



**Goodwill message from the Secretary General of AFCAC,  
Ms Iyabo O. Sosina, to the  
44<sup>th</sup> AFRAA Annual General Assembly (AGA)**

(Johannesburg, South Africa, 18-20 November 2012)

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**All Protocols observed**

It is my honour and privilege to be here with you today on behalf of the African Civil Aviation Commission at your 44<sup>th</sup> AGA.

As you are all aware, AFCAC whose membership comprises of 54 African States has evolved into a very strong and respected organization and perhaps the most visible and strategic Specialised Agency of the AU. Permit me from the onset to say that AFCAC and AFRAA are like Siamese twins, which are working for the improvement of civil aviation activities in Africa.

AFCAC is basically charged with harmonising and coordinating civil aviation matters at our continental level and have welcomed the additional responsibility entrusted to it as Executing Agency of the YD.

Accordingly, we have adopted a new Vision, Mission and Strategic objectives to reflect our responsibilities. In order to implement the Vision and Mission and to overcome the key challenges in the air transport industry, we have developed a set of five strategic objectives for the two trienniums (2011-2016)

The Strategic Objectives address:

- Air Transport – to foster Sustainable Development of Air Transport in Africa;
- Safety – to enhance Civil Aviation Safety in Africa;
- Security – to enhance Civil Aviation Security in Africa;
- Human Resource Development – to ensure Sustainable Human Resources Development for African Aviation;
- Rule of Law – to promote and ensure Adherence to Rules, Regulations and Transparency in all spheres of Civil Aviation in Africa.

The challenges facing the African airline industry are more or less common. This needs a joint framework that will ensure the coordinated and streamlined development of the Aviation industry in our continent.

Aviation provides dynamic support for businesses, trade, tourism, cultural and social activities that significantly contributes to Africa's economic growth and prosperity. Therefore, we have to ensure that the YD is fully implemented as of yesterday; otherwise, African Airlines may not survive healthily the barrage and severe competition from outside the continent. It is trite that the African Airlines play a key role in the economic development and integration of the continent and there cannot be effective African economic development strategy without the African airline industry.

### **Distinguished Participants**

Currently, AFCAC has devoted much of its time and limited resources to addressing the challenges facing air transport in Africa specifically Safety and YD implementation. As most of you will recall, AFCAC with the technical support of ICAO is implementing the AFI Cooperative Scheme (AFI-CIS) project. The Scheme has enabled Africa to mobilise its resources from various States. In this regard, ICAO's continuous support through its Regional Offices and the AFI-PLAN has enabled AFCAC to succeed in assisting many States. More engagements and collaborative efforts will be further required in implementing the AFI-CIS project to assist States in addressing and resolving their safety Oversight deficiencies and Significant Safety Concerns. This would ensure that they continuously meet their safety oversight obligations in accordance with ICAO SARPs thus improving the image of our Continent.

I am happy to note that AFCAC and AFRAA cooperate, collaborate and coordinate on many of the continent's challenges in Aviation.

I must recall that with the entry into force of the new AFCAC Constitution of 2009, some of the constraints of AFCAC to deliver quality and prompt service to African States as codified, envisaged and as entrusted with the attribution of the executing agency of the YD have been removed. AFCAC is therefore ready among others, to supervise and manage Africa's liberalised air transport market in collaboration with the Regional Economic Communities (RECs) which are the building blocks for African integration. They already have institutional and legal frameworks covering areas such as dispute settlement mechanism, competition rules, Consumer Protection and Courts of Justice, in addition to the African Court of Justice.

Secondly, I would like to draw your attention to the African Common Civil Aviation Policy (AFCAP). This document contains the Policy Statements, Objectives, Strategies and Concepts on Civil Aviation matters. This Document was adopted by CAMT 2, held in Lusaka, Angola in November 2011. The Document is a tool for enhancing Aviation Safety, Security and Sustainable Development of Air Transport in Africa.

The document encapsulates:

- the desire of Member States is to have an African Civil Aviation Policy for the promotion of a harmonised approach to manage the various aspects of civil aviation including safety, security, efficiency and environmental protection, etc.
- AFCAP is a concise overarching policy framework document, which forms the basis of which African Regional Programmes, Action Plans and common Rules, Regulations and Guidelines should be formulated.

- The Policy Document is broadly divided into three parts and contains fourteen (14) chapters and appendices as follows:

## **CHAPTERS**

### **PART ONE: GENERAL PROVISIONS**

<b>CHAPTER ONE</b>	BACKGROUND
<b>CHAPTER TWO</b>	OBJECTIVES OF CIVIL AVIATION IN AFRICA
<b>CHAPTER THREE</b>	INSTITUTIONAL FRAMEWORK FOR IMPLEMENTATION, REVIEW AND AMENDMENT OF AFCAP

### **PART TWO: TECHNICAL PROVISIONS**

<b>CHAPTER FOUR</b>	AVIATION LEGISLATION AND REGULATORY FRAMEWORK
<b>CHAPTER FIVE</b>	AIR TRANSPORT
<b>CHAPTER SIX</b>	AIRPORT DEVELOPMENT AND MANAGEMENT
<b>CHAPTER SEVEN</b>	AIR NAVIGATION SERVICES AND METEOROLOGY
<b>CHAPTER EIGHT</b>	AVIATION SAFETY
<b>CHAPTER NINE</b>	AVIATION SECURITY
<b>CHAPTER TEN</b>	ENVIRONMENTAL PROTECTION
<b>CHAPTER ELEVEN</b>	HUMAN RESOURCE DEVELOPMENT
<b>CHAPTER TWELVE</b>	AVIATION FINANCING

### **PART THREE: OTHER PROVISIONS**

<b>CHAPTER THIRTEEN</b>	INTERMODAL TRANSPORT SYSTEM
<b>CHAPTER FOURTEEN</b>	LINKAGE OF CIVIL AVIATION WITH OTHER SOCIO-ECONOMIC SECTORS

## **APPENDICES**

- 1) The AFCAP in all the technical Provisions in parts 2 & 3 have detailed Objectives, Policy Statements and Strategies for ease of reference and implementation.
- 2) The AFCAP is also available on our website [www.afcac.org](http://www.afcac.org) currently in the English language only as the other AU languages are being realigned with the English Text by the AUC.

*Please collect electronic copy from AFRAA – also available on our website*

I would like to implore you all, as airlines and Regulators, to sensitize your States to sign and ratify all existing International Air Law Instruments, especially the Montreal Convention of 1999 and the Cape Town Instruments of 2001 due to their immense benefits to the Aviation Industry. AFCAC and AFRAA would provide any assistance in this regard.

On behalf of AFCAC, I look forward to working with you at all times so that we can continue to improve aviation Safety, Security, the Environment and Sustainable Development of African Aviation.

Finally, I would like to thank the Government and people of South Africa, the South Africa Airways and AFRAA for organising this meeting and for their kind hospitality and warm welcome.

I wish you all fruitful deliberations.

Thank you,  
Merci beaucoup,  
Shukran,  
Obrigado.