



AFI Steering Committee

Malabo, Equatorial Guinea

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Peter Bombay, DG MOVE, European Commission

EU efforts to enhance aviation safety in Africa



The EU institutions mandated EASA to carry out cooperation activities



EASA is the preferred partner from the EC for aviation-related TA

In Africa

Name	Zone	Amount
SATA	Sub-Saharan Africa	9.0 M€
CAASP	Central Africa	2.2 M€
IASOM	Malawi	2.5 M€
ASSP	Zambia	3.0 M€
Euromed III	Northern Africa (+ Middle East)	2.0 M€
Twinning	Algeria	1.4 M€
Twinning	Morocco	1.5 M€
ENP	Northern Africa (+ Middle East)	0.4 M€
	TOTAL	22.0 M€

SIASA

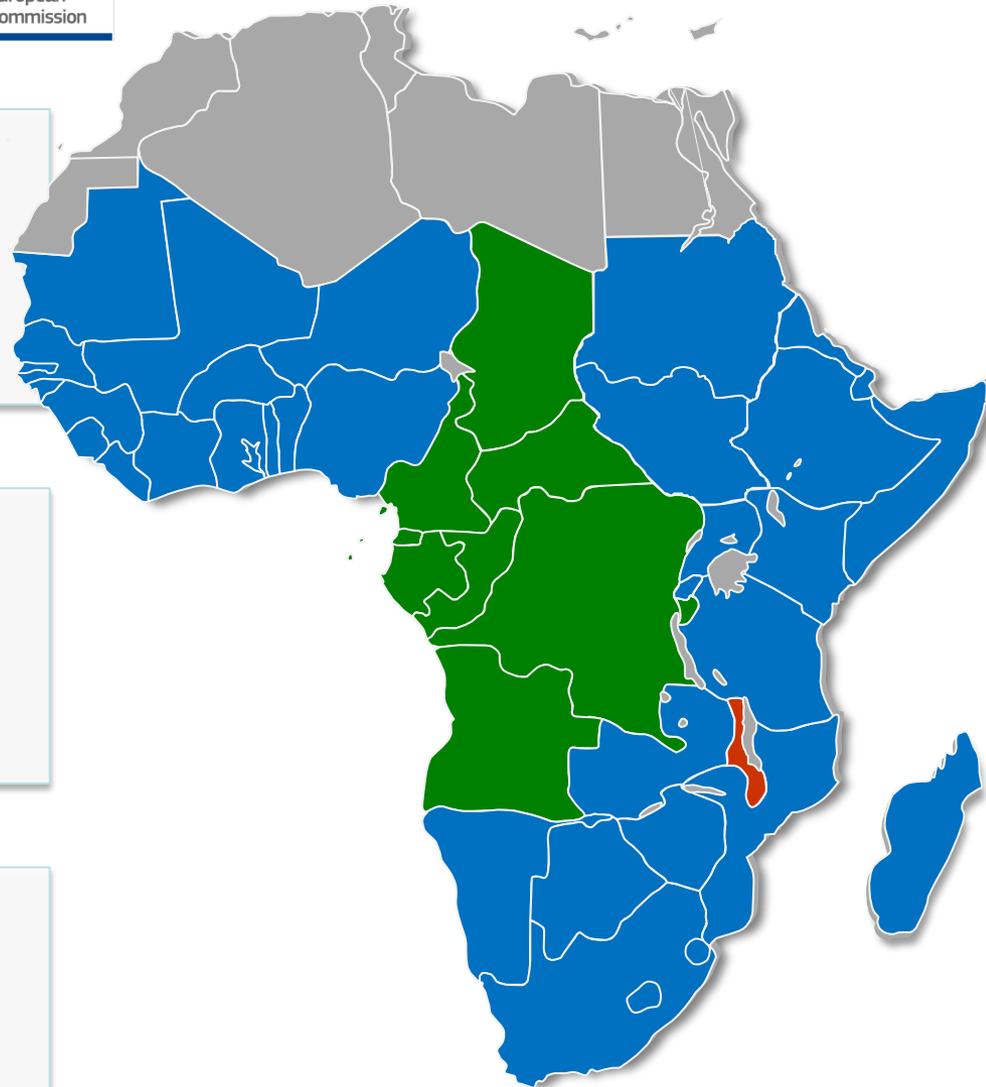
- Support to the Improvement of Aviation Safety in Africa

CAASP

- Central Africa Aviation Safety Project (also known in French as ATA-AC)

IASOM

- Improvement of Aviation Safety Oversight in Malawi



Two key words

Cooperation

- Europe will pursue its cooperation with Africa

Coordination

- Deliver qualitative projects
- Avoid duplication between projects and misuse of funds



EU commitment to aviation in Africa is not limited to safety

Two examples:

- Capacity building for CO2 mitigation from international aviation
- Civil Aviation Security “CASE” Project



Capacity Building for CO₂ mitigation from international aviation

Overall objective: To assist States in addressing aviation emissions by implementing capacity building activities that will support the development of low carbon air transport

Specific objectives: Action Plans Development; Aviation Environmental Systems; Implementation of Mitigation Measures

EU funding: EUR 6.5 million

Beneficiary countries: 14 from the African and Caribbean ICAO regions



Civil Aviation Security "CASE" Project

Overall objective:

- *Exchanging aviation security knowledge and skills*
- *Enhancing aviation security in partner States*
- *Strengthening human, organizational, and technical capacity in partners States*

EU funding: 7 M Euros

Scope A selection of

- *Member States of the African Union and Morocco*
- *Countries in the Arabian Peninsula*

“When the right, capable people are put on the right spot and are allowed to do their job properly, progress become a reality”

And this progress IS a reality in Africa:

- **Number of SSCs goes down**
- **EI goes up**
- **For Europe:**
 - Many African carriers already received a TCO authorisation from EASA
 - Ever more African states/carriers are released from the EU Air Safety List, and more to follow

Through hard work of many capable people, it will be possible to ensure that “No Country is Left Behind”

Thank you