



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**GOODWILL MESSAGE BY MR MESHESHA BELAYNEH,**  
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1. I would like to convey greetings to all of you from the President and President-elect of the Council and the Secretary General of ICAO. I would also like to thank the Secretary General of AFRAA, Dr Chingosho for inviting me and to address the 45<sup>th</sup> Annual General Assembly of the African Airlines Association (AFRAA) here in Mombasa.
2. AFRAA for over 40 years have played an invaluable role to lead the airline industry in Africa to achieve sustainability despite a complex and challenging environment.
3. In terms of long-term traffic forecasts for the AFI Region, ICAO figures show continuous traffic growth and associated potential benefits of growth. However, these benefits will not fully materialize unless we create an appropriate environment conducive to a sustainable air transport system for all stakeholders.
4. For ICAO, a sustainable air transport system means safe, secure and environmentally friendly operations responsive enough to meet, if possible, excel minimum international standards in the face of new and emerging challenges.
5. The theme of this Annual General Assembly is “Challenging times – Africa’s strategic alignment”, and I would like to focus my message on this theme, based on the understanding of a sustainable air transport system.
6. Mindful of the challenging times for the global aviation system, airlines, airports, air navigation services and other aviation related services providers in Africa have to cope with:
  - Safety related deficiencies;
  - High fuel prices;
  - Insufficient number of qualified technical staff;
  - Inadequate investment in infrastructure to meet the growth in demand;
  - Inadequate resources to catch up with the advancement in new technologies;
  - Restrictive policies to grow expand and become competitive in their businesses.
7. While the priorities and the means of addressing the above challenges differ from one State to the other, ICAO has done a lot of work to provide States with Standards and Recommended Practices (SARPs), guidance materials, manuals and other technical directives.
8. In the area of addressing safety related deficiencies, ICAO has been active in assisting those States with Significant Safety Concerns (SSCs) by developing Plans of Action through the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) and working with AFCAC and other partners to resolve the deficiencies.
9. To address the lack of qualified personnel, Regional Safety Oversight Organizations (RSOOs) have been established to pool existing resources and share among members. The establishment of the Association

of African Aviation Training Organizations (AATO) is also another success to harmonize training curriculums, recognition of certificates and creating Centers of Excellence in Aviation Training in Africa.

10. ICAO Aligned and incorporated the Safety targets set by the Abuja Ministerial Conference of July 2012 as its regional performance measures.
11. These as you all know are
  - Accident/incident reductions related in Runways & Controlled Flight into Terrain (CIFIT),
  - Establishing autonomous CAAs,
  - Implement SSP & SMS,
  - Certifying international aerodromes and
  - Requiring African airlines obtain IOSA are to mention few.
12. The Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP), which were endorsed by the 38<sup>th</sup> Session of the ICAO Assembly this year provide strategic direction for the technical work programmes of ICAO in the fields of safety and air navigation, and serve as planning and implementation guidance for all the ICAO Regions as well as their respective Regional Aviation Safety Groups (RASGs) and Planning and Implementation Regional Groups (PIRGs), States and industry.
13. The Global Air Navigation Plan (GANP) particularly creates a performance – based framework for gradual enhancements to the air navigation system, with increased efficiency, capacity, safety and environmental benefits through performance improvements in airport operations, global interoperability of systems and data, optimum capacity and flexible flights and efficient flight paths.
14. All the above are focus areas where ICAO is actively pursuing and I am confident that we will continue to have the support and cooperation of African airlines as each one of the above initiatives has impact on the airline industry.
15. As the theme for the 45<sup>th</sup> AGA also focuses on strategic alignment, your discussions and deliberations will definitely give emphasis on the need to maintain high safety standards, encouraging regulators to cooperate on regional safety oversight initiatives, harmonizing regulations and supporting the Association of African Training Organizations (AATO).
16. Finally, ladies and gentlemen, the challenges facing the AFI Region in its efforts to achieve a sustainable air transport system primarily rests with AFI States and African Airlines; and of course, cooperation and partnership with the international aviation community are key to mobilize synergies in these challenging times, for the benefits of all stakeholders, and the economic and social development of the Continent.
17. ICAO remains available to facilitate the development of appropriate policies and strategies, provide assistance to States, and work together with industry towards the implementation of suitable solutions aimed to overcome identified and emerging challenges.
18. I wish you fruitful deliberations.

Thank you for your attention.