



European Union collaboration with Africa on Aviation



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No Country Left Behind

- Even more relevant in relation to pandemic recovery
- EU has always been ardent supporter of NCLB
- And will continue to do so, especially in Africa!

Not just talking, but acting!

Approach

- EU financed Technical Cooperation projects: implemented mostly through EASA, also through ECAC and ICAO
- Maximal co-ordination between implementing institutions

Examples

- Capacity Building for CO2 Mitigation (EASA+ICAO 2019-2024): 6.500.000 €
- EU-Africa Safety in Aviation (EASA 2019-2023): 5.000.000 €
- SAATM (EASA 2021-2025): 5.000.000 €
- Civil Aviation Security CASE II (ECAC, global, 2020-2024): 8.000.000 €

Not just talking, but acting! (2)

- PAGIRN – Aviation (EASA, central Africa, 2022-2025): 1.700.000
- EUROMED Transport Aviation Project (EASA, Mediterranean, 2020-2024): 3.000.000 €
- EGNOS in Africa (ASECNA)
- Support to Air Transport Sector Development (COMESA) : 8.000.000€
- Digital Health in Africa (including linking to EU DCC - COM, 2022-2025): 16.000.000 €

Partnership with AFCAC

- Encompassing all key aspects of aviation:
 - safety,
 - security,
 - environment and
 - economic

Sustainability on all these aspects => Holistic view on aviation as key economic and social enabler, with a license to grow

Willingness to collaborate not only in Africa, but also globally, especially at ICAO

- Europe (EU/ECAC) and Africa (AFCAC) are both key players
- Is there enough effort to align our views?
- What is possible at COP must be possible at ICAO

Crucial test: 41st Assembly

- Even if not 100% identical positions, still most often aligned
- Environment: CORSIA, SAF, LTAG
- Recovery after COVID-19
- Safety: lessons learned from the pandemic, crisis management, new challenges
- Security: continuing importance, challenges in the context of war in Ukraine
- ATM: prepare for the future

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THANK YOU!

