



International Civil Aviation Organization

WORKING PAPER

A36-WP/91
EX/38
29/08/07
(Information paper)
English and French only¹

ASSEMBLY — 36TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 12: Progress report on the implementation of the ICAO Unified Strategy Programme (USP)

STATUS REPORT ON AAMAC ACTIVITIES AIMED AT IMPROVING AND ENHANCING AIR SAFETY IN AFRICA

(Presented by Togo and Senegal on behalf of the African and Madagascar Civil Aviation Authorities member States)

EXECUTIVE SUMMARY

17 western and central African States, including Madagascar and Comoros (1) have agreed to cooperate within the framework of an association (called AAMAC), with a view to improving and enhancing air safety in Africa in accordance with ICAO Assembly Resolution A29-13.

Cooperation include the following areas: creation of joint civil aviation authorities (gathering Directors and Directors-General of Civil Aviation); development of a first set of regulations in respect of ICAO Annexes 1, 6 and 6; implementation of training programme; and development of a second set of regulations in respect of ICAO Annexes 2, 4, 10, 11, 13 and 15.

Currently, participating States are considering transformation of the AAMAC Association into an air safety agency to facilitate effective and timely implementation of ICAO SARPs.

This paper reports on action taken and efforts made so by the AAMAC, for consideration by ICAO 36th Assembly.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A (Safety – Enhance global civil aviation safety).
<i>Financial implications:</i>	Not applicable
<i>References:</i>	Resolution A29-13

(1) : Participating States are : Benin, Burkina Faso, Cameroon, Central African Republic, Congo, Comoros, Côte d'Ivoire, Gabon, Guinea Bissau, Equatorial Guinea, Madagascar, Mali, Mauritania, Niger, Senegal, Chad and Togo.

¹ English and French version provided by Togo and Senegal on behalf of the African and Madagascar Civil Aviation Authorities member States

1. INTRODUCTION

1.1 In accordance with ICAO Assembly Resolution A29-13 inviting Contracting States to cooperate in air transport safety oversight, the Directors and Directors-General of Civil Aviation of 17 western and central African States, including Madagascar and Comoros decided to establish the African and Madagascar Civil Aviation Authorities (AAMAC) through a Memorandum of Understanding signed on 20 December 2001, in Dakar.

1.2 The AAMAC concept is based on the European Joint Aviation Authorities (JAA) model with flexibility in achieving its assigned objectives in an efficient manner.

2. OBJECTIVES

2.1 From 1999 to 2001, Africa safety records represent 10% of the world aviation accidents, with 2% of global traffic. As stated above, the AAMAC's ultimate goal is to cooperate in overseeing and enhancing aviation safety, through the following objectives:

- a) development and publishing of common civil aviation regulations;
- b) elimination of deficiencies and implementation of harmonized and uniform regulations;
- c) harmonization of operators approval and licensing processes;
- d) training and qualification of a sufficient number of technical staff involved in safety matters; and
- e) States' preparations for ICAO USOAP audit missions.

3. ORGANIZATION AND OPERATION

3.1 The Association is composed of the following:

- a) an Assembly or Council, which is the governing body;
- b) an executive board of 7 members; and
- c) working groups as required.

Currently, the board is composed of:

- a) Togo, Chairman;
- b) Chad, Vice-Chairman;
- c) Senegal, Secretary; and
- d) Mali, Madagascar, Mauritania and Niger, Members

4. **ACHIEVEMENTS**

4.1 In 2001, the AAMAC established working groups tasked with Airworthiness, Licensing, Aircraft Operations, Regulations, Aerodromes and Helicopters.

4.2 Since then, the following regulations (known as Africa and Madagascar Civil Aviation Regulations - RACAM) and other related manuals and guidance have been finalized and adopted by the AAMAC Council for use by member States:

- a) Airworthiness (RACAM 145, RACAM COA);
- b) Operations (RACAM OPS 1 ; OPS 3, STD 1A); and
- c) Licensing (RACAM PEL, PEL2, PEL 3, PEL 4 and PEL 4).

4.3 Some of these regulations have already been promulgated by some West African States (West Africa Monetary and Economic Union - WAEMU). Some CEMAC States are also in the process of promulgating similar regulations.

4.4 Following the demise of Bureau VERITAS, the AAMC established an ad hoc group of airworthiness experts and 6 functional units charged with the monitoring and issuance of COAs for member States' registered aircraft

4.5 Additionally, appropriate training was provided to 45 CAAs technical staff and 12 trainers including aircraft operations, air transport safety oversight, and airworthiness inspectors

4.6 Publication of all available regulations developed and adopted by the AAMAC in paper and electronic (CD) format.

4.7 Creation and maintenance of a dedicated Website (www.aamac.aero), and posting of all draft regulatory texts, including AAMAC Logo.

5. **STEPS FORWARD**

5.1 The AAMAC Association intends to implement in the short term (2006/2007) a training programme for a hundred of safety oversight personnel and inspectors (Airworthiness, Licensing and Aerodromes) through a contract awarded to Sofreavia Company (France), to be provided at EAMAC Training School managed by ASECNA in Niamey, Niger. It is expected the training programme will significantly help enhance the level of safety in these States and in Africa in general.

5.2 In the mean term, the AAMAC will take the necessary steps to establish an African and Madagascar Air Safety Agency, aimed to facilitate the implementation of ICAO SARPs in its member States ; which deserves prominence considering the 2007 low level of safety and increased safety records (4% of global traffic contributing to 35% aviation accidents), unfortunately.

6. COOPERATION

6.1 The AAMAC are therefore seeking for cooperation with any institution, organization, State or grouping of States, to exchange experience and information in the field of safety oversight. Accordingly, an MOU was signed with France DGAC in 2004; and working arrangements/exchange of information have been established with WAEMU.

6.2 Furthermore, the AAMAC membership remains open to any AFCAC or ICAO member State. The Association calls upon all aviation stakeholders to support its efforts to make African States compliant with ICAO SARPs and ensure safer African skies. Only collective approaches and unity would help overcome the challenges for a safe, secured and high quality air transport.

7. CONCLUSION

7.1 The 36th Assembly is invited to take note of action taken and efforts made by the AAMAC members States in the field of air safety.

— END —