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ANNEX 24

to the Commission Implementing Decision on the financing of the multiannual action plan in favour of
Sub-Saharan Africa for 2024-2025

Action Document for “EU Support to the aviation sector in Africa”

MULTIANNUAL PLAN

This document constitutes the multiannual work programme within the meaning of Article 110(2) of the Financial Regulation, within the meaning of Article 23 of the NDICI-Global Europe Regulation.

1 SYNOPSIS

1.1 Action Summary Table

1. Title CRIS/OPSYS business reference Basic Act	EU Support to the aviation sector in Africa OPSYS number: ACT-62425 Financed under the Neighbourhood, Development and International Cooperation Instrument (NDICI-Global Europe)
2. Team Europe Initiative	No
3. Zone benefiting from the action	Sub-Saharan Africa
4. Programming document	Multiannual Indicative Programming Document Sub-Saharan Africa 2021-2027
5. Link with relevant MIP(s) objectives / expected results	This action contributes to Priority Area 5: Sustainable Growth, Transport connectivity and economic integration, of the Regional MIP for Sub-Saharan Africa and more specifically to Specific Objective 1: Increase sustainable intra-African trade and mobility, making them safer, cheaper, faster and greener; and strengthening Africa-EU trade. Contributing to: Result 1.3: Sustainable regional and multi-country transport infrastructure is reinforced. Result 1.4: Sustainable, smart, resilient, fair, secure, and safe mobility and transport are further promoted, and transport regulatory frameworks are strengthened. Result 1.5: Non-tariff barriers are reduced.
PRIORITY AREAS AND SECTOR INFORMATION	
6. Priority Area(s), sectors	Priority Area 5 (‘Sustainable Growth and Decent Jobs’) 210- 5.1 - Transport connectivity

7. Sustainable Development Goals (SDGs)	Main SDG (1 only): SDG 9 (Industry, Innovation and Infrastructure) Other significant SDGs (up to 9) SDG 8 (Decent work and economic growth) SDG 13 (Climate Action)			
8 a) DAC code(s)	210 – Transport and Storage (Air Transport) 90% 21050 – Air Transport (80%) 21081 - Education and training in transport and storage (10%) 15110 - Public sector policy and administrative management (10%)			
8 b) Main Delivery Channel	13000 – Third Country Government (Delegated co-operation) (European Union Aviation Safety Agency - EASA)			
9. Targets	<input type="checkbox"/> Migration <input checked="" type="checkbox"/> Climate <input type="checkbox"/> Social inclusion and Human Development <input type="checkbox"/> Gender <input type="checkbox"/> Biodiversity <input type="checkbox"/> Education <input type="checkbox"/> Human Rights, Democracy and Governance			
10. Markers (from DAC form)	General policy objective @	Not targeted	Significant objective	Principal objective
	Participation development/good governance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Aid to environment @	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Gender equality and women's and girl's empowerment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Reproductive, maternal, new-born and child health	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Disaster Risk Reduction @	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Inclusion of persons with Disabilities @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Nutrition @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	RIO Convention markers	Not targeted	Significant objective	Principal objective
	Biological diversity @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Combat desertification @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Climate change mitigation @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Climate change adaptation @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Policy objectives	Not targeted	Significant objective	Principal objective
	Digitalisation @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Internal markers and Tags:	digital connectivity	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	

	digital governance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	/
	digital entrepreneurship	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	digital skills/literacy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	digital services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Connectivity @	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	digital connectivity	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	/
	energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
health	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
education and research	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Migration @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Reduction of Inequalities @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Covid-19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
BUDGET INFORMATION				
12. Amounts concerned	Budget lines (article, item): 14.020120: EUR 3 500 000 14.020121: EUR 3 500 000 14.020122: EUR 3 000 000 Total estimated cost: EUR 10 000 000 Total amount of EU budget contribution: EUR 10 000 000			
MANAGEMENT AND IMPLEMENTATION				
13. Type of financing	Indirect management with the European Union Aviation Safety Agency (EASA)			

1.2 Summary of the Action

The Action consists of technical cooperation and capacity building in the field of civil aviation, with the objective of developing a safe and sustainable aviation environment on the African continent. It will support the development of the Single African Air Transport Market (SAATM), a process initiated by the African Union and driven by the African Civil Aviation Commission (AFCAC) to develop a single aviation market of intra-African air traffic. The action aims to improve aviation safety, aviation related regulatory infrastructure, and the introduction of new sustainable technologies related to environmental protection and climate action.

The SAATM is expected to enhance air connectivity across the continent, thereby reducing the journey and waiting times for most passengers by more than 20%, induce competition of air services resulting in fare reduction and contribute to the growth of intra-African trade and the tourism industry in Africa and job creations. It is part of the wider set of Africa-EU relations and strategic frameworks linking Africa and Europe, such as the United Nations 2030 Agenda and its 17 Sustainable Development Goals, as well as in the relevant policy frameworks of the African Union (Agenda 2063¹) and the EU.

The Action will support the following aspects: i) promote a safe, sustainable and integrated aviation market through the development of a Single Aviation Air Transport Market (SAATM), ii) improve the regulatory environment to comply with international aviation rules, standards and best practices, iii) improve capacity to ensure safe and

¹ African Union, “[Agenda 2063: The Africa We Want](#)” (31 January 2015).

sustainable aviation; and iv) strengthen exchanges between EU and African aviation authorities and communities to the benefit of African aviation.

In Africa, the aviation industry is vital for connectivity, socio-economic development, international trade, tourism and regional integration. It is particularly important due to the size of the continent and physical barriers such as deserts, tropical forests and mountains and the limited land-based transport network. However, this mode of transport is currently underdeveloped. Despite the fact that Africa is the second largest continent, it accounts for only 2.1% of the world's air traffic.

However, aviation is one of the fastest-growing sources of greenhouse gas emissions. Therefore, this Action will ensure that the development of a SAATM is sustainable, introducing new sustainable technologies and taking into account climate change mitigation measures.

Lifting the main obstacles to civil aviation at a regional and continental level will contribute to growth and regional integration. Harmonising and improving the regulatory environment for civil aviation safety, economic and environmental measures will help African aviation stakeholders cope with traffic growth, the transition to sustainable air mobility and the integration of new and sustainable technologies.

The action builds on preceding DCI projects to support the development of the Single African Air Transport Market (SAATM) and Aviation Safety in Africa (EU-ASA), and further ad hoc support on a regional or bilateral basis. This Action fully contributes to the EU Global Gateway strategy in delivering smart and sustainable connectivity, improving security and safety of mobility, while also fostering convergence with European or international technical and environmental standards and aligns with the Global Gateway Africa-Europe Investment Package, which supports the creation of strategic, sustainable and secure transport corridors and support value chains, services and jobs that can benefit industries in both Africa and Europe. It will particularly give due consideration to the priorities and needs of the African countries in the domain of air transport connectivity.

The Action will be implemented by the European Union Aviation Safety Agency (EASA), which is the EU regulator for aviation safety and environmental protection, and as such the focal point of EU regulatory and technical competence in civil aviation. The agency has extensive experience in technical cooperation in the field of civil aviation worldwide. EASA is also part of the EU representation in ICAO, notably on technical matters.

1.3 Zone benefitting from the Action

The Action shall be carried out in SSA and North Africa countries, all included in the list of ODA recipients. The Action is of a trans-regional nature, fostering regional cooperation in Africa (African Union). Due to the project's nature and the importance to ensure extended regional coverage, the eligibility of the Action extends exceptionally to the following countries or territories, as their participation constitutes a substantial element to ensure the coherence and effectiveness of Union financing or to foster regional or trans-regional cooperation: Algeria, Egypt, Libya, Morocco, and Tunisia.

2 RATIONALE

2.1 Context

The EU invests on a worldwide scale in technical cooperation for civil aviation. The EU aims to be a world leader in the aviation industry and on disseminating aviation standards and best practices. EU funding for capacity building and support for regional integration contributes to the EU ambitions to maintain and enforce a position as a world leader in aviation safety and sustainability.

Building on the strong commitments made during the AU-EU Summits (in 2014 in Brussels and in 2017 in Abidjan) towards cooperation in the area of air transport, with the willingness to 'continue to promote the full implementation of the 1999 Yamoussoukro Decision with a view to establishing and strengthening a Single Africa Air Transport Market (SAATM), the action will seek to strengthen cooperation on transport, and on promoting digitalisation to support **safe, sustainable and seamless air transport services**.

At the 6th EU-AU Summit, African and European leaders confirmed their intention to continue to join efforts to advance sustainable, smart, inclusive, and safe transportation networks globally across all modes, which includes aviation. At the Summit the **Global Gateway Africa-Europe Investment Package**² was also announced. The Global Gateway strategy has the ambitious goal of enhancing connectivity within Africa and between Africa and Europe through substantial investments in transportation, energy, and digital infrastructure. In Africa its engagement is to deliver on intra African and EU-Africa connectivity. In perfect coherence with this strategy, the action promotes regional and continental integration while supporting sustainable growth and international trade, reducing greenhouse gas emissions, as well as improving transport safety.

The action builds on the key strategic engagements and policies that connect Africa and Europe, notably the **AU–EU partnership**, as renewed at the 6th EU-AU Summit held in Brussels on 18/02/2022. The summit deliverables acknowledged vi) transport facilitation and efficiency of connected transport networks as a distinct area of cooperation supported by supporting the common ambition for 2030 and AU Agenda 2063. As regard the integration of markets the focus is on boosting regional and continental economic integration, particularly through the African Continental Free Trade Area.

The development of a sustainable aviation needs to be a central point in the development of the African air mobility. In 2020 the Commission adopted the **Sustainable and Smart Mobility Strategy** [COM(2020)³]. It specifically mentions Africa in the context of global action towards sustainable and smart mobility, referring to the translation of good practices, quality solutions and standards into the EU development cooperation. According to the Strategy, a sustainable future for aviation needs a ‘Basket of Measures’, which implies action for technological improvements, operational improvements, sustainable alternative fuels as well as market-based measures.

This Action is also aligned with the **Towards a comprehensive Strategy with Africa** proposed by the EU in March 2020 [JOIN (2020)4]⁴ which sets out proposals to intensify cooperation through partnerships in five key areas: green transition, digital transformation, sustainable growth and jobs, peace and governance, and migration and mobility. In particular, this Joint Communication mentions that the fight against climate change and environmental degradation is this generation’s defining task. Therefore, Europe and Africa are allies in the development of transport solutions which can underpin Africa’s economic growth. To achieve the Sustainable Development Goals, the EU and Africa alike need to opt for a low-carbon, resource efficient and climate-resilient future in line with the Paris Agreement. African countries are particularly vulnerable to climate change as it risks jeopardising ongoing progress on sustainable development.

Mutual exchange on aviation standards, best practices and direct support for capacity building in the target region/countries enforce the position of EU and its Member States in the framework of the **International Civil Aviation Organisation (ICAO)**. The actions implemented on EU budget qualify under the ICAO initiative No Country Left Behind (NCLB), where the EU is the biggest investor in technical assistance to third countries. The EU aviation market integration is exemplary and a benchmark for a common aviation market with a centralised regulatory and oversight system.

With regard to assistance to multi-lateral cooperation within Africa, aviation has the potential to make an important contribution to economic growth and development within Africa. There is a substantial body of evidence developed over the last two decades examining the impacts of air service liberalization globally and in Africa. **Air service liberalization** allows new carriers to enter the market and existing carriers to better respond to demand, resulting in lower fares for passengers, enhancing air connectivity and more travellers being able to access air services as well as shorter routes. Furthermore, the benefits of air service liberalization extend well beyond the aviation industry and passengers – it also contributes to greater trade and tourism, inward investment, productivity growth, increased employment and economic development. As a result, liberalization can contribute to the growth in employment, incomes and overall welfare.

² European Union, [Global Gateway Africa-Europe Investment Package](#) (February 2022).

³ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=COM:2020:789:FIN>

⁴ <https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:52020JC0004>

The expansion of air transportation systems has an impact on environment and climate change. Climate change has severe human rights implications, from reducing access to water and food to damaging livelihoods based on agriculture, which in Africa is the single most important economic activity. The aviation infrastructure that comprises both hard infrastructure such as airports, but also soft systems and navigation aids, is very sensitive to extreme events that could come from extreme events such as floods, storm surges but also geological events such as volcano eruptions. Some of the existing infrastructure has not been yet evaluated against such risks. In addition, aviation can be crucial for disaster risk reduction and it allows access to remote areas struck by disasters. This is why climate adaptation considerations should be embedded not only in the planning of aviation systems and infrastructure but also in the disaster and risk preparedness plans. The EU experience on the disaster preparedness of the aviation sector could prove to be beneficial.

The **Yamoussoukro Decision (YD)** on the liberalization of access to air transport markets in Africa was adopted on 14th November 1999 by African Ministers of Transport and entered into force in July 2000. The YD is an important step and the most significant initiative that provides for the liberalization of scheduled and non-scheduled air transport services within Africa and aims at removing restrictions on traffic rights, capacity, and frequency between city pairs for African airlines. The YD has precedence over any multilateral or bilateral agreements on air services between State parties which are incompatible with it and it focuses on internal market liberalisation and fair competition as key development strategies while addressing safety, security, economic and environment challenges. The YD provides for the full liberalisation of intra-African air transport services in terms of market access, the free exercise of first, second, third, fourth and fifth freedom traffic rights for passenger and freight air services by eligible airlines.

The **Single African Air Transport Market (SAATM)** was officially launched on 28th January 2018 by Heads of African States with the main purpose to accelerate the full implementation of the YD. Currently, thirty-seven (37) African Union Member States have currently signed the solemn commitment to implement SAATM.

The IATA/AFCAC/AFRAA economic study entitled “Transforming Intra-African Air Connectivity” provides independent and objective analysis on the economic benefits of implementing the Yamoussoukro Decision amongst 12 States only. African governments would enjoy \$1.3 billion incremental GDP on the continent and at least 155,000 new jobs. Passengers would enjoy 75% increase in direct services, Fare savings of 25-35% and air transport would be available to at least 5 million additional people.

The recommendations of the aviation cluster of the **Transport Task Force established under the Africa – Europe Alliance for Sustainable Investment and Jobs** call for supporting SAATM as means to promote inclusive and sustainable development and jobs. The development of the aviation sector will make a vital contribution to African economies.

Aviation safety is the foundation upon which the success of an efficient aviation industry and market is built and must be given the highest priority. **Cooperation on aviation safety between the EU and Africa** has so far materialised through the Development Cooperation Instrument (DCI) Pan African Programme (PANAF), the European Development Fund (EDF), intra-ACP, Regional and National Indicative Programmes and the technical assistance from the EU budget to African countries affected by the EU Air Safety List. All this cooperation on aviation safety took place with the objective of building the capacity of the African beneficiaries to establish a robust safety oversight system as defined by ICAO, either at national or regional level. Improved aviation safety will only be reached by improving Africa’s compliance to ICAO Standards and Recommended Practices (SARPs). The obligation to ensure that national civil aviation operations and regulations conform to ICAO SARPs rests with individual ICAO member states. Yet, due to several challenges, including financial, technical and/or qualified human resources, many African States have difficulties in resolving their safety deficiencies, hence their choice to create Regional Safety Oversight Organisations (RSOOs)

This Action will also ensure coordination with the work of ICAO on the African and Indian ocean Plan (AFI Plan) and the AFCAC AFI-CIS CIS (African and Indian ocean – Corporative Inspectorate Scheme) programme. As such, participation in the ICAO AFI Plan Steering Committee Meetings is important. Participation in these meetings also contributes to the communication and visibility requirements for all external actions funded by the EU.

The Action will, among others, ensure synergies between the current projects and the other EU funded projects of relevance, namely PAGIRN for safety, CASE II for security, CORSIA Africa & Caribbean and Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme for environment, OPER SAATM for Air Transport Market and support to AFCAC, as well as the initiatives from other partners like AfDB or WB.

2.2 Problem Analysis

On average from 2005-2015, Africa has experienced impressive economic growth, with an annual average real Gross Domestic Product (GDP) increase of 5.6%. This has not only been driven by favourable commodity prices but has also involved countries that do not possess significant natural resources. This dynamism should continue since Africa's GDP is expected to double by 2030. With 30 million km² of land, making Africa the second biggest continent, the subsoil is a tremendous asset. Demography is also dynamic. Today, 16% of the world's population lives in Africa. By around 2030, 1 person in 4 will be African and by the end of the 21st century, 4 out of 10.

However, despite the fact that Africa is the second largest continent it accounts for less than 3% of the world's air traffic. Africa is also a continent severely affected by social inequalities, both at national level and among different countries. Most goods and services are moved by surface transport modes. The potential of air transport in Africa is undeniable but, to realise its full potential, there are many challenges to overcome. It is key to ensure the potential of economic growth through the increase of air transportation is not only accessible to countries with more advanced infrastructures and economic position. This is particularly relevant to countries (and respective people) that are in more vulnerable conditions, with the opportunity to be especially responsive to the needs of least developed countries (LDCs) and landlocked developing countries (LLDCs).

The African continent accounts for only 2.1 % of the world traffic movements but suffers from the consequences of climate change, including from the aviation sector. Aviation is one of the fastest-growing sources of greenhouse gas emissions. Before the COVID-19 crisis, the International Civil Aviation Organization (ICAO) forecasted that by 2050 international aviation emissions could triple compared with 2015. The development of a sustainable aviation needs to be a central point in the development of the African air mobility.

Africa is still lagging behind in terms of international aviation safety standards. The African region accounts for only 2.1 % of the world traffic movements, but it makes up 19% of world accidents. Improved aviation safety will only be reached by improving Africa's compliance to ICAO SARPs. ICAO recommended adoption and establishment of RSOOs as a solution to mitigating the budgetary constraints of States by mutualising scarce resources. RSOOs can provide economies of scale by allowing the pooling and sharing of required resources. Member States increase thus their capacity to develop harmonized regulations adapted to their environment in compliance with ICAO SARPs. The pooling of resources creates the environment to attract, recruit and retain appropriately qualified and experienced personnel.

Africa shows substantial differences in safety oversight capacity and is the continent most affected by listings on the EU Air Safety List. Countries therefore particularly welcome EU technical assistance to restore compliance with international aviation safety standards. The two continents can benefit from a partnership and knowledge exchanges on aviation safety.

The Action will contribute to the strengthening and implementing of continental and regional regulations and measures in Africa. As such, it will reinforce the continental integration through the promotion of standards related to market access, sustainability, and safety at continental, regional and country level. This will contribute to further seamless mobility of people and goods across the continent, thus supporting flagship projects of the AU such as SAATM and the African Continental Free Trade Area (AfCFTA). It will also contribute to the implementation of several outcomes of the 4th Specialised Technical Committee on Transport, Transcontinental and Interregional Infrastructure, and Energy (STC-TTIE) meeting held in Zanzibar, United Republic of Tanzania from 12 to 15 September 2023, mainly in the transport sector but also in the Transcontinental and Interregional Infrastructure be it related to single market, safety or digital solution and new emerging technologies.

Today flights in Africa avoid flying over states with higher charges or zones less well controlled, avoid military zones or certain airports and sometimes there are restrictions posed on flying via certain spaces of countries. In addition, many air connections between African cities involve flying out and back to the continent, resulting in substantially longer trajectories than the shortest route. A better coordinated and free airspace and market will not only decrease costs but also greenhouse gas emissions, just by allowing to fly the shortest route from A to B. The Action will be developed in parallel to capacity building initiatives from the EU budget for sustainable aviation in the framework of ICAO (CORSIA and ACT SAF). The Action of a regional nature, fostering regional cooperation and will be carried out in Africa with focus on Sub-Saharan Africa while linking to similar action that are carried out in other parts of the world.

Identification of main stakeholders and corresponding institutional and/or organisational issues (mandates, potential roles, and capacities) to be covered by the action:

Ultimately passengers, airlines and African citizens will benefit from the positive economic impact of improved connectivity, safety and reduction in air transport cost. Through regionally harmonised regulations, a level playing field will be achieved within the region and thus contribute to the elimination of unnecessary restrictions. A larger and harmonised market will allow for more players in the industry and will create an enabling environment for alliances and/or mergers among service providers. This will drive down prices and enhance flight interconnectivity and thus give users more choice and encourage the use of air services, all whilst generating employment.

- **At the continental level**

The beneficiaries at continental level include but are not limited to the African Civil Aviation Commission (AFCAC), the African Airline Association (AFRAA), Airports Council International - Africa (ACI Africa) or Civil Air Navigation Services Organisation - Africa (CANSO Africa). AFCAC was created by the Constitutional Conference convened by the International Civil Aviation Organization (ICAO) and the African Union (AU) in Addis Ababa, Ethiopia, in 1964. AFCAC was fully established and began functioning in 1969 and on 11 May, 1978 became an AU Specialized Agency in the field of Civil Aviation and is the executing agency for SAATM. AFRAA is the leading trade association of airlines. It was founded in Accra, Ghana, in 1968. Today, it is comprised of 50 airlines of all the major intercontinental African operators and the Association's members represent over 85% of total international traffic carried by all African airlines. ACI Africa is the international association of African airports, which prime objective is to represent and advance the collective interests of African airports, while promoting professional excellence in airport operations and management, through the provision of effective and quality programs and services, to achieve a safe, secure and sustainable development of the air transport industry in Africa. As of 31 May 2023, ACI Africa served 71 regular members operating more than 265 airports in 53 countries. The CANSO Africa Region was established in 2012. Its vision is to achieve safe, seamless and harmonised airspace across Africa. CANSO's goal in Africa is to help air navigation service providers (ANSPs) provide services that are: universally safe; technically interoperable; procedurally harmonised; efficient; and affordable.

- **At the regional level**

The main beneficiaries at this level will be the Regional Economic Communities (RECs) and existing RSOOs. There are five RSOOs that are based on a REC: URSAC (Unité Régionale de Supervision de la Sécurité et de la Sûreté de l'Aviation Civile) for the West African Economic and Monetary Union (WAEMU), ASSA-AC (Agence de Supervision de la Sécurité Aérienne en Afrique Centrale) for the Communauté Économique et Monétaire des États de l'Afrique Centrale (CEMAC), BAGASOO (Banjul Accord Group Aviation Safety Oversight Organisation) for the Banjul Accord Group (BAG), CASSOA (Civil Aviation Safety and Security Oversight Agency) for the East African Community (EAC), and SASO (SADC Aviation Safety Organisation) for the Southern African Development Community (SADC).

Two more RSOOs cover complementary areas. AAMAC (Autorités Africaines et Malgache de l'Aviation Civile) focuses on Air Navigation Services (ANS) for 17 African States mainly members of CEMAC and WAEMU. BAGAIA (Banjul Accord Group Accident Investigation Agency) deals with accident investigation for the BAG region.

- **At national level**

At national level, the Ministry in charge of civil aviation along with the Civil Aviation Authority (CAA) of these States will be benefitting from this Action. The main focus will be on the sub-Saharan African States whether member of SAATM or not. The States from North Africa will be invited to participate to regional event in order not to leave them aside. The Action will implement activities at national level every time it will make more sense to do so, especially when they are either not yet member of SAATM or included on the EU Air Safety List or subject to reviews under the Air Safety Regulation.

3 DESCRIPTION OF THE ACTION

3.1 Objectives and Expected Outputs

The Overall Objective of this action is: to improve sustainable connectivity by air within Africa, and subsequently between Africa and the EU.

The Specific(s) Objective(s) of this action are to:

1. Establish a safe, sustainable, and integrated aviation market through the development of a Single Aviation Air Transport Market (SAATM) and continued support to other forms of regional cooperation.
2. Improve and reinforce the regulatory and institutional environment to comply with international aviation rules, standards and best practices, with a focus on safety, the integration of sustainable technologies, environmental measures and climate change mitigation and resilience.
3. Improve capacity to ensure safe and sustainable aviation, to support a disaster resilient air transport infrastructure that is fit for the future, to use new technology solutions while managing its associated risks and to ensure sufficient qualified aviation professionals.
4. Strengthen exchanges between EU and African aviation authorities and communities to the benefit of African aviation by promoting exchanges on regulatory issues, industrial exchanges, sharing of expert knowledge, best practices, training and demonstration activities towards a “continent to continent” partnership on aviation.

The Outputs to be delivered by this action contributing to the corresponding Specific Objectives are:

Contributing to Outcome 1 (or Specific Objective 1)

- 1.1 Increased application and harmonisation of best practices within the African aviation industry at national, regional and continental level for sustainable air transport solutions, benefitting people connectivity, continental integration, trade and tourism and resulting to more direct flights and less greenhouse gas emissions.
- 1.2 Increased intra-regional exchanges and cooperation between partner States, inter-regional dialogue and pooling of resources, institutional development of single air transport market, institutional development of the African air transport market resulting in a less fragmented air space.

Contributing to Outcome 2 (or Specific Objective 2)

- 2.1 Harmonisation of regulatory environment supported at regional or continental level and alignment with international standards and best EU practices, mainstreaming environmental and climate mitigation issues.
- 2.2 Increased access to expert analysis and review of the regulatory system’s compatibility with international standards and best practices for safety and sustainability.
- 2.3 Improved resilience of airport infrastructure to climate change and disasters.

Contributing to Outcome 3 (or Specific Objective 3)

- 3.1 Improved safety surveillance capacity, by strengthening the oversight and improve quality and implementation of rules and standards.
- 3.2 Improved adaptability of air transport infrastructure on the short to medium term to traffic growth, climate adaptation requirements, transition to sustainable mobility and the introduction of new technologies.

3.3 Increased access to qualified personnel to support expected traffic growth and new forms of air mobility, by supporting adequate training facilities for next generation of aviation professionals involving the best available EU public and private partners.

Contributing to Outcome 4 (or Specific Objective 4)

4.1 Promoted enhanced exchanges between EU and African public as well as private entities of the aviation industry.

4.2 Encouraged technical assistance and training initiatives from EU public and private partners to the African aviation community.

3.2 Indicative Activities

Activities relating to Output 1:

- Support and promote the process of the development of a Single Aviation Air Transport Market (SAATM) by organising a series of meetings with stakeholders.
- Support the organisation of collaborative projects between aviation stakeholders from different African countries/regions thus pooling existing resources and expertise.
- Organise networking events, such as conferences, seminars, and workshops, or collaborate with organisers of such events where aviation stakeholders can meet, exchange ideas, and discuss potential collaboration and conduct awareness campaigns to highlight case studies and success stories.
- Support the organisation of regional/continental workshops involving key stakeholders such as government representatives, aviation industry experts, and technology providers to identify regional challenges, opportunities, and best practices for sustainable aviation and concrete actions on climate change mitigation and adaptation.
- Foster partnerships and collaboration between airlines, airports, technology providers, and international organizations to facilitate knowledge sharing, resource pooling, and joint initiatives for a more sustainable aviation.

Activities relating to Output 2:

- Undertake regulatory comparison exercises, system reviews, roadmap and technical documentation development, in order to increase the use of international and EU standards, rules, and best practices adapted to African context.
- Review and analyse legal frameworks to promote harmonisation at regional and continental level in domains such as aviation safety, air transport economic and trade, environment and sustainability, climate change mitigation and adaption in the aviation sector, urban air mobility or use of new technologies.
- Conduct multistakeholder consultations in the above-mentioned domains to formulate recommendations for national or regional policy reforms to align them with international standards, and to harmonise them across the continent.
- Organize briefings or webinars with various stakeholders to monitor and evaluate the impact of the new regulations and the need for updates on regulations.
- Help African States to include the civil aviation sector in their State Emergency Plans.
- Provide specific advice per country on risk reduction priorities linked to aviation in disaster State Emergency Plans, for example specific recommendations on the localisation and strengthening of the resilience of critical infrastructure such as airports based on geographic and climate data and extreme climate event forecasts (floods and sea level rise, hurricanes, volcano eruptions).
- Assist States in implementing disaster risk reduction strategies in aviation that include climate resilient aviation infrastructure (airports and related infrastructure) and other auxiliary systems (navigation systems).

Activities relating to Output 3:

- Use existing intra-Africa cooperative schemes (such as AFCAC AFI-CIS) or facilitate the setup of exchange programmes to allow skilled aviation personnel to support other States.
- Conduct feasibility studies, impact assessments and support pilot programmes at regional/continental level to assess the potential impact of new technologies on air transport infrastructure.

- Ensure dedicated support to specific States being monitored by the EU Air Safety Committee, using whenever possible aviation personnel from the region with the necessary skills and knowledge.
- Support the implementation of training programmes for aviation personnel at national or regional level.
- Encouraged collaboration between States and the aviation community (i.e. CAA, industry, regional/continental organizations and academia) to identify long-term human resource needs and establish guidelines and standards to attract, educate and retain the Next Generation Aviation Professional (NGAP), considering STEM and gender equality.

Activities relating to Output 4:

- Organise conferences, technical workshops and other capacity building activities to increase the use and, promote understanding of EU standards, rules, best practice and technologies applied as well as reinforcing the dialogue between African and EU aviation stakeholders, including academia.
- Organise workshops, roadshows and events to share best practice for a safe and secure operating environment, to enhance connectivity, to reduce market barriers, to promote industrial exchanges, trials and demonstration of EU sustainable technologies.
- Sharing of EU experience and practices on disaster risk preparedness for aviation.

3.3 Mainstreaming

Environmental Protection & Climate Change

Outcomes of the SEA screening (relevant for budget support and strategic-level interventions)

The Strategic Environmental Assessment (SEA) screening concluded that no further action was required.

Outcomes of the EIA (Environmental Impact Assessment) screening (relevant for projects and/or specific interventions within a project)

The EIA (Environment Impact Assessment) screening classified the action as Category C (no need for further assessment).

Outcome of the CRA (Climate Risk Assessment) screening (relevant for projects and/or specific interventions within a project)

The Climate Risk Assessment (CRA) screening concluded that this action is no or low risk (no need for further assessment)

Gender equality and empowerment of women and girls

As per the OECD Gender DAC codes identified in section 1.1, this action is labelled as **G1**.

This implies that a gender responsive approach will be applied throughout implementation in all activities undertaken. The action will also have a special focus on gender equality and women empowerment in the outcome 3 “Improve capacity” ensuring women are beneficiary of the opportunities offered by the different activities implemented. The action will be used to implement the Gender Action Plan III (GAP III) in and with Africa and ensure gender is taken into account in the activities of this action. For instance, a gender equality based approach will also be integrated in relevant (capacity building) activities and documents.

Human Rights

Respect for human rights is a fundamental value of the European Union. A human rights based approach will be applied throughout, ensuring meaningful and inclusive participation, non-discrimination and equality as well as accountability and transparency. The implementation of the action will be fully aligned with the EU Action Plan on Human Rights and Democracy 2020-2024, on harnessing opportunities and addressing challenges of digital technologies.

Disability

As per OECD Disability DAC codes identified in section 1.1, this action is labelled as D0. This implies that disability is not considered in the overall nor in a specific objective of the action. However, in all activities all possible measures will be taken to address this issue. Therefore, attention will be paid to ensure and enable the participation of people with disabilities in the activities, and to ensure that the achieved results will be accessible for people with disabilities.

Reduction of inequalities

The Action has not been identified as directly targeting the reduction of inequalities. However, in its various activities and design every effort will be made to contribute to the reduction of social and environmental inequalities.

Democracy

Strengthening democracy and enhancing good governance and the rule of law are purposes stated by the African Union. The importance of these principles and their relevance to the topics covered by the action are reflected in the action.

Conflict sensitivity, peace and resilience

The action does not specifically target conflict sensitivity and peace, but will look for synergies with other ongoing or planned actions targeting peace and resilience. A conflict sensitive approach will be ensured in relevant actions.

Disaster Risk Reduction (DRR)

In line with the Global Gateway strategy, the action will fully take into account the need to reduce disaster risk and strengthen resilience in Africa. DRR will also be integrated and promoted throughout this action by ensuring an enabling environment, e.g. by considering it in strategies and plans, for resilient and climate-proof investments and asset management. This will bring a systematic and homogeneous raise in technical standards and improved durability of the aviation network, including in response to threats to aviation safety from natural hazards.

Other considerations if relevant

3.4 Risks and Lessons Learnt

Category	Risks	Likelihood (High/ Medium/ Low)	Impact (High/ Medium/ Low)	Mitigating measures
External environment	Policy at African Continental level may have little effect in individual Member States	High	Medium	Clearly convey the value of coherent regional and continental action for national priorities and the need for common standards and harmonisation and that countries will need to adapt to a harmonised regulatory environment.
	Heterogeneity of African Member States will make it difficult to develop common positions.	High	Low	Ensure cooperation directly responds to the needs of a RSOO and its member states. Promote exchange and cooperation formats that also directly benefit capacity building at RSOO level as well as in individual countries. Ensure prospective analysis of factors that could result in diverging interests and positions (e.g. different levels of regulatory, technical and infrastructural development) and reflect positions also in bilateral dialogues with African member states.
	Political/democratic situation may impact the feasibility of implementing actions in some African Member States.	High	Medium	Ensure that activities can be adapted to changing political circumstances in African Member States and use bilateral dialogues with RSOO and states to convey messages, understand the problems encountered and help with solutions.
Redundancy of actions	Duplication of effort and redundancy of activities by the different donors active in this area of work	Medium	High	Ensure coordination with other financing partners (AfDB, WB) active in the same areas of work, to avoid duplication of effort and generate added value for the EU work.
Planning, processes and systems	Challenge to build and maintain stable relations which enable a functional policy dialogue.	Low	Medium	Base interventions on existing structures and entry points; and develop potential activities based on joint interest and as an opportunity for peer-to-peer exchanges and mutual learning. Link with EU Delegations and the Delegation to the AU for policy dialogue

				All key stakeholders will be meaningfully consulted and heard prior to activities and will participate in monitoring of the action.
People and the organisation	Lack of human and financial resources as well as limited mandates within African organisations and states authorities hinder achievement.	Medium	High	Capacity building that is directly supported by the action is carefully planned based on needs. Activities are designed with current mandates in mind and based on work plans and programmes.
Communication and information	Actions including policy dialogue, public diplomacy and technical assistance lack credibility.	Low	Medium	Actions and outreach to be designed and implemented in partnership and consultation with African stakeholders.

Lessons Learnt:

On-going aviation projects, mostly implemented through EASA, include the following:

- **EU-Africa Safety in Aviation** (EU-ASA, 2019-2024) project, funded under the Pan-African Programme, which provides technical assistance and capacity building to sub-Saharan Africa with its main focus on RSOOs as well as AFCAC and its AFI-CIS (African and Indian ocean – Corporative Inspectorate Scheme) programme. This technical assistance project was designed to support the Sub-Saharan Africa region to improve aviation safety and specifically it aims at assisting African Member States to meet their obligations under the Chicago Convention in establishing an effective aviation safety oversight system. The project adopted a regional approach to reach this specific objective and worked closely with the Sub-Saharan RSOOs, the ICAO regional offices, and AFCAC.

The programme has contributed to aviation safety in Africa, but is also showing that there is still a considerable effort to make, to help the region further approach worldwide standards for aviation safety. In particular, with a growing market, the impact of sustainability needs, integration of new technologies such as unmanned aviation, the integration of the market, the need for support to improve the regulatory environment and safety surveillance capacity remains very important.

- **Operationalisation of the Single African Air Transport Market** (SAATM 2019-2025) The action aims at supporting the i) strengthening of the capacity of the African Civil Aviation Commission (AFCAC) to become an effective implementing agency for SAATM; ii) adoption by SAATM Member States of the necessary rules and practices which underpin a single aviation market; iii) mobilisation of non-SAATM Member States to commit themselves to this single market endeavour.

The development of SAATM is ongoing and the project starts to bear fruit, and it is necessary to ensure continuity of support to build on first achievements. During the project implementation, stakeholders called for a more integrated approach with safety related matters, and a continued interest to support economic regulation and focus on sustainability and environmental aspect related to the development of an aviation system under today's challenges related to climate change.

- The **EU-CORSIA Africa and Caribbean project** (2019- 2024) focuses on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). Cooperation on capacity building for CO2 mitigation from international aviation (Phase II) environment in aviation between the EU and Africa. The implementation of the second phase of the project has started in 2020. EASA and ICAO are in charge of the implementation.

Aside from the on-going initiatives, the **EU-ACT SAF** project, under negotiation, will be implemented jointly by EASA and ICAO in the context of ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme. The EASA project on SAF in India and Africa has just been signed in Q4 2023. These programmes are focussing on the implementation of ICAO programmes and will run in parallel, supporting specific countries in Africa.

In addition to the programmes mentioned, there have been further *ad hoc* bilateral or regionally oriented/focused support projects. Such initiatives will generate added value to the best extent possible if integrated in an overall approach, which is envisaged with this comprehensive Africa wide action. Examples of such past and (partially still ongoing) ad-hoc initiatives include:

- A first project dedicated to Zambia provided assistance in the field of aviation safety under the 10th EDF. The country was subsequently removed from the EU Safety List in June 2016. A new project, the **Zambia Aviation Sector Support Programme II** was launched in 2017 in order to capitalise on the progress made and to reach a sustainable situation where the authority is autonomously capable of keeping its safety regulation up to date and maintaining the appropriate level of oversight of its operators. The EASA led component of this project was concluded in September 2023.
- The Central African component of the **Projet d'Appui au Secteur du Transport Aérien en Afrique Centrale et Occidentale** (PASTA CO) mostly financed by the African Development Bank (AfDB), covers the Economic Community of Central African States (ECCAS). The work undertaken in the framework of this project aims to contribute to the improvement of aviation safety, to support the economy and social-economic regional integration in Central Africa. Support is being provided on two levels: regional and national. The main beneficiaries are the 11 ECCAS Member States as well as ASSA-AC (Agence de Supervision de la Sécurité Aérienne en Afrique Centrale), the RSOO for Central Africa. Both EASA and ICAO are involved in specific components of this project. EASA is mostly in charge of delivering aviation safety related training to experts of the region. This project will close at the end of June 2024.
- **Programme d'Appui à la Gestion des Infrastructures Régionales et Nationales** (PAGIRN) focuses also on Central Africa and the overarching programme objective is to improve the sustainability of investments and to ensure greater efficiency in regional and national economic infrastructure for transport, energy and information technology through enhanced governance in these sectors.

The current Action should ensure coordination and complementarity with the other relevant activities and projects organised throughout Africa by the EU.

In general, the past and ongoing international aviation capacity building projects (EU-ASA, SAATM, CORSIA capacity building projects) have proven to be relevant and valuable, with the majority of the supported countries and regional organisations showing strong interest and actively engaging in the tasks. This is evidenced by a high participation of the partner states and organisations in the relevant events and their strong interest in continuing this kind of activities. The achievements and experience gained during the ongoing projects are an excellent platform to build on.

Some specific insightful lessons learned for this new action are:

- There is a lot of interest to develop larger scale technical cooperation activities, as well as to promote more directly the links with the European industry and experience that is always welcomed by the beneficiaries.
- The programme should maintain the relations created with the CAAs and RSOOs as well as with continental stakeholders avoiding a gap between ongoing project and planned action.
- The EU visibility and the project brand should be strengthened. Modern communication platforms (LinkedIn, Facebook, Twitter, etc.) should be used to proactively promote the Project's activities and to develop further its communication strategy.
- New ways to implement activities remotely were developed due to the COVID-19 pandemic. These working methods and tools, where successful and convenient, can be incorporated into the new action also in a post COVID-19 framework. This can contribute to lower carbon footprint for the actions as well as to increased efficiency.

Industry involvement is important but may prove challenging. Contributors' meetings would be a starting point to engage industry partners in the region and the participation of the European companies with African counterparts in technical cooperation activities progressively consolidated. New options to engage and promote EU industry have shown the potential to increase industry participation in other aviation partnerships (e.g. China APP), such as conducting trials of new technologies.

3.5 The Intervention Logic

The underlying intervention logic for this action is that, by implementing the activities proposed, it will provide a framework for cooperation within and with Africa under the broad theme of air transport connectivity, and to improve sector coordination by strengthening the capacities of RECs, RSOOs and their Member States as well as other regional/continental organisations such as AFCAC. The action will link policy dialogue with technical assistance and bring in other stakeholders, including the private sector whenever necessary at a regional and national level wherever feasible.

The main assumptions are that 1) the beneficiary States and regional organisations will show interest in promoting a safe and sustainable air transport market in Africa and that, by doing so, 2) points of contact for coordination and alignment with agreed continental and/or European positions level can be found.

If these assumptions hold true, and the activities can be performed, it is expected that activities, including policy dialogue, technical assistance, capacity development on regulatory frameworks and sharing experiences and know-how among African organisations and States and from the EU, will lead to improve connectivity within Africa and subsequently between Africa and the EU in the key areas of air transport, trade, and economic as well as improve the conditions for trade and investment flows, to more sustainable, resilient, and inclusive value chains.

The expected outputs will likely be delivered, as regional cooperation will continue to exist at the end of the project. Furthermore, the proposed activities intend to ensure this long-lasting impact in terms of cooperation and capacity building, both amongst regional partners and in relation with the EU.

3.6 Logical Framework Matrix

This indicative logframe constitutes the basis for the monitoring, reporting and evaluation of the intervention.

On the basis of this logframe matrix, a more detailed logframe (or several) may be developed at contracting stage. In case baselines and targets are not available for the action, they should be informed for each indicator at signature of the contract(s) linked to this AD, or in the first progress report at the latest. New columns may be added to set intermediary targets (milestones) for the Output and Outcome indicators whenever it is relevant.

- At inception, the first progress report should include the complete logframe (e.g. including baselines/targets).
- Progress reports should provide an updated logframe with current values for each indicator.
- The final report should enclose the logframe with baseline and final values for each indicator.

The indicative logical framework matrix may evolve during the lifetime of the action depending on the different implementation modalities of this action.

The activities, the expected Outputs and related indicators, targets and baselines included in the logframe matrix may be updated during the implementation of the action, no amendment being required to the Financing Decision.

PROJECT MODALITY (3 levels of results / indicators / Source of Data / Assumptions - no activities)

Results	Results chain (@): Main expected results (maximum 10)	Indicators (@): (at least one indicator per expected result)	Baselines (values and years)	Targets (values and years)	Sources of data	Assumptions
Impact	To improve safe and sustainable connectivity by air within Africa, and subsequently between Africa and the EU	1. More direct air connectivity within Africa and between Africa and the EU 2. Number of African airlines/states progressing towards improved international safety standards 3. Air traffic volume (flight or passengers) inside Africa and between Africa and EU	To be determined during the inception phase	To be determined during the inception phase	1. ICAO iSTARS ⁵ 2. ICAO SARPs	<i>Not applicable</i>

⁵ The Integrated Safety Trend Analysis and Reporting System (iSTARS) is an ICAO web-based Modern Analytical Platform providing a quick and convenient interface to a collection of safety and efficiency datasets and web applications to make safety, efficiency, and risk analyses.

Outcome 1	1 A safe, sustainable and integrated aviation market is promoted through SAATM	1.1 Number of processes related to state-level and sub-state level (bilateral, regional, multi-lateral) partnership strategies or to the removal of barriers and policy dialogues which have been influenced	0 (zero)	To be determined during the inception phase	1.1 Signed bilateral, regional or multilateral arrangements 1.2 Narrative report and management group meeting minutes	Favourable political environment and stability in the region to carry out the action. No major public health events adversely impacting the action. States remain interested in regional cooperation to a degree which allows for implementation of the necessary measures at national level.
Outcome 2	2 The regulatory environment is improved	2.1 Effective Implementation (EI) rate of ICAO Standards for Critical Elements (CE) 1 to 5	70.77%	To be determined during the inception phase	2.1 ICAO Universal Safety Oversight Audit Program (USOAP) 2.2 Narrative report and management group meeting minutes	States and regional organisations remain committed to pursue regulatory harmonisation and to adopt climate considerations and support politically.
Outcome 3	3 The capacity to ensure safe and sustainable aviation is improved	3.1 Effective Implementation (EI) rate of ICAO Standards for Critical Elements (CE) 6 to 8 3.2 Number of African airlines/states progressing towards removal from the EU Air Safety List.	3.1 63.03% 3.2 45 airlines and 10 countries on the ASL	To be determined during the inception phase	3.1 ICAO Universal Safety Oversight Audit Program (USOAP) 3.2 Narrative report	No new significant barriers to market entry. States allocate an adequate level of resources to support their change management processes.
Outcome 4	4 The exchange between the EU and African aviation stakeholders is strengthened	4.1 Stakeholder perception of common exchange activities developed and the strength of the continent to continent partnership	To be determined during the inception phase	To be determined during the inception phase	4.1 Feedback forms 4.2 Stakeholder's statement	Key staff remain in place, thus ensuring the sustainability of inter-institutional relations and capacity building activities. EU Aviation stakeholders remain interested and available to support African counterparts
Output 1 relating to Outcome 1	1.1 Increased application and harmonisation of best practices within the African aviation industry	1.1.1 Number of networking events organised and/or awareness raising campaigns conducted	0 (zero)	To be determined during the inception phase	Yearly narrative report Event feedback forms	

Output 2 relating to Outcome 1	1.2 Increased intra-regional exchanges and cooperation	1.2.1 Number of collaborative projects for which the organisation was supported by the action 1.2.2 Number of regional/continental workshops and/or events organised which facilitated knowledge sharing, resource pooling and joint initiatives	0 (zero)	To be determined during the inception phase	Yearly narrative report Activity report Event feedback forms	
Output 1 relating to Outcome 2	2.1 Harmonisation of regulatory environment supported	2.1.1 Number of regulations targeted by the action that were reviewed or adapted to align with international or EU standards	0 (zero)	To be determined during the inception phase	Yearly narrative report Activity report	
Output 2 relating to Outcome 2	2.2 Increased access to expert analysis and review of the regulatory system	2.2.1 Number of multistakeholder consultations/briefings/seminars organised	0 (zero)	To be determined during the inception phase	Yearly narrative report Review reports	
Output 3 relating to Outcome 2	2.3 Improved resilience of airport infrastructure to climate change and disaster	2.3.1 No of Disaster risk Strategies that have been revised to include specific aviation related disaster risk reduction measures	To be determined during the inception phase	To be determined during the inception phase	Yearly narrative report Activity report	
Output 1 relating to Outcome 3	3.1 Improved safety surveillance capacity	3.1.1 Number of times existing intra-African cooperative scheme have been used to support States 3.1.2 Number of exchange programmes set up to support States 3.1.3 Number of States to which dedicated support is given and effectively implemented	0 (zero)	To be determined during the inception phase	Yearly narrative report Activity report	
Output 2 relating to Outcome 3	3.2 Improved adaptability of air transport infrastructure	3.2.1 Number of impact assessment and/or feasibility studies conducted	0 (zero)	To be determined during the inception phase	Yearly narrative report Studies/Impact assessment	
Output 3 relating to Outcome 3	3.3 Increased access to qualified personnel	3.3.1 Number of training programmes organised 3.3.2 Number of people trained 3.3.3 Number of events organised to attract, educate or retain NGAP	0 (zero)	To be determined during the inception phase	Yearly narrative report Dedicated support mission report	

Output 1 relating to Outcome 4	4.1 Promoted enhanced exchanges between EU and Africa	4.1.1 Number of events organised to increase the promotion and use of EU standards, rules and best practices.	0 (zero)	To be determined during the inception phase	Yearly narrative report Industry statements	
Output 2 relating to Outcome 4	4.2. Encouraged technical assistance and training initiatives	4.2.1 Number of events organised to share best practices, to reduce market barriers or to promote industrial exchanges	0 (zero)	To be determined during the inception phase	Yearly narrative report Industry statements	

4 IMPLEMENTATION ARRANGEMENTS

4.1 Financing Agreement

In order to implement this action, it is not envisaged to conclude a financing agreement with the partner.

4.2 Indicative Implementation Period

The indicative operational implementation period of this action, during which the activities described in section 3 will be carried out and the corresponding contracts and agreements implemented, is 72 months from the date of adoption by the Commission of this Financing Decision.

Extensions of the implementation period may be agreed by the Commission's responsible authorising officer by amending this Financing Decision and the relevant contracts and agreements.

4.3 Implementation of the Budget Support Component

Not applicable

4.4 Implementation Modalities

The Commission will ensure that the EU rules and procedures for providing financing to third parties are respected, including review procedures, where appropriate, and compliance of the action with EU restrictive measures⁶.

4.4.1 Indirect Management with an entrusted entity

This action will be implemented in indirect management with the European Union Aviation Safety Agency . This implementation entails the whole action.

The envisaged entity has been selected using the following criteria: i) specialisation in the domain of aviation safety, ii) track record in putting in place and enforcing aviation regulation vis à vis à different jurisdictions and regulatory bodies iii) experience in similar action especially in Africa, iv) track record in disseminating the EU and international aviation regulations at multicounty and continental level.

4.5. Scope of geographical eligibility for procurement and grants

The geographical eligibility in terms of place of establishment for participating in procurement and grant award procedures and in terms of origin of supplies purchased as established in the basic act and set out in the relevant contractual documents shall apply, subject to the following provisions.

The Commission's authorising officer responsible may extend the geographical eligibility on the basis of urgency or of unavailability of services in the markets of the countries or territories concerned, or in other duly substantiated cases where application of the eligibility rules would make the realisation of this action impossible or exceedingly difficult (Article 28(10) NDICI-Global Europe Regulation).

4.6. Indicative Budget

Indicative Budget components	EU contribution (amount in EUR)
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⁶ www.sanctionsmap.eu.

Implementation modalities – cf. section 4.4	
Specific Objectives 1, 2, 3 and 4 composed of Indirect management with the European Union Aviation Safety Agency (EASA) – cf. section 4.4.1	10 000 000
Evaluation – cf. section 5.2 Audit – cf. section 5.3	may be covered by another Decision
Contingencies	N.A
Totals	10 000 000

4.7 Organisational Set-up and Responsibilities

In order to ensure the political and institutional anchoring of EU action, the Commission together with the delegated body and the partners, will be responsible for ensuring policy coherence and internal coordination to maximize the impact of the action and promote synergies interventions and ensure the link of the proposed operations with the international civil aviation agenda and the continental and regional policies.

The coordination of activities will be ensured through an appropriate project steering structure with an intention to include a pool of representatives of key stakeholders (AFCAC, SAATM Member States and RSOOs), the African Union (AU), EASA and the European Commission. EASA shall be the Secretariat to the established steering structure. The exact modality of the project's steering structure will be determined during the contracting phase. The EU Delegations in the partner countries will also play a key role in supporting the project where needed, providing technical advice and ensuring coordination with ongoing activities in the relevant fields.

EASA may establish a local/regional project office, where there is a willingness from the participating countries to provide the necessary facilities, and where this is considered to be in the interest of effective and efficient project implementation and allocation of resources.

Active involvement and participation of relevant third countries counterparts will be sought in the different activities implemented under the action.

As part of its prerogative of budget implementation and to safeguard the financial interests of the Union, the Commission may participate in the above governance structures set up for governing the implementation of the action.

5 PERFORMANCE MEASUREMENT

5.1 Monitoring and Reporting

The day-to-day technical and financial monitoring of the implementation of this action will be a continuous process, and part of the implementing partner's responsibilities. To this aim, the implementing partner shall establish a permanent internal, technical and financial monitoring system for the action and elaborate regular progress reports (not less than annual) and final reports. Every report shall provide an accurate account of implementation of the action, difficulties encountered, changes introduced, as well as the degree of achievement of its results (Outputs and direct Outcomes) as measured by corresponding indicators, using as reference the logframe matrix (for project modality) and the partner's strategy, policy or reform action plan list (for budget support).

The Commission may undertake additional project monitoring visits both through its own staff and through independent consultants recruited directly by the Commission for independent monitoring reviews (or recruited by the responsible agent contracted by the Commission for implementing such reviews).

Roles and responsibilities for data collection, analysis and monitoring:

The implementing partner is responsible for day to day monitoring and reporting based on the agreed indicators in the logframe. Adjustments to the agreed indicators will be subject to a discussion and approval. The contracting authority will be responsible for the approval of annual reports also on the basis of reports and input from beneficiaries. Specific modalities for each of them (indicators, targets and assumptions) may be defined in the respective contracts/agreements and during the inception phases, in a way that will provide inputs for the performance monitoring of the Action globally.

For the indicators in the logframe that require a survey to collect baseline and endline data, the relevant implementing partner is responsible for implementation, through the project funding sources and within the timeframe to be agreed in the project inception phase.

5.2 Evaluation

Having regard to the nature of the action, an ex-post evaluation may be carried out for this action or its components via the implementing partner.

It will be carried out for accountability and learning purposes at various levels (including for policy revision), taking into account in particular the fact that the action proposes an innovative structure, combining two priorities and with a strong corridor approach prioritised under a consolidated single action.

The Commission shall inform the implementing partner at least 10 days in advance of the dates envisaged for the evaluation missions. The implementing partner shall collaborate efficiently and effectively with the evaluation experts, and inter alia provide them with all necessary information and documentation, as well as access to the project premises and activities

The evaluation reports may be shared with the partners and other key stakeholders following the best practice of evaluation dissemination. The implementing partner and the Commission shall analyse the conclusions and recommendations of the evaluations and, where appropriate, apply the necessary adjustments.

The financing of the evaluation may be covered by another measure constituting a Financing Decision

5.3 Audit and Verifications

Given the nature of the action, provision for Audit and Verifications for this action at this level or its components is not necessary.

Without prejudice to the obligations applicable to contracts concluded for the implementation of this action, the Commission may, on the basis of a risk assessment, contract independent audit or verification assignments for one or several contracts or agreements.

6 STRATEGIC COMMUNICATION AND PUBLIC DIPLOMACY

The 2021-2027 programming cycle will adopt a new approach to pooling, programming and deploying strategic communication and public diplomacy resources.

In line with the 2022 “[Communicating and Raising EU Visibility: Guidance for External Actions](#)”, it will remain a contractual obligation for all entities implementing EU-funded external actions to inform the relevant audiences of the Union’s support for their work by displaying the EU emblem and a short funding statement as appropriate on all communication materials related to the actions concerned. This obligation will continue to apply equally, regardless of whether the actions concerned are implemented by the Commission, partner countries, service providers, grant beneficiaries or entrusted or delegated entities such as UN agencies, international financial institutions and agencies of EU member states.

However, action documents for specific sector programmes are in principle no longer required to include a provision for communication and visibility actions promoting the programmes concerned. These resources will instead be consolidated in Cooperation Facilities established by support measure action documents,

allowing Delegations to plan and execute multiannual strategic communication and public diplomacy actions with sufficient critical mass to be effective on a national scale.

Appendix 1 REPORTING IN OPSYS

A Primary Intervention (project/programme) is a coherent set of activities and results structured in a logical framework aiming at delivering development change or progress. Identifying the level of the primary intervention will allow for:

Articulating Actions or Contracts according to an expected chain of results and therefore allowing them to ensure efficient monitoring and reporting of performance;

Differentiating these Actions or Contracts from those that do not produce direct reportable development results, defined as support entities (i.e. audits, evaluations);

Having a complete and exhaustive mapping of all results-bearing Actions and Contracts.

Primary Interventions are identified during the design of each action by the responsible service (Delegation or Headquarters operational Unit).

The level of the Primary Intervention chosen can be modified (directly in OPSYS) and the modification does not constitute an amendment of the action document.

The intervention level for the present Action identifies as (tick one of the 4 following options);

Action level (i.e. Budget Support, blending)		
<input type="checkbox"/>	Single action	Present action: all contracts in the present action
Group of actions level (i.e. top-up cases, different phases of a single programme)		
<input type="checkbox"/>	Group of actions	N.A.
Contract level		
<input checked="" type="checkbox"/>	Single Contract 1	Contribution Agreement to entrusted entity
Group of contracts level (i.e. series of programme estimates, cases in which an Action includes for example four contracts and two of them, a technical assistance contract and a contribution agreement, aim at the same objectives and complement each other)		
<input type="checkbox"/>	Group of contracts 1	N.A