ICAO’s support to the New Partnership for Africa’s Development (NEPAD)

Aviation Safety

The International Civil Aviation Organization (ICAO) through the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan), established by the ICAO Secretary General in 2008 in accordance with ICAO Assembly Resolutions A36-1 and A37-7, continues to register successes in the improvement of aviation safety in Africa. Through a focused strategy, the intensification of assistance delivery by the ICAO Regional Offices led to the resolution of major safety-related deficiencies and an increase in the number of States that have improved their safety oversight system and thus attained the world average level and the Abuja Safety Target of 60% Effective Implementation. Nonetheless, many States still continue to face challenges in the implementation of the ICAO Standards and Recommended Practices (SARPs). To date, Significant Safety Concerns (SSCs) still exist in four States whilst many lag behind vis-à-vis attainment of the regional Safety Targets.

Through State specific ICAO Plans of Action, ICAO is assisting States to reduce the rate of aircraft accidents by focusing on priority issues such as runway safety, loss of control in flight and controlled flight into terrain; promotion of the establishment and strengthening of regional safety oversight organizations (RSOOs); overall increase in the level of safety oversight effective implementation, etc. As of 1 March 2016, ICAO Plans of Action are in place and being implemented in 32 African States. In this effort, ICAO is collaborating with the AFI Cooperative Inspectorate Scheme (AFI CIS) project of the African Civil Aviation Commission (AFCAC) and initiatives of other partners such as Airport Council International (ACI) through the latter's Airport Excellence (APEX) — Safety programme, which assists African States to identify airport deficiencies and to implement corrective actions that will contribute to successful certification of all international airports. ICAO and industry partners have, through the Regional Aviation Safety Group for Africa and the Indian Ocean (RASG AFI), conducted ‘Go-Team’ activities to help establish Runway Safety Teams and implement processes and measures to prevent runway safety related accidents at airports. An evaluation of the AFI Plan which was conducted in 2015 concluded that the programme is a relevant mechanism for improvement of aviation safety capability in the region and recommended that the programme should continue for a determined period beyond 2016 in order to build on the achieved results and ensure sustainability; this was approved by the ICAO Council.

ICAO also continued to provide necessary support to States in the three established RSOOs: the Banjul Accord Group, the Economic Community of Central African States (ECCAS) and the East African Community Civil Aviation Safety and Security Oversight Agency (CASSOA). Support is also provided to those States still in the process of establishing RSOOs for the Southern African
Development Community (SADC), the West African Economic and Monetary Union (UEMOA) and Mauritania, and the Seven Partner States. Furthermore, action plans for cooperation on various aspects of civil aviation were signed between ICAO and the Commission of the Economic Community of West African States (ECOWAS), and ECCAS respectively.

In an effort to promote aviation safety, security and capacity building in Africa and mobilize international partners, ICAO organizes annually in one of the States, an AFI Aviation Week. The most recent one took place in May 2015, in Maputo, Mozambique. During this event, the first Annual Safety Report developed by the Regional Aviation Safety Group for AFI (RASG-AFI) was published. The report provides a consolidated review of aviation safety using sources of information from regional stakeholders to determine progress vis-à-vis regional targets and the main safety risks in the AFI Region.

**Air Navigation Capacity and Efficiency**

The Africa and Indian-ocean Planning and Implementation Regional Group (APIRG), held its twentieth meeting in Yamousoukro, Cote D’Ivoire, in November 2015, and assessed States’ compliance with ICAO SARPs and the Air Navigation Plan requirements in order to ensure efficient provision of air navigation services. On this basis, the Group recommended measures to close identified gaps, and aligned the regional air navigation performance targets with the ICAO Global Air Navigation Plan, the Aviation System Block Upgrades (ASBUs) and the Technology Roadmaps for Communications, Navigation, Surveillance, Information Management and Avionics.

In November 2015, the International Telecommunication Union World Radio communication Conference held in Geneva approved, following successful coordination by ICAO and involvement of the AFI region, appropriate regulatory and technical measures aimed at the establishment of a global flight tracking system for civil aviation as well as a global aeronautical distress and safety system, and the Protection of the Satellite C band frequency spectrum.

The African Flight Procedure Programme (AFPP) conducted various Performance Based Navigation (PBN) activities. Workshops and training sessions were conducted for the benefit of several African States. Assistance was delivered by experts seconded from the Agence pour la Sécurité de la Navigation Aérienne en Afrique et à Madagascar (ASECNA) and African States with a focus on the development of National PBN Implementation Plans as well as PBN flight procedures.

ICAO Provided support for the Optimization of the airspace in Africa and the implementation of 47 Area Navigation (RNAV) Route trajectories, thus contributing to the effort to reduce CO2 emissions due to aviation. Continuous support was also provided to States on Aeronautic Information Management (AIM) to increase their awareness relating to the implementation of System Wide Information Management.
Aviation Security and Facilitation

The ICAO Universal Security Audit Programme (USAP) aims at promoting global aviation security by auditing ICAO Member States’ aviation security systems and providing recommendations for improvement of security. The transition to the new USAP continuous monitoring approach (USAP-CMA) was completed by the end of 2014 and the new approach is now being implemented since January 2015. During 2015, six USAP-CMA audits were conducted in Western and Central African (WACAF) and Eastern and Southern African (ESAF) Regions. ICAO has provided assistance to these States with regard to implementing ICAO SARPs based on post-audit corrective action plans and AVSEC Improvement plans.

Under its Aviation Security Assistance and Capacity Building Strategy, ICAO continues its efforts to support Member States in implementing effective aviation security programmes. In 2015, ICAO’s assistance and capacity-building activities reached 38 States in Africa, through the conduct of needs assessments, tailored Aviation Security Improvement Plans (ASIPs), access to ICAO-sponsored training events offered through the network of Aviation Security Training Centres (ASTCs), fellowships to attend training events, and the delivery of assistance in response to ad hoc State requests. At the end of 2015, 12 African Member States received assistance from ICAO under ASIPs: nine States in the WACAF Region and three States in the ESAF Region. In addition, three ASIPs have been completed in 2015, while three were on hold due to conditions that prevented ICAO from carrying out missions.

ICAO launched the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation (AFI SECFAL Plan), with the support of its Members States and partners in May 2015 in Maputo, Mozambique. The AFI SECFAL Plan is expected to change the prevailing AVSEC and FAL situation in Africa through an ambitious and clearly defined eight-year programme, and aims to ensure that all States in the region surpass the current global average in terms of effective implementation of the critical elements of State aviation security oversight system and to help in addressing the prevailing terrorism threats, while supporting sustainable economic growth in Africa. To support this Plan, an AFI Aviation Security and Facilitation Group was established in September 2015 under the leadership of AFCAC. It is expected that the High Level Ministerial Meeting being convened by the African Union in April 2016, will set relevant security targets for the AFI Region.

Economic Development of Air Transport

ICAO continues to provide data, analysis and tools to African States in order to facilitate capacity building, planning and the implementation of activities. Support is also provided by the strengthening of statistical capabilities for African States through capacity building and assistance to facilitate their implementation in line with the standards established by the United Nations Statistical Commission and the United Nations Economic Commission for Africa. Lastly, the signature of the Declaration on the Sustainable Development of Air Transport in Africa (Antananarivo, March 2015) can be referred to when identifying and implementing interventions required to optimize the regulatory framework for the sustainable development of air transport in Africa.
ICAO continued to provide support to AFCAC and the African Union (AU) for the operationalization of AFCAC as Executing Agency of the Yamoussoukro Decision on Air Transport Liberalization. AFI States and the Aviation Industry received support through active participation of ICAO at the 47th Annual General Assembly of the African Airlines Association in November 2015 as well as the 26th AU Summit in January 2016. Support has also been provided to States in the implementation of the Lomé and Madagascar Declarations on Air Transport.

Environmental Protection

Work is progressing to fulfill the request of the last Session of the ICAO Assembly to develop a global market-based measures scheme for international aviation, with clear steps forward in 2016, including the convening of the second round of Global Aviation Dialogues (GLADs) and a High-level Meeting on a Global Market-based Measure. These allow further progress to be made toward delivering a recommendation for decision by the 39th Session of the Assembly. The current proposal accommodates special circumstances faced by States such as the Small Island Developing States, Least Developing Countries and Landlocked Countries. In 2016, GLADs will be held in Cairo, Egypt (20-21 March) and in Dakar, Senegal (23-24 March).

To facilitate access to financing for States’ action plans to reduce aviation emissions by Member States, ICAO has built partnerships with the Global Environmental Facility and the United Nations Development Programme, as well as with the European Union which includes the provision of capacity building support to 12 African States. To date, of the 48 States accredited to the ESAF and WACAF regions of ICAO, ten States have submitted their action plans and an additional ten are expected by the end of this year.

As a result of close cooperation between ICAO and the United Nations Framework Convention on Climate Change, the first aviation-related Clean Development Mechanism was adopted in November 2015. The methodology quantifies CO₂ reductions from the use of electric aircraft taxiing systems and allows for the creation of saleable credits in developing countries that can be purchased by industrialized countries to meet their CO₂ emissions reduction targets.

Technical Cooperation

ICAO continued to provide support in the area of aviation safety through regional projects to the Autorités Africaines et Malgache de l’Aviation Civile (AAMAC), ECCAS, the Banjul Accord Group Accident Investigation Agency, the Banjul Accord Group Aviation Safety Oversight Organization, the Cooperative Development of Aviation Meteorological Services (CODEVMET), the Cooperative Development of Operational Safety and Continuing Airworthiness Programmes in the West African Economic and Monetary Union and the South Africa Development Community. ICAO provided support to the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) Africa project through responses to States on issues related to the project, arranging for State/Airport Assistance Visits, training for public health and aviation professionals on preparedness planning and convening of the Sixth CAPSCA Africa Regional
Meeting in October 2015. Further assistance was provided through bi-lateral technical cooperation projects in 15 States.

The assistance provided to Somalia during the period under review was related to the Transition Plan for the transfer of responsibility for the provision of air navigation services within the Somalia airspace hitherto provided by ICAO, to the Federal Government of Somalia. The plan includes provisions for ensuring that the services will continue to be provided in accordance with ICAO SARPs. In this regard and in support of NEPAD’s capacity development priorities, a major component of the plan involves capacity building for self-reliance and accountability, as well as mobilization, development and retention of local skills and resources in the various spheres of air navigation services. The implementation of the Transition Plan commenced in February 2015 with several procurement exercises on-going.


Discussions have been initiated for the extension of the CODEVMET project, which was previously limited to the Western and Central Africa Region (CODEVMET-WACAF), to the whole AFI Region. The material produced by CODEVMET WACAF will now be made available to all the CODEVMET AFI participating States. The project will aim at further enhancing the safety oversight capability of States in the Aeromet area and also in assisting Aeromet service providers to comply with national regulations and international best practices. Project activities are expected to commence during the first quarter of 2016.

Assistance was provided to the Member States of AFPP through the delivery of training and specific assistance missions for the development of sustainable capability in the PBN area. ICAO is also supporting ASECNA in its surveillance enhancement project by assisting in the provision of Radar Systems, Air Traffic Management Systems, Area Control Centre upgrades and associated equipment and services for the benefit of 16 of the ASECNA Member States. The equipment has successfully undergone factory testing and is now being installed on the various sites with close to 70 per cent of the sites having been commissioned. The scope of the assistance provided to ASECNA was revised and extended in December 2014 to take into account various factors, including the need for additional equipment (aimed for the (refresher) training of Air Traffic Controllers) as well as the political unrest in some of the sites affecting the ability of the supplier’s installation teams to be deployed. The project, including the revision, is due for completion before the end of 2016. An agreement was also signed between the Satellite Network Management Committee (more specifically ASECNA, Ghana Civil Aviation Authority, Nigerian Airspace Management Agency and the Roberts Flight Information Region) and ICAO for the performance of a technical and operational audit of the AFI Satellite Network. An open call for tender was issued in September 2014 by ICAO.
resulting in the selection of a consultancy company for the performance of the audit. The final audit report was delivered in December 2015.
Advocacy work done by ICAO in support of Africa’s development

(In Canadian Dollar)

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<tr>
<th>Projects</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>Total</th>
<th>2015*</th>
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<tr>
<td>Western and Central Africa Regional Office (WACAF)</td>
<td>2,916,498</td>
<td>2,801,967</td>
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<td>Eastern Africa Regional Office (ESAF)</td>
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<td>Assistance for the Africa and Indian Ocean States (AFI plan)</td>
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<td>159,526</td>
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<td>Extra-budgetary assistance for African States (Safe fund)</td>
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<td>882,570</td>
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<td><strong>Total</strong></td>
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<td><strong>2,769,390</strong></td>
<td><strong>14,510,456</strong></td>
<td><strong>2,697,647</strong></td>
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* 2015 preliminary report