



ORGANIZATION OF
AFRICAN UNITY
Secretariat
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منظمة الوحدة الأفريقية
السكرتاريات
ب. ص. ٣٢٤٣

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مكتب السكرتاريات
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COUNCIL OF MINISTERS

Twenty-Third Ordinary Session

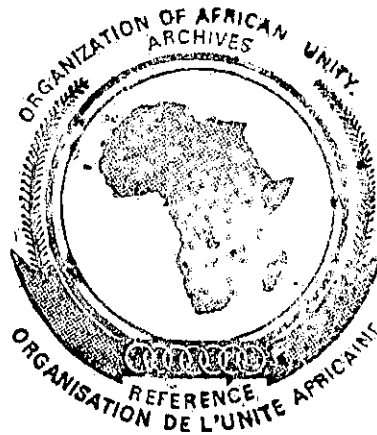
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AFRICAN CIVIL AVIATION COMMISSION

PROGRESS REPORT



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PROGRESS REPORT OF THE AFRICAN CIVIL AVIATION
COMMISSION (AFCAC)

I. INTRODUCTION

1. In the work programme of the Transport and Communications Section (Economic and Social Affairs Department), cooperation and coordinating activities involving the Secretariats of OAU and AFCAC has been set down in order of priority. Moreover, the African Civil Aviation Commission, among others, was set up as a result of OAU initiative.

2. For that reason, the OAU Secretariat took part in the Second Plenary Assembly of the Association (Accra, April 1973) and the Ninth Meeting of its Bureau, held in Tunis from 25 to 27 September 1973. It was, therefore, proposed to make some observations on the programme and progress report of AFCAC, and deduce from them the future prospects for cooperation and coordination of work between the Secretariats of OAU and AFCAC.

II. RECOMMENDATIONS OF THE SECOND PLENARY SESSION OF AFCAC

3. The recommendations drawn up by the Second Plenary Session of AFCAC for its Bureau included such diverse and varied spheres of air transport as:

- Development of non-scheduled operations
- Collection of statistical data on non-scheduled international operations
- Statistical training requirements
- Optimum development of international air services
- Seminar on advanced training of pilots and sickle cell anaemia
- Sickle cell anaemia and aviation
- Facilitation training requirements and bilateral agreements in air transport
- Air freight and air mail
- Co-operation and integration of airlines
- Panel of experts to review the Constitution
- Permanent seat and Secretariat of AFCAC

4. Without, however, overlooking or under-estimating the importance of other questions to be dealt with, stress would be confined to the principal recommendations as they coincided with OAU's priority work programme in the field of air transport:

- Co-operation and integration of African airlines
- Bilateral agreements in air transport
- The sharing of maintenance, repair and staff training facilities
- Possible merging of African airlines.

5. The African Civil Aviation Commission had instructed its Bureau to find ways and means of promoting the closest possible cooperation between airlines of AFCAC Member States, in order to promote integration of the said airlines.

6. For that purpose, the Bureau had been instructed to convene meetings, on a sub-regional basis, in which participation should be sought by all interested parties, including the competent authorities responsible for civil aviation and foreign affairs and airlines. These airlines would have to consider such matters as

- a) agreements between groups of airlines on mutual use of maintenance, overhaul, repair and training facilities,
- b) establishment of African multinational airlines;
- c) financing the purchase of aircraft,
- d) questions concerning bilateral agreements between African airlines.

7. The Bureau had been earnestly requested to draw up, in consultation with OAU, ECA and AAFRA, a plan of action on the question of airline co-operation and integration associating these three organizations with AFCAC, and to seek the eventual assistance of IATA, ICAO and other interested international organizations in the implementation of that plan of action.

8. Moreover, the Commission had instructed the Bureau to set up a working group to undertake, in consultation with OAU, ECA, AAFRA and ICAO, a study to ensure the optimum development of international airlines services to, from and within Africa.

9. Furthermore, OAU priorities in the economic and social fields (Declaration of the Heads of State and Government on Cooperation, Economic Independence and Development, responsibilities, priorities and role of the OAU in the economic and social sphere) laid particular stress on inter-African regional cooperation. The first point dealt with the intensification of regional cooperation with a view to defining and accomplishing projects of interest to the markets of several countries. The eighth point dealt specifically with co-operation between African air transport companies for the purpose of promoting trade and tourism.

10. What was aimed at, especially in the field of civil aviation, was that airlines should abolish the privileges enjoyed by foreign air carriers. In the first place, real cooperation in all fields should be established between these African air companies; next a veritable integration of all these companies should be forged; and lastly, there should be a common use of international services and a possible merging of the airlines of African countries.

11. OAU had thus outlined a priority programme in that field, centred mainly on:

- a) co-operation and integration of African airlines;
- b) abolition of the privileges enjoyed by foreign air carriers on the Continent and the exchange of air traffic rights with a view to reducing the predominance of the North-South axis (Europe-US/Africa) to the advantage of the East-west trans-African axis;
- c) the sharing of installations, repairs and maintenance,
- d) common organization of training programmes of staff and pilots;
- e) possible merging of African airlines.

12. Appropriate cooperation in that field between the Secretariats of OAU and AFCAC would be suggested and analysed in Section III of this document.

13. Another point which had for a long time engaged the sessions of the African Civil Aviation Commission was the Permanent seat and Secretariat of

this Commission as well as its independence vis-a-vis ICAO (International Civil Aviation Organization). In brief, the AFCAC Secretariat was in a dilemma: AFCAC had already rented premises for its Secretariat. But it borrowed its staff from ICAO. It should be mentioned in passing that the Secretary of AFCAC, an official of ICAO, had told them that he devoted 95% of his time to AFCAC and 5% to ICAO. Thus AFCAC had rented its offices without having its own staff. That meant that they borrowed them from ICAO and therefore rented the latter's offices. Another consequence of this was that the Secretary and staff of AFCAC were not completely free to devote all their attention to AFCAC. Consequently, AFCAC lacked the necessary freedom of action and operational independence vis-a-vis ICAO.

14. The OAU Secretariat had constantly drawn the Bureau's attention to this shortcoming in the young Organization. Thus the question of what practical measures should be undertaken to give AFCAC its own staff and ensure it the minimum independence of action remained unsolved.

15. In conclusion, another important problem for AFCAC was the "Review of AFCAC's Constitution." AFCAC would soon have been in existence for 5 years. Its role and activities were constantly increasing. Moreover, most delegations to the Second Plenary Session deemed that revision of AFCAC's Constitution was necessary to avoid future misdeeds arising out of differences of interpretation of certain provisions.

16. As resolution instructing the Bureau to establish a Panel of Experts to study the possibilities for improvement of the constitution and Rules of Procedure of the Plenary Meeting had been passed to that effect. The AFCAC Bureau had decided to form a study group to meet in Dakar in June 1974. The Bureau also defined the Panel of Experts' terms of reference, but it was agreed that it was not to be restrictive.

III. PROPOSED ACTION

17. Certain recommendations of AFCAC's two Plenary Sessions were being implemented, sometimes by OAU and ECA, sometimes by AFCAC and often separately. Moreover, most of the recommendations of AFCAC's Plenary Sessions called for whole-hearted collaboration between OAU and AFCAC. Furthermore, in implementing its activities, OAU sometimes

relied on the cooperation and collaboration of certain Pan-African specialized agencies such as AFCAC.

18. The Council of Ministers might, therefore, wish to make a recommendation earnestly requesting OAU and AFCAC to join their efforts and establish genuine cooperation, with a view to harmonizing the greater part of their activities in the field of air transport. Some symposia, seminars and meetings would be jointly organized. That was only logical, since both organizations were working with the same objective and would thus be supporting and complementing one another.

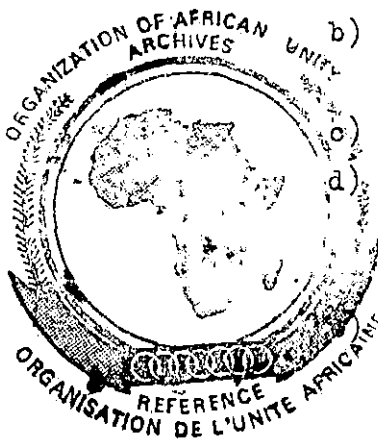
19. That cooperation would be especially necessary for the following pressing recommendations:

- a) co-operation and integration of airlines;
 - b) bilateral air transport agreements between African airlines;
 - c) establishment of multinational airlines in Africa;
 - d) studies on the contribution of air transport companies to the development of African national economies and especially tourism.
- abolition of the privileges enjoyed by foreign carriers on the Continent and the exchange of air traffic rights with a view to reducing the predominance of the North-South axis (Europe-US/Africa) to the advantage of the East-west trans-African axis.

20. It was highly desirable that the OAU General Secretariat should ensure that it was satisfactorily represented by at least one Expert with a view to participating in the work of revising the AFCAC Constitution.

21. With regard to the problem of providing AFCAC with its own staff and ensuring it the minimum independence of action vis-a-vis ICAO, it would, be necessary for the Council of Ministers to request OAU and AFCAC to tackle that problem and suggest concrete measures concerning it during the Third Plenary Assembly of that Second in 1975.

22. In conclusion, the AFCAC Bureau requested that a legal expert from OAU should form part of the Group assigned to the task of negotiating the agreement as to the seat between the Senegalese Government and AFCAC (since AFCAC's Permanent Seat was located in Dakar). The OAU Secretariat had already informed the Bureau that the travel and living expenses of the said legal expert should be assumed by AFCAC.



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