



**Address by
the Secretary General of the
International Civil Aviation Organization (ICAO)
Dr. Fang Liu
to the Sixth Meeting (DGCA/6) of Directors-General of Civil Aviation
of the Africa-Indian Ocean (AFI) Region**

(Brazzaville, Congo, 2-4 November 2016)

M. Clément Muamba, Premier Ministre, Chef du Gouvernement de la République du Congo;

M. Gilbert Mokoki, Ministre des Transports, de l'Aviation Civile et de la Marine Marchande de la République du Congo;

Messieurs les Ministres, M. Serge Florent Dzota, Directeur Général de l'Aviation Civile et tous les Dignitaires de la République du Congo;

Excellence, Monsieur le Représentant de de la Commission Africaine de l'Aviation civile (CAFAC);

Messieurs les Directeurs Généraux de l'Aviation Civile et leurs représentants;

Monsieur le Directeur Général de l'ASECNA, Messieurs les Présidents Directeurs Généraux et leurs Représentants, et les Représentants des organisations Régionales et Internationales et de l'Industrie du Transport aérien;

Ladies and Gentlemen,

1. It is indeed an honour for me to be here this morning for the opening of the Sixth Meeting of Directors-General of Civil Aviation of the Africa-Indian Ocean Region (AFI DGCA/6).
2. *Je voudrais exprimer ma profonde gratitude au gouvernement du Congo de mettre à notre disposition ces installations très agréables. Monsieur le Premier Ministre, je vous prie de bien vouloir transmettre nos salutations à son Excellence Monsieur Denis Sassou Nguesso, Président de la République du Congo et à travers lui à votre gouvernement et à tout le peuple de ce beau pays.*

3. I would like to congratulate the Republic of Congo for its brilliant election during the Session of the Assembly, as a Member State to be represented on the ICAO Council for the Next Triennium (2017 – 2019), in accordance with Article 50 of the Chicago Convention.
4. I would also like to thank all ICAO and AFI partners and donors who have generously contributed towards making this meeting a success, especially by supporting sponsorships.
5. ICAO's mandate, as per the Chicago Convention, is to foster the safe and sustainable development of international civil aviation as a vehicle for peace and socio-economic development. The realization of these outcomes is predicated on enabling States' compliance with ICAO standards and recommended practices (SARPs), as this is the prerequisite for access to international air connectivity and therefore the cornerstone of aviation sustainability.
6. As Secretary-General of ICAO, together with the President of the Council, I am keenly interested in working with African governments and industry, as well as Africa's valued partners, to strive together for a full participation of Africa in the international civil aviation network. The doubling in global air traffic that we are forecasting over the next 15 years will offer very significant socio-economic developmental opportunities to States. And Africa-Indian Ocean Region is certainly one of the fastest developing and the most promising regions.
7. The purpose of this meeting is to review and analyze the outcomes of recent global and regional events, and accordingly develop appropriate strategies for your region consistent with ICAO's goals for a harmonized international air transport environment. I am pleased to note that several African States are implementing and therefore benefiting from the Declaration on the development of Air Cargo in Africa adopted in Lomé, Togo in August 2015; and also from the Declaration on the Sustainable Development of Air Transport in Africa adopted in Antananarivo, Madagascar in March 2015.
8. We will also be looking at them in the context of the assistance and capacity-building priorities which ICAO is pursuing under our 'No Country Left Behind' initiative.
9. Concerning global developments, I would like to review with you some of the key issues considered by ICAO's 39th triennial Assembly, which most of you attended, and to consider some of its Resolutions in the context of sustainable civil aviation development in the Africa-Indian Ocean Region.

10. To begin with, the proposed revisions to the ICAO Global Plans for Safety and Air Navigation, the GASP and the GANP were strongly endorsed by the 39th Session of the Assembly.
11. The 2017-2018 Edition of the GASP now provides for greater prioritization on safety management system (SMS) implementation industry operators, as well as related progress on State Safety Programmes.
12. These include the development of safety performance indicators, as well as a defined course to help us evolve towards a more predictive safety risk management approach once SMS implementation is further advanced.
13. The first amendment to ICAO Annex 19 on Safety Management, which became effective in July of this year, will be applicable in November 2019.
14. This upgrades provisions for Safety Information Protection (SIP) and State Safety Programmes, while also streamlining SMS responsibilities by integrating the eight critical elements of a safety oversight system with the SSP provisions.
15. The Fifth Edition of the GANP, meanwhile, provides further guidance material supporting improved implementation. The Aviation System Block Upgrade (ASBU) modules were also updated to take into account recent technological developments and Standards availability.
16. The tremendous success of the GASP and the GANP, as well as recent security incidents which highlighted the need for greater integration between local, national and international regulator and enforcement agencies, led to calls for ICAO to fast-track the development of a new Global Plan for Aviation Security (GASeP).
17. This proposal was endorsed at our 39th Assembly, as was an extensive Resolution on cybersecurity preparedness which similarly called for greater coordination between national agencies and industry.
18. Landside security concerns, which have come to the forefront after the Brussels and Istanbul attacks this year, were addressed at the Assembly through a number of points in the *Consolidated statement of continuing ICAO policies related to aviation security*.

19. Perhaps the most salient of these stressed the need to avoid the creation of any areas of mass gathering either inside or proximate to the terminal. This acknowledges the fact that simply moving the location of a landside risk area does not meaningfully mitigate it.
20. The new Global Aviation Security Plan will replace the current ICAO Comprehensive Aviation Security Strategy (ICASS) which has been extended to the next triennium (2017-2019).
21. It is also important to take note of the adoption by the UN Security Council of Resolution 2309 (2016) on countering terrorism threats to civil aviation. I was invited to make a briefing to this ministerial session of the UN Security Council. The ministers' strong interest in enhancing aviation security impressed me a lot. An important aspect of ICAO's work involves mobilizing political will for the improvement of national capacities. I believe the Security Council's focus on aviation security and adoption of resolution 2309 will serve to heighten the efforts by the global community on aviation security, encourage intensified political engagement to effectively implement ICAO security standards and to support ICAO's technical assistance activities, including those in need in Africa.
22. Regarding the Economic Development of air transport, our collective goal is to foster increased connectivity and greater prosperity for States, mainly through the expanded liberalization of air transport.
23. The 39th Assembly called on ICAO to begin exploring how these priorities could strategically prioritized in a new Global Air Transport Plan.
24. Also endorsed in the Economic Development area was:
 - The need for near-term finalization of ICAO's international liberalization agreements;
 - Customization of global and regional forecasts for aviation personnel;
 - And a call for ICAO to strengthen and expand its partnerships, with all applicable stakeholders, in aid of greater data sharing and analysis supporting increased investment for air transport development.
25. With respect to our shared objectives on aviation's environmental performance, I am pleased that we continue to make progress on all elements in our basket of measures to reduce aviation emissions, and its impact on climate change.

26. The historic and very widely-reported agreement we realized at the Assembly on a new global market-based measure (GMBM) for international flight emissions will greatly assist these efforts, as will its Delegates' recognition of our continuing work on:
 - A new supersonic noise Standard for future aircraft, and the possible certification of a new supersonic aircraft in the 2020-2025 timeframe;
 - Development of the first-ever global CO₂ emissions certification Standard for New Type and In-production aircraft;
 - And development of a new non-volatile Particulate Matter (nvPM) emissions Standard for all turbofan and turbojet aircraft;
27. We would therefore encourage greater prioritization of all the above related ratifications and actions on behalf of AFI States.
28. It was ICAO's great privilege at this year's Assembly to hand out the very first Council President Certificates of Recognition to 14 States, based on the significant improvements they registered on their 2015 safety oversight audit ratings.
29. Botswana, Cameroun, Madagascar, Mali and Niger were among these recipients, and it will be our pleasure to review some additional and positive 2016 USOAP progress which has been made AFI States when we are selecting the 2017 recipients.
30. I also wish to stress that the First and Second Editions of the ICAO Global Aviation Safety Plan have established a minimum 60 per cent USOAP Effective Implementation threshold, and a deadline for all ICAO Member States to attain that by 2017.
31. This also calls to mind our joint success with respect to the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan), which has been instrumental alongside the Abuja Safety Targets to enhancing safety performance in African States. This is a positive trend and I would urge each of your States to remain on course.
32. Concerning regional developments, the last 20th Africa-Indian Ocean Planning and Implementation Regional Group (APIRG) meeting adopted a set of ambitious air navigation services performance indicators and targets for this region.

33. These highlight the need to implement PBN and ASBU Block 0 modules in a timely manner, as well as contingency planning, cooperation on the inaugural AFI Air Navigation Report, and integration of air navigation systems.
34. The African Flight Procedure Programme (AFPP) has continued to support the implementation of PBN in the region, and its extension beyond 2017 will be considered by its Steering Committee at the end of this month. We must all do more together to help improve upon the current 36% global PBN implementation level.
35. In the Aviation Security domain, the successful implementation of the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan) is instrumental to achieving the objectives of the Windhoek Ministerial Declaration adopted this year.
36. In addition, Aviation Security Improvement Plans (ASIPs) are now being implemented in a number of AFI States.
37. During this meeting, you will review and update the status of African States' commitment to the short term implementation of the Yamoussoukro Decision (YD), to which only 14 States have committed so far.
38. ICAO would also like to congratulate AFCAC and the States and Organizations which have pledged to support our shared Human Resources Development Fund (HRDF) initiative. I also call upon States and Organizations that have not yet done so to consider joining the HRDF, as the projected shortage of qualified aviation professionals in the decades to come remains a key priority for ICAO.
39. A number of African training centres have been endorsed according to the ICAO Training Policy, with some attaining status as Regional Training Centres of Excellence, and that we fully support the work of the African Association of Aviation Training Organizations (AATO) to harmonize training standards in the region.
40. Ladies and gentlemen, despite the significant progress being made by African States to improve their aviation performance, we must recognize that the global and regional objectives are yet to be fully achieved.

41. I therefore urge you to take advantage of your three-day deliberations to establish concrete strategies and outcomes that will permit AFI States to achieve ICAO compliant air transport operations and the global connectivity benefits which they deliver.
42. This is achievable with the support of ICAO Technical Cooperation and Technical Assistance Programmes, and through strategic partnerships at the regional and international level.
43. Finally, our ICAO Regional Offices continue to reprioritize their resources and objectives to serve you better and help us collectively achieve our common and at times challenging objectives.
44. I want to highlight one area where your collective efforts are paying off. While no single party is responsible, all stakeholders in Africa's aviation scene can take justifiable pride in the safety performance you demonstrated last year. In 2015 there were no fatalities recorded from Africa's scheduled commercial air services. This is a noteworthy achievement resulting from everyone's hard work to make safety job one. So, even though much remains to be done, your efforts are clearly moving us in the right direction.
45. *Sur ce, je vous souhaite des délibérations fructueuses et compte sur votre engagement ferme à mettre en œuvre les résolutions de cette réunion.*

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