

INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

Support to NEPAD

Period of Report: July 2007 to June 2008

In 2007, ICAO developed the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) to address aviation safety concerns and support African States to meet their international obligations for safety oversight. The AFI Plan was presented to a High-Level Conference convened in Montréal in September 2007 which was attended by High-Level Government Representatives, Directors General of Civil Aviation, senior representatives of international and regional organizations, as well as the aviation industry. The Conference endorsed the AFI Plan and requested that it be presented to the 36th Session of the ICAO Assembly (18–28 September 2007) which, inter alia, tasked both the Council and the Secretary General to implement the Plan within the shortest possible period. Assembly Resolution A36-1 instructed the Council to ensure a stronger ICAO leadership role in coordinating activities, initiatives and implementation strategies aimed specifically at meeting the goals and objectives of the AFI Plan, in order to achieve sustained improvement of flight safety in the AFI Region.

On 1 January 2008, the AFI Comprehensive Implementation Programme (ACIP) was launched to give effect to the objectives of the AFI Plan. These objectives include increased compliance with ICAO Standards and Recommended Practices and industry best practices, as well as expanding the number of qualified personnel at the industry and oversight levels.

Since its establishment, ACIP has adopted a work programme based on three focus areas, namely: enabling States to build their capability for safety oversight; assisting African States to resolve deficiencies identified by the ICAO Universal Safety Oversight Audit Programme (USOAP); and assisting African service providers to develop a safety culture. To this end, a seminar/workshop on the Global Aviation Safety Roadmap was held in Abuja, Nigeria, with the full support of the Industry Safety Strategy Group (ISSG) and the Government of Nigeria in April 2008. A second seminar/workshop is planned for Arusha, United Republic of Tanzania, from 12 to 14 August 2008, at the kind invitation of the Tanzanian Government. A third seminar/workshop will be held in Lusaka, Zambia, in December 2008. The seminar/workshop can enable the completion of gap-analysis in participating States and Regional Organizations, leading to the development of an implementation programme to enable States to develop and establish an efficient and sustainable safety oversight system individually or within a Regional Safety Oversight Organization.

ICAO is currently developing a State Safety Programme tailored to the need of African States, and the first seminar/workshop and training course is scheduled to be held in Addis Ababa, Ethiopia, from 23 September to 3 October 2008. This will include a one-day safety management awareness course for high-level civil aviation and aviation industry management personnel and a five-day training on safety management systems aimed at African aviation industry.

Implementation of safety management systems will enable the African aviation industry to develop a safety culture and enhance operational safety among airlines, air traffic service providers and airports.

ICAO organized a regional conference on the development of the African Aviation Security Roadmap in Addis Ababa, Ethiopia, in November 2007 which provided a forum for government officials and aviation industry executives worldwide to help form and initiate a roadmap to develop efficient infrastructure and capacity building for aviation security in Africa, through partnerships, alliances and professional initiatives. The conference succeeded in developing a roadmap, and a follow-up meeting in a year's time will ascertain progress achieved with its implementation.

Also in the context of aviation security, five aviation security audits of African States were conducted under the ICAO Universal Security Audit Programme (USAP) from July 2007 to June 2008. The objective of USAP is to promote global aviation security by auditing the States' aviation security systems and providing recommendations for improvement. ICAO is also solidifying cooperation with the United Nations Security Council Counter-Terrorism Committee (CTC) through regular ICAO aviation security involvement in CTC on-site visits to assess States' compliance with the provisions of Security Council resolution 1373 (2001). Improved aviation security, in turn, supports the NEPAD priority areas of peace and security, encourages the use of aviation in the NEPAD priority area of tourism to enhance Africa's integration into the global economy, and nurtures increased investment in improving infrastructure in the transport priority sector.

In order to enhance regional training capabilities, four Aviation Security Training Centres (ASTCs) located in Casablanca, Dakar, Johannesburg and Nairobi offer training programmes coordinated by ICAO, as well as provide local and regional courses independently of ICAO. To directly respond to deficiencies identified during the USAP audit process, a number of assistance workshops have been developed. A Professional Managers Course, delivered jointly by ICAO and Concordia University in Montréal, has also been established. This e-learning management course aims at ensuring that participants are fully knowledgeable in aviation security and relevant management fields. It fosters a common understanding of ICAO Annex 17 — *Security* and the ICAO *Security Manual*, and promotes the use of management principles, best practices, and inter-regional cooperation.

During the reporting period, ICAO conducted 16 safety oversight audits of African States under the USOAP's comprehensive systems approach (CSA), bringing the total number of CSA audits in Africa to 32. The objective of USOAP is to promote global aviation safety through regular audits of Contracting States to determine the States' capability for providing safety oversight as well as their level of implementation of safety-relevant ICAO provisions.

In order to familiarize African States with the entire audit process and also to assist them in their preparation for an audit, a Seminar/Workshop on the Preparation, Conduct and Reporting of an ICAO Safety Oversight Audit was conducted in the ICAO Eastern and Southern African

Regional Office in Nairobi, Kenya, from 21 to 25 April 2008. The Nairobi Office conducted audit workshops in Uganda, the United Republic of Tanzania and Zambia.

ICAO, working closely with African states, has made great strides in the improvement of air navigation safety and operational efficiency by advancing work toward the implementation of Reduced Vertical Separation Minima (RVSM) and the introduction of two new Area Navigation (RNAV) routes that span the entire length of the continent. The introduction of RVSM nearly doubles the number of altitudes available to aircraft in the upper airspace thus increasing capacity, improving safety and efficiency while offering environmental benefits through decreased fuel consumption. The comprehensive RVSM implementation plan achieved a critical milestone in 2007 with the completion of National Safety Plans for the implementation of RVSM in each State in the region. An implementation date of September 2008 has been agreed to. The RNAV routes, implemented in September 2007, utilize satellite navigation systems which allow routes to be free of constraints introduced by the use of ground-based navigation aids.

ICAO's work in support of Africa's Development included a series of Safety Management Systems (SMS) courses conducted or planned in Africa. Courses were held in Cape Verde (12-16 November 2007) with the Cooperative Development of Operational Safety and Continuing Airworthiness Programme-Banjul Accord Group (COSCAP-BAG), in Nigeria (28 January-1 February 2008), South Africa (4-8 February 2008), Kenya (14-18 April 2008) and Gambia (May 2008). A course was given in the Seychelles (14-18 January 2008) as part of a Technical Co-operation Bureau project to implement the first phase of SMS at the Mahé airport to support the certification of the airport, as required by ICAO Annex 14 — *Aerodromes*.

In the context of the Performance-Based Navigation (PBN) programme, which promotes safety and efficiency of air operations, an introductory seminar on the concept of PBN was held for Western Africa in Nigeria (15-18 January 2008), to facilitate PBN implementation. At the 16th AFI Planning and Implementation Regional Group meeting in Rwanda (19-23 November 2007), a PBN Task Force was established to develop a PBN implementation plan for the African region and address related regional PBN implementation issues.

Pursuant to Conclusion 16/43 of the 16th meeting of AFI Planning and Implementation Regional Group (APIRG), an AFI Region Seminar on Electronic Terrain and Obstacle Data (E-TOD) was conducted in Casablanca, Morocco, from 1 to 3 April 2008. The Seminar provided participating States with a better understanding of the requirements as well as planning and implementation issues related to the provision of E-TOD. In addition to various findings, the seminar outputs included a proposed AFI Region E-TOD implementation strategy, and draft TOR for an AFI region electronic terrain and obstacle data working group (E-TOD WG). The ICAO Council has approved a Special Implementation Project (SIP) to develop the AFI Centralized AIS Data Base (AFI-CAD) user required specifications (URS) and Business/Financial Model to be coordinated by the AFI-CAD Study Group in the third quarter of 2008.

ICAO conducted an Air Transport Symposium in Abuja, Nigeria, from 28 to 30 April 2008. This Symposium, hosted by the Government of Nigeria, introduced participants to the latest developments in ICAO's work in the air transport field and addressed current issues in air transport. Topics discussed included regulation and liberalization of air transport, management and economics of airports and air navigation services, economic analyses and databases (in which issues concerning the role of exposure data in arriving at accident rates and the analysis of safety data to predict and improve safety of operations as well as the role of High Level Indicators and measures to monitor performance and improve benchmarking were discussed) as well as aviation and environmental protection. The Symposium benefited senior aviation officials from government organizations, particularly from African States, airlines, national airports and air navigation entities as well as affiliated industries.

The Cooperative Arrangement for the Prevention of Spread of Communicable Disease by Air Transport (CAPSCA), which was launched in Asia, has now been extended to Africa. The CAPSCA project for Africa aims at enabling States to consider how best to include aviation in their pandemic preparedness planning as well as developing a network of experts in Africa on its resources to provide ongoing advice on the subject with a particular emphasis on regional cooperation, cross organizational links and coordination. So far two workshops have been conducted in Africa (Dakar and Johannesburg). Regional coordinators are currently being recruited: they will be in charge of implementing the activities of the project within their region of accreditation.

In addition to regional projects, ICAO continues to provide technical support to individual States in civil aviation infrastructure and institutional development as well as in addressing deficiencies identified by the security and safety audits. Such assistance is being provided for instance to Angola, Botswana, Djibouti, Equatorial Guinea, Gabon, Rwanda, South Africa, as well as to the United Nations Organization Mission in the Democratic Republic of the Congo (MONUC) and the two United Nations Missions in Darfur and Sudan (UNMIS and UNAMID).

As an outcome of the above meeting, ICAO was approached to assist through the services of its Technical Co-operation Bureau, to arrange for an audit of ASECNA through independent consultants. At its 48th Meeting held on 10 and 11 July 2008 in Malabo, Equatorial Guinea, the Committee of Ministers was presented with the report of the audit which covered administrative, financial, technical and operational aspects of the Agency. The position of Senegal did not however change and in view of the impasse on the issue, the Committee decided that the Headquarters of ASECNA, currently established in Dakar, Senegal, be relocated outside the State by 1 January 2009.

Meanwhile the Regional Office is continuing to explore all available avenues, in collaboration with concerned parties, to help find an acceptable solution to the problem and avoid the dissolution of this very useful tool of cooperation which has been very helpful in keeping air navigation safe in the region.