ORGANISATION DE L'AVIATION CIVILE INTERNATIONALE

CINQUIÈME RÉUNION DES DIRECTEURS GÉNÉRAUX DE L'AVIATION CIVILE (DGCA/5)DES ÉTATS ESAF ET WACAF

(Dakar, Sénégal, 4 novembre 2013

Point 2 de l'ordre du jour :   Mise à jour sur les Conclusions et Décisions de la Réunion DGCA/4

EXAMEN DES CONCLUSIONS ET DÉCISIONS DE LA RÉUNION DGCA/4

(Note présentée par le Secrétariat)

SOMMAIRE
La présente note fournit un rapport sur l'état de mise en œuvre des Conclusions de la Réunion DGCA/4 qui s'est tenue à Matsapha, au Swaziland, du 08 au 09 novembre 2010.
RÉFÉRENCE(S) : Rapport de la Quatrième réunion des Directeurs généraux de l'Aviation civile (DGCA/4) des États ESAF et WACAF.
Objectifs stratégiques de l'OACI : La présente note de travail se rapporte à tous les objectifs stratégiques de l'OACI.

1.   INTRODUCTION

1.1   A la suite de la quatrième réunion des Directeurs généraux de l'aviation civile des États de l'Afrique orientale et australe et de l'Afrique occidentale et centrale, tenue à Matsapha, au Swaziland du 08 au 09 novembre 2010, le Secrétariat a distribué aux États le Rapport final de la réunion, y compris ses Conclusions.

2.   DISCUSSION

2.1   La DGCA-4 a adopté trente-deux (32) Conclusions qui figurent dans l'**Appendice** ci-jointe qui présente l'état de mise en œuvre des actions convenues durant la réunion.

2.2   La réunion a dressé une liste des actions à entreprendre par les États, le Secrétariat de l'OACI et d'autres partenaires de l'aviation. Les Directeurs généraux ont également fixé des objectifs de performance et des délais pour la mise en œuvre de ces Conclusions.

2.3.   Le tableau ci-après rend compte de l'état de mise en œuvre de ces Conclusions, qui est indiqué dans la dernière colonne. Il convient de noter qu'un nombre considérable de ces Conclusions se rapporte à des Conclusions pendantes de réunions antérieures, y compris des réunions de l'APIRG et des DGAC.

2.4   Il convient en outre de noter que la plupart des Conclusions liées à la sécurité sont traitées au titre des objectifs régionaux de sécurité adoptés par la Conférence ministérielle qui s'est tenue à Abuja en juillet 2012. Dans le domaine de la navigation aérienne, le concept des ASBU fournit un

cadre approprié qui permet aux DGAC de suivre les performances dans les domaines pertinents établis par l'APIRG. La Réunion DGCA/5 est donc invitée à faire le suivi des Conclusions, aussi bien de RASG-AFI que d'APIRG, car elles sont conformes aux objectifs régionaux de sécurité de l'aviation et aux ASBU.

2.5   En ce qui concerne les Conclusions liées à la sécurité de l'aviation (AVSEC), les activités de mise en œuvre ont principalement été réalisées par le biais des Plans nationaux d'amélioration (SIP).

3.   SUITE A DONNER PAR LA RÉUNION

3.1   La réunion DGCA/5 est invitée :

a)   à prendre note de l'état de mise en œuvre des Conclusions de la réunion DGCA/4 ;

b)   à convenir que les futures actions de suivi des Décisions des réunions des DGAC soient alignées sur les résultats des réunions APIRG et RASG-AFI, l'accent étant mis sur les ASBU et sur les objectifs de sécurité d'Abuja ;

c)   à demander instamment aux États de fournir en temps opportun à l'OACI des informations de retour sur l'état de mise en œuvre des Conclusions.

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APPENDIX B –

STATUS OS IMPLEMENTATIONS OF DGCA/4 CONCLUSIONS

Conclusions outstanding from DGCA/3 (Concl. No)	Resolutions & Proposed Actions (Title & text)	Performance Target/ Deadline	Responsibility	Status of Implementation
	ICAO USOAP: Regional Results Overview and corrective actions by States			
2.2	That: States improve the average implementation of Critical Elements 1, 2, 5, 6, 7, and 8.	30% by 30 Oct 2011	States – for execution, COSCAPs-Assistance ICAO for follow up States – for execution, COSCAPs-Assistance ICAO for follow up.	To be Followed up through AFI Safety Targets
	ICAO USAP: Regional Results Overview and corrective actions by States			
3.2	That: Particular attention to be given to the development and enactment of the National Civil Aviation Security Programme (NCASP), National Quality Control Programme (NQCP), and Airport Security Programme respectively.	By 30 Oct 2011, all States shall have promulgated NCASP, NQCP, and ASP.	States – for implementation; ICAO for follow up.	Lack of communication from States in that regards. Not all States had promulgated their NCASP Need to align NCASP on the latest Amendment of Annex 17 still required for 75% of the States with NCASP Limited number of approved ASP
	Regional Cooperation & Implementation initiatives for Aviation Safety / Security (COSCAPs / CASPs)			

4.2	That: States in existing COSCAP programmes reinforce participation in programme activities and ensure follow-up	At least 75 % of the project activities as per the work plan should be implemented in each planning cycle.	States – for execution, COSCAPs-Assistance ICAO for follow up	To be Followed up through AFI Safety Targets
4.4	States take steps towards the creation of Regional Aviation Safety Teams on the platform of the COSCAP Projects or Regional Safety Organizations.	Creation of at least 5 RASTs (based on COSCAPs) within the region by end of October 2011	States for execution, ICAO for follow	RASG-AFI established Four safety support teams established by RASG-AFI
4.5	States in a position to do so expedite efforts to start up a CASP project and other States can join eventually. Startup may be done with limited scope of activities which can be expanded in due course.	Startup of at least two CASP projects within the region by end of 2011	States for execution, ICAO for follow	On-going implementation of SIP and status to be reported under relevant DGCA/5 Agenda item
4.6	State CAA's to coordinate with relevant aviation Stakeholders including airlines and air navigation service providers to appreciably reduce Runway Excursion incidents / accidents. To this effect States are encouraged to participate in training Seminars / workshops to build awareness and appropriate capacity.	Reduction of Runway Excursion (RE) rates by 50% by 31 October 2011	States, airlines and ANSPs for execution; IATA for coordination; ICAO for follow up.	To be Followed up through AFI Safety Targets
4.7	State CAA's, in coordination with national Airlines, to take appropriate action to significantly reduce the rate of accidents / serious incidents due to loss of control. To this effect States and airlines are urged to access related documents dealing with loss of control (e.g. available from MYBOEING Fleet).	50% reduction of accidents / serious incidents due to loss of control by 31 Oct 2011.	States, airlines and ANSPs for execution; IATA for coordination; ICAO for follow up.	To be Followed up through AFI Safety Targets
4.8	States to: Implement the standardization introduced through Amendment 32 to Annex 6, to eliminate the need for foreign operators' specifications; and	50% of States to issue Amendment 32 compliant AOCs by end 2011; 100% of States to issue	States/airlines for execution; Boeing for coordination; IATA and ICAO for follow up.	To be addressed the relevant DGCA 5 WP

		Amendment -32 compliant AOCs by 1st Jan 2012 and		
	Support the development of the International Registry of AOCs and applicable operations specifications.	ICAO and IATA to finalize the International Registry by end 2011 for full participation of states by end 2012		
4.9	States and concerned aviation stakeholders to support and utilize existing industry initiatives and programmes such as those of IATA (IOSA, ISAGO, STEADES, IPSOA) and raise awareness thereof among operators in the AFI Region as recommended by ICAO SP AFI RAN 2008.	IOSA: 10 States by end of 2011; ISAGO: 10 States by end of 2011; STEADES: 10 States - end 2011; IPSOA: 5 States in 2011.	States/airlines for execution; Boeing for coordination; IATA and ICAO for follow up.	To be Followed up through AFI Safety Targets
4.10	States to develop and submit to ICAO their National PBN plans in accordance with Assembly Resolution A 36-23.	100% of States by 31 March 2011.	States/airlines for execution; Boeing for coordination; IATA and ICAO for follow up.	To be Followed up through ASBU
	Creation of Regional Organizations for Aviation Safety Oversight and Accident Investigation (RSOOs and RAIAs)			
5.1	That: States take the necessary actions to pool their resources together through the establishment of Regional Safety Oversight Organizations (RSOO) and Regional Accident Investigation Agencies (RAIA) using existing regional groupings, and/or COSCAPs as the most viable way of meeting collectively their international safety oversight obligations in an effective and sustainable manner. In relation to States which do not belong to any groupings, efforts should be made to get together and establish RSOOs and RAIAs or join existing ones.	Two frameworks for the establishment of RSOOs completed for States currently covered by existing platform to be completed by 30 October 2011. Sub-regions not belonging to an established platform to commit and establish working arrangements for the establishment of the framework of the RSOO by 30 October 2011	States for execution; ICAO for follow up.	RSOOs established Challenge: States participating in more than one RSOO

		Two frame works for the establishment of RAIAs to be completed by 30 October 2011.		
5.2	States develop State Safety Programmes (SSP)	Regional Safety Programmes developed for 30% of the sub-regions by 30 October 2011.	States for execution; ICAO for follow up.	To be Followed up through AFI Safety Targets
5.3	Industry implements the SMS.	Safety Management Systems implemented in at least 25% of the States by 30 October 2011.	Service providers for execution; States/ICAO for follow up.	To be Followed up through AFI Safety Targets
5.4	Commit to the establishment of a minimum of four Centres of Excellence for Aviation Medicine using the current regional aviation safety organizations as a platform within the next two years, and two annually	Establish one Centre of Excellence for AVMED (with Staff) in each of the two ICAO regions (ESAF/WACAF) by end Oct 2011	States for execution; ICAO for follow up.	Open
	Aviation Safety / Security Training Needs and Capacities			
7.2.1	That: States improve the average implementation of Critical Elements 3 and 4 by establishing training policies and records, and implementing consistent training programmes.	Increase overall compliance by 30% by 30 Oct 2011	States for implementation COSCAPs-Assistance; ICAO to follow up.	To be Followed up through AFI Safety Targets
7.2.2	Need for increased cooperation between the Aviation security training centres in the region.	Hold an AFI ASTC Directors Coordination Forum, 31st July 2011.	ASTCs / ICAO for execution	Open
	Aviation Safety / Security Training Needs and Capacities			
8. 1	That: All States nominate a contact person for the TAG team.	100% of points of contact (POCs) nominated by 31 Jan 2011.	States for execution; IATA for coordination; ICAO for follow up.	Open

8.2	all States respond to queries sent in by TAG in compliance with AFI RAN Recommendation 6/7.	At least 90% responses by 31 March 2011.	States for execution; IATA for coordination; ICAO for follow-up.	Open

DGCA/4 Conclusions

Concl. No	Resolutions & Proposed Actions (Title & text)	Performance Target/ Deadline	Responsibility	Status of Implementation
	Aviation Safety			
2.1	That the ROSTs in the two ICAO Regional Offices conduct assistance missions to identified States in the ESAF and WACAF regions	14 State missions in 2011 (at least 90% by Oct. 2011)	ICAO ESAF/WACAF to execute and States to facilitate.	Closed ROST missions included in the activities of both Regional Offices
2.2	To hold inaugural meeting to establish the AFI Regional Aviation Safety Group (RASG-AFI)	Hold RASG-AFI/1 Meeting by end of July 2011	ICAO to organize in consultation with States (RASG-AFI members)	Closed RASG/1 held at Kampala in March 2012
2.3	That Training Centres be encouraged to: i. participate in the activities of the Aviation Training Experts Working Group (TEWG); ii. establish an African aviation training organization association iii. harmonize and standardize aviation training; and iv. promote a common African accreditation system.	Conduct at least 2 meetings of the TEWG by 30 Oct. 2010.	ICAO, AFCAC and ATSCs to organize	Closed
	Aviation Security			
3.1	That States participate in the AVSEC Point of Contact (PoC) network to exchange and share AVSEC information.	Each State to nominate up to three PoCs by 1 January 2011	States to execute, AFCAC and ICAO to follow-up	Ongoing

3.2	That States endeavour to sign, ratify and incorporate in national legislation, the Beijing Convention and Protocol adopted on 10 September 2010.	At least 40% of States to sign by Oct. 2011; ratify and incorporate in national legislation by Oct. 2012.	States to execute and AFCAC and ICAO to follow-up.	Challenge: only two States took actions Status brought to April 2013 AFCAC Plenary

Concl. No	Resolutions & Proposed Actions (Title & text)	Performance Target/ Deadline	Responsibility	Status of Implementation
4.1	That ICAO tracks implementation of recommendations/conclusions of APIRG and other regional meetings by utilizing the adopted tracking form.	States to complete and submit implementation tracking form every six months (June/Dec 2011 and thereafter).	States to execute and ICAO to follow-up	Follow-up through ASBU
	MET			
4.2	That States: i. Implement QMS for Aeronautical MET Services to meet the applicability date of Nov. 2012; ii. Participate in ICAO train-the-trainer courses in MET QMS (Dakar, Nov/Dec. 2010); iii. Include the cost of aeronautical meteorological services in air navigation services charges.	Implementation by at least 50% of States by Sept. 2011; State MET Quality Managers to attend ICAO train-the-trainer courses in Dakar and Nairobi; Implementation by at least 50% of the States by June 2011.	States and ANSPs to execute and ICAO to follow-up.	CODEV MET implemented
	Tactical Action Group(TAG) activities			
4.3	That States: i. Investigate safety incidents within 3 months of occurrence or being reported and submit investigation report to the TAG; ii. Accept TAG technical missions where the need has been identified	By 31st Jan 2011, 50% of concerned States to investigate incidents within 3 months and provide reports to TAG.	States for execution; IATA for coordination; ICAO for follow up.	TAG missions carried out in 3 States

	Development of CNS technology Roadmap and integrated regional programmes			
4.4	That States: i. Support the development of the ICAO global CNS technology roadmap to serve as global source of planning guidance for investments by stakeholders ii. Request APIRG to develop a regional CNS roadmap to assist States address current deficiencies and implement CNS related global air navigation plan initiatives iii. Through DGCAs to ensure due note is taken of roadmap in regional/national planning and implementation of air navigation systems, and promote collaborative decision-making and industry partnership for integrated CNS infrastructure.	50% by October 2011	States for execution, ICAO for follow up	Follow-up through ASBU
4.5	That the arrangements for the implementation of integrated programmes to enhance regional air navigation infrastructure be facilitated by the AU through AFCAC and ICAO.	Mobilization of 50% of required funding by end 2011	AU / AFCAC / ICAO	Open
	PBN implementation			
4.6	That States and ANSPs implement Approach with Vertical Guidance (APV) procedures based on baro-VNAV, and issue required approvals in accordance with ICAO guidelines.	50% of States to comply by Oct 2011.	States and ANSPs for execution; ICAO and IATA for follow up.	Follow-up through ASBU
	ICAO Technical Co-operation and Human Resource development for Civil Aviation			

5.1	That States support the COSCAPs by actively participating in the Project Steering Committee meetings and ensuring timely payment of contributions.	At least 50% of annual budget to be received by the beginning of each year.	States to execute and ICAO to follow-up.	Open
5.2	a) That States join the CAPSCA Project b) Noting the interest expressed by the following States to participate in the CAPSCA Project - Burundi, DRC, Gambia, Kenya, Mali and Namibia to participate in the Project - it was decided that assistance visits will be conducted to these States as a minimum.	At least 50% of States to join CAPSCA Projects by June 2011. Airport assistance visits to be conducted to at least six (6) States by end of October 2011 (100%).	States to execute and ICAO to follow-up. CAPSCA RAMPHT (ICAO/WHO) to execute missions. States to facilitate.	Ongoing
5.3	a) That States interested in the PBN project submit a formal indication of interest to participate in the project to IAO ESAF and WACAF Offices (by 30 September 2011). b) Noting the interest expressed by the following states to participate in the AFI PBN Project - *Botswana, Burundi, Kenya, Malawi, Namibia and Tanzania to participate in the Project* - it was decided that assistance visits will be conducted to these States as a minimum.	States to formally indicate interest to ICAO through its Regional Offices (ESAF/WACAF) by Sept. 2011. PBN assistance missions to be conducted to these six (6) States by end of October 2011 (100%).	States to execute and ICAO to follow-up ICAO to implement. States to facilitate.	
	Communication with States			
6.1	That States that have not already done so take appropriate steps: a) Ensure improvement of their IT infrastructure/services for efficient internet/e-mail use b) Approach ICAO for access to relevant websites; c) Establish official e-mail addresses; d) Identify focal points in order to	Target date/deadline: 100% of States by 30 Oct. 2011.	States to execute and ICAO to follow-up.	

facilitate communication relating to specific projects/programmes both within the designated authorities and stakeholder entities; and e) Channel all their communications with ICAO through the Regional Offices.			

END