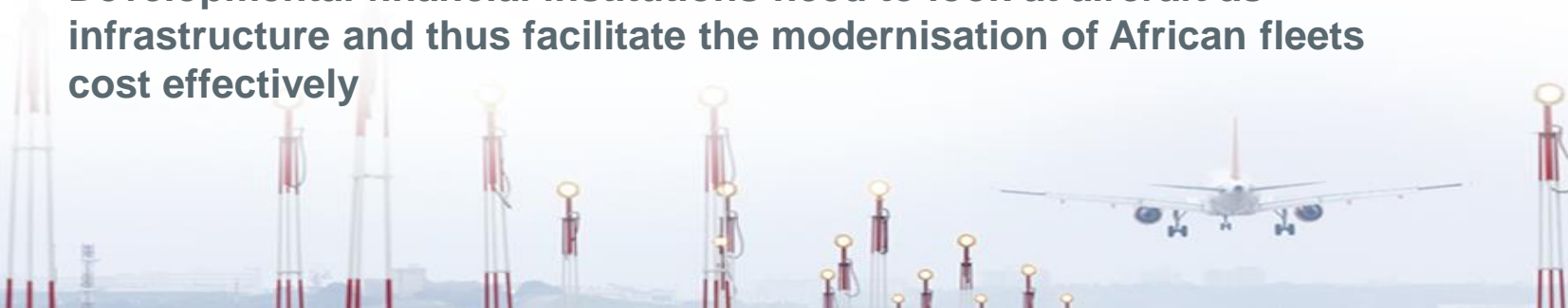
- It is in the interest of manufacturers and suppliers of aviation related products and services to ensure that the highest safety standards are maintained
- They need to be mobilised to provide more resources for aviation
- Africa suffers from the perennial challenge of the brain-drain loosing critical skills to rich states or continents
- Considering the high costs that African countries invest in training and developing critical aviation skills, the brain-drain is akin to the African continent subsidising the rich continents
- There is moral obligation for the recipients of these scarce skills to partner with African training organisations to develop more people to replace those leaving





How to facilitate private and public financing and access to funding for long-term needs?

- In Africa development financing institutions have traditionally provided concessionary and affordable financing for infrastructure projects such as airports, runways and air navigation facilities
- However, no point in having a world class airport with limited aircraft movements
- Developmental financial institutions need to look at aircraft as infrastructure and thus facilitate the modernisation of African fleets cost effectively





How to facilitate private and public financing and access to funding for long-term needs? (Contd)

- **The modernisation of fleets will result in reduction of operational costs & positively impact in reducing fuel consumption and thus environmental emissions while facilitating connectivity within the continent**
- **Those states that have not acceded to or ratified the Cape Town Convention need to be encouraged to do so**
- **The full liberalisation of African skies is critical in terms of facilitating cross investments and consolidation of the fragmented African airline industry**



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THANK YOU