

# ICAO AIR TRANSPORT SYMPOSIUM

Abuja, 28-30 April 2008

## Conclusions

### Section 1 – Economic Regulation & Liberalization of International Air Transport

(Moderator, **Dr. O.B. Aliu**)

1. Liberalization of air transport is here to stay and is a conduit to achieving a privatized, autonomous, commercialized and competitive air transport industry. Liberalization should be in keeping with global trends.
2. Liberalization of air transport should not result in gaps in safety oversight. States must clearly identify their accountability for safety and establish effective safety oversight systems.
3. Liberalization of air transport, private partnership in commercial aviation and globalization are the key drivers of progress in air transport.
4. Full implementation of the Yamoussoukro Decisions (YD) is important for African States. The YD is being implemented through Regional Economic Communities (RECs) in order to quicken harmonization at regional level.
5. In the Yamoussoukro implementation process, infrastructure development, harmonization of principles of competition, safety and security of aviation and human resource development and management and competency enhancement should be enhanced.
6. Implementation of the Yamoussoukro Principles could be further enhanced by: establishing the Executing Agency; establishment of competition rules; correcting institutional deficiencies and utilizing the potential offered by regionalization and regional aviation organization.
7. Focus should be on implementation, and, to this end, States should prepare for the anticipated traffic growth as a result of increased liberalization.
8. The identification of essential air routes is a tool that would assist the liberalization process.

9. The possibility of achieving a suitable balance between the operation of air Services by airlines which have large markets and those that have small markets should be a key consideration in the liberalization process.
10. Consumer rights and the adverse effects of aviation on the environment should also be key considerations in the liberalization of the air transport industry.
11. Some other considerations that would assist in the liberalization process are:
  - (a) The merits of opening up liberalization among States comprising the “club of the ready and willing”.
  - (b) The need to request AFCAC to put together an action plan for the implementation of the Yamoussoukro Principles.
  - (c) Involve African airlines as part of the liberalization process; and
  - (d) Undertake a study that would demonstrate how far liberalization of air transport would help African States.
12. Progressive elimination of national ownership and control restrictions is necessary to free up the industry.
13. ICAO should retain its position as the global forum for civil aviation and assist African efforts at liberalization with its fullest support.

Section 2 & 3 – **Management & Economics of Airports and Air Navigation Services ICAO Economic Analysis and Databases (EAD) Programme**

(Moderator, **Dr. O.B. Aliu**)

14. Some States in Africa have a compelling need to have alternate airports and ICAO guidance on the establishing and running of such airports would be helpful.
15. Airport and air navigation services charges should be imposed strictly according to ICAO guidelines.
16. States should focus on benefiting from the joint ICAO and AC1 AMPAP program and should consider hosting the programme in Africa.

17. In the corporatizing of air navigation services the following are important:
  - (a) There is a need for a greater level of implementation of ICAO policies on charges;
  - (b) There should be more awareness among States of the importance of ICAO policy on charges;
  - (c) ICAO should consider developing policy guidelines for the management of unviable airports;
  - (d) There is a need for more coherent consultation between service providers, airlines, passengers and shippers; and
  - (e) There should be a study on the most suitable pricing regime for encouraging the improvement of service standards.
18. There is need for a balance between the interests of users and service providers.
19. Funding unviable airports is a compelling need and a study should be undertaken to determine ways and means of achieving this objective.
20. There should be more coherent policy for cost recovery with regards to search and rescue operations and accident investigation.
21. There should be more focus on accident and incident reporting.
22. States should consider establishing a centralized agency and data base collection system in instances where such a system is not in place.
23. ICAO should further its efforts in sensitizing States on the importance of data collection and analysis. It is hoped that there would be more seminars and workshops in this regard.
24. Capacity building in data collection is a critical need and ICAO and major stakeholders should give consideration to this need with a view to finding a way to build capacity.
25. ICAO should ensure that States understand what data is required in the forms provided to States.

26. ICAO should develop a template that would encapsulate its requirements with regard to the data to be submitted by States to ICAO.

#### Section 4 – **Aviation Environmental Protection**

27. Climate change is a global issue and Africa should take appropriate measures to respond to this challenge.
28. Land use planning is key to preventing aircraft noise from affecting populations and from preventing human habitations from being too close to airports.
29. There is a growing need for data from African States regarding emissions. These data would be helpful in conducting environmental impact studies.
30. Chapter 2 aircraft should be phased out at the earliest opportunity.
31. ICAO Resolution A36-22 and its Appendices provide guidelines pertaining to ICAO's work in aviation and environmental protection and these should be taken into consideration when developing environmental policy.
32. ICAO should select sample airports in Africa with a view to providing training on the collection of data on environmental effects of aviation, particularly with regard to emissions.
33. States should have a centralized methodology in collecting data on aircraft engine emissions.
34. All stakeholders should be involved within one forum, such stakeholders being local authorities, ministries, airport management, etc to discuss issues of land use and airport planning.
35. There should be strong liaison between aeronautical authorities and users in planning airports.
36. Alternate measures to obviate adverse effects of environmental damage (such as planting trees) should be encouraged.