

## **GASP Workshop summary**

Brazzaville, Congo – 12-14 May 2009

### **1) Date and location**

The GASP workshop was hosted by the Agence Nationale de l'Aviation Civile (ANAC) in Brazzaville (Congo) from 12 to 14 May 2009. The event took place in the conference facilities of the Ministry of Foreign Affairs and was officially opened and closed by Mr. Frédéric Manienze, Chief of Staff of the Minister of Transport

### **2) Participants**

109 participants from Cameroon, Central African Republic, Chad, Congo, Democratic Republic of Congo, Djibouti, Gabon, Madagascar attended the workshop.

### **3) Summary of the Workshop results**

(full report is available on <http://www2.icao.int/en/acip/Pages/default.aspx> )

#### ***a. Road/GSI selected***

- Road/GSI 2: Consistent Regulatory Oversight
- Road/GSI 5: Consistent Coordination of Regional Programmes
- Road/GSI 7: Consistent use of Safety Management Systems (SMS)
- Road/GSI 11: Sufficient Number of Qualified Personnel

#### ***b. Step 1: Region Selected for Analysis***

The main focus was on the CEMAC States (Cameroon, Central African Republic, Chad, Congo, Equatorial Guinea- and Gabon) and Sao Tome and Principe. The situation in the other States participating to the workshop (Democratic Republic of Congo, Djibouti, and Madagascar) was also taken into account.

#### ***c. Step 2: Key Stakeholders***

- States and CEMAC Commission
- Air operators, ANS service providers, Airports Authorities and Maintenance and training organization
- Neighboring Economic Communities (UEMOA, SADC, BAG)
- International and Regional Organizations (ICAO, AU, AFRAA, IATA, EU, EASA, FAA, CAFAC, AFRAA, WMO, IFALPA, IFATCA, OMI, CANSO, COSCAP, ACI-Africa, ASET, CAST, FSF, ONG, ATNS)
- ISSG

#### ***d. Step 3: Safety Strengths and enablers***

- Human potential (good basic education)
- Common language and currency
- ASECNA as ANSP and training provider
- CEMAC institutional and legal framework
- Yamoussoukro decision on liberalization
- Captown, Abuja and Dakar Treaties and Conventions
- COSCAP CEMAC

*e. Step 4: Existing and emerging risks*

- Geography and climate constraints
- Infrastructure not always up to Standard - Airport very close to cities
- Insufficient number of qualified personnel
- Inherent weakness of Civil Aviation Authorities (no real technical and financial independence even when the Authority is nominally autonomous)
- Political interference on certification and oversight activities
- Aircraft fleet is old and difficult to maintain
- Tendency for operator to ignore regulatory requirements
- No or limited investigation of accidents

*f. Step 5: Gap analysis and determination of the maturity level*

- Road/GSI 2: Maturity level 1
- Road/GSI 5: Maturity level 2
- Road/GSI 7: Maturity level 1
- Road/GSI 11: Maturity level 1

*g. Step 6: Recommendations*

- Need to strengthen CEMAC led activities
  - Development and update of the legal and regulatory framework
  - Prompt establishment of the Regional Safety Agency (Agence Régionale de Sécurité Aérienne – ASRA)
  - Provide real financial and technical autonomy to National CAA
- Implement a pro-active human resources policy
  - Develop and implement training plan covering initial, recurrent and upgrade training
  - Implement career development plan for staff
  - Create working conditions which can attract and retain staff with the appropriate talent and skill
  - Define better the rights, authority and accountability of safety inspectors
- Provide a better framework for safety
  - Establishment of a Regional Safety Team which will analyze trends and development and propose corrective action
  - Implement SSP and SMS
  - Establish, preferably at the regional level, a capacity to investigate accident and serious incidents and to analyze other incidents and operational irregularities
  - Conduct regularly self evaluation of the level of compliance with ICAO SARPS, National regulation and procedures and best practices

**Note:** The recommendations above are a summary of the many recommendations developed during the workshop. These detailed recommendations, together with their prioritization and in some cases draft implementation plans are available at <http://www2.icao.int/en/acip/Pages/default.aspx>

#### ***h. Conclusions***

The analysis and recommendations above are the result of dedication, hard work and dedication of a large number of professionals during the workshop. Nevertheless they are only a first step in a long and arduous road toward a significantly safer and more efficiency civil aviation system in Central Africa. The ICAO team, in view of enthusiasm and professionalism of the participant is confident progress will be made