



**WORKING PAPER**

**SPECIAL AFRICA-INDIAN OCEAN (AFI)  
REGIONAL AIR NAVIGATION (RAN) MEETING**

**Durban, South Africa, 24 to 29 November 2008**

**Agenda Item 4: Current status of aviation safety and related activities in the Africa-Indian Ocean (AFI) Region (Safety Committee)**

**ACTIVITIES, ASSISTANCE, DONOR AGENCIES**

**PROGRESS REPORT ON THE ACTIVITIES OF THE IMPLEMENTATION SUPPORT  
AND DEVELOPMENT (ISD) PROGRAMME: RESOLUTION OF SAFETY OVERSIGHT  
DEFICIENCIES IN AFRICA**

(Presented by the Secretariat)

**SUMMARY**

This paper provides a status report on the activities carried out in the AFI Region under the Implementation Support and Development (ISD) Programme aimed at facilitating the provision of assistance to States and regional safety systems, for the purpose of resolving the deficiencies identified by the ICAO safety oversight audits. It also describes the assistance provided by ISD in support of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa.

In addition to assistance in the area of safety oversight, this paper also discusses other related activities undertaken by ISD with respect to the sharing and exchange of safety-critical information and the promotion of partnerships and alliances with financial institutions and other stakeholders for mobilizing resources. In respect to transparency, this paper also reports on activities that were carried out in line with the recommendations of the Audit Results Review Board (ARRB) in States where a significant level of deficiencies had been identified through the ICAO safety oversight audits.

Action by the meeting can be found in paragraph 4.

**1. INTRODUCTION**

1.1 Pursuant to Assembly Resolutions A36-2, *Unified Strategy to Resolve Safety-Related Deficiencies* and A36-3, *Implementation Support and Development (ISD) Programme – Safety*, the ISD Programme was created to provide support and assistance to States in their efforts to rectify safety-related oversight deficiencies identified through the ICAO audits and other safety oversight mechanisms. Essentially, there are the following four elements to the Programme:

- a) assistance to States and promoting the establishment of regional safety oversight systems to include regional safety oversight organizations and the Cooperative

Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs);

- b) the sharing and exchange of safety-critical information via the Flight Safety Information Exchange (FSIX);
- c) the promotion of partnerships and alliances with international and regional funding agencies and other stakeholders; and
- d) activities related to the ICAO procedures for transparency and disclosure regarding significant safety oversight compliance shortcomings, including the support the ISD Programme provides to the Audit Results Review Board (ARRB).

1.2 ISD has also played an active role in supporting the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan), as well as the implementation of the Global Aviation Safety Plan and Global Aviation Safety Roadmap, both of which are integral components of the AFI Plan.

## 2. DISCUSSION

2.1 Assistance is facilitated under the ISD Programme to States and regional safety oversight organizations for the resolution of safety-related deficiencies and for the implementation of Standards and Recommended Practices (SARPs). This includes assistance in the review of corrective action plans and work programmes, training, liaison with regional groups and neighbouring States for assistance, identification and partnering of donors with States and regional organizations, and other actions in response to specific concerns identified by the ARRB. Furthermore, ISD works with the Technical Co-operation Bureau (TCB) in the development and monitoring of technical assistance projects, and in reviewing candidates for technical positions for projects. Project documents for funding from the World Bank, African Development Bank (ADB), the International Financial Facility for Aviation Safety (IFFAS) and donor States have also been coordinated and approved.

2.2 The ISD Programme has facilitated the provision of assistance to a number of African States. It has played this role through the initiation of projects which, in collaboration with ICAO's TCB, has led to the deployment of flight operations and airworthiness inspectors for the purpose of strengthening safety oversight capabilities. The ISD Programme, along with TCB, also monitors the execution of projects in order to ensure that stated objectives are achieved.

2.3 The ISD Programme continues to facilitate and coordinate technical support for the implementation of COSCAPs in Africa. It does this through participation at Steering Committee meetings, the development of project proposals and the provision of assistance. This activity, carried out in close cooperation with the ICAO Regional Offices in Africa, TCB, donor States and international institutions, has reinforced safety initiatives at the State, subregional and regional level. In this respect, the Programme has played a major role in facilitating the provision of ICAO-endorsed Government Safety Inspector (GSI) training for COSCAP personnel of the Banjul Accord Group (BAG) of States. Flight operations, aircraft airworthiness certification and train-the-trainer courses have been completed by COSCAP. The first training courses conducted by BAG instructors have also been successfully observed and validated by the US Federal Aviation Administration (FAA).

2.4 A new project has been completed under the ISD Programme to provide COSCAP-BAG with a website that also serves, via secure password access, as a platform for a Confidential and Voluntary Incident Reporting System (CVIRS). This information will be analyzed by COSCAP and will contribute towards the identification and resolution of safety deficiencies within the subregion. The tool is also available to other regional safety oversight systems.

2.5 In addition, the ISD Programme has more recently contributed to the development and the execution of the AFI Plan. ISD personnel participated in the drafting of the Plan and have been actively involved in the conduct of the gap analysis aimed at identifying safety oversight gaps to be closed with regional, subregional and national action plans and projects under the Plan. The ISD Programme also actively participated in the first African Global Aviation Safety Roadmap Workshop (Abuja, Nigeria, 14 to 16 April 2008) and is currently assisting in the preparations for other workshops planned for 2008.

2.6 Strategies for the provision of assistance and guidance to States and for aligning resources from different stakeholders and donors is, furthermore, an important part of the ISD Programme. In respect to assistance to African States, ICAO has partnered with funding agencies such as the World Bank, as well as with a number of donor States. To further strengthen the ISD Partnership and Alliances Programme and to ensure that assistance efforts, including those in the AFI Region, are properly coordinated with each other, ICAO has developed the International Database of Assistance Projects (IDAP), a prototype of which is currently being tested. This database is a reference for information on aviation safety and security assistance activities undertaken by ICAO and other relevant stakeholders. It is designed to identify complementary or overlapping assistance projects, in order to improve effectiveness by eliminating redundancy and avoiding duplication in efforts.

2.7 FSIX facilitates the exchange and distribution of safety-related information and encourages transparency. Extensive reference and safety oversight documentation, as well as State safety oversight audit reports continue to be made available on the FSIX. All African Contracting States have provided their consent to the release of their audit results information through the FSIX. Other forms of safety-critical information on the FSIX website include a list of non-airworthy and de-registered aircraft, several of which had been on the registers of African States. FSIX also provides a means for States to download ICAO guidance material, safety-related tools and regulatory material developed by other States, and provides links to COSCAP websites and other websites offering technical and guidance material.

2.8 In response to Assembly Resolution A35-7, *Unified strategy to resolve safety-related deficiencies*, a procedure for transparency and disclosure regarding significant compliance shortcomings with respect to safety-related SARPs was approved by the Council at its 175th Session in June 2005, and was disseminated to States in August of that year. Subsequently, the Secretary General established the ARRB to recommend actions to be taken in response to States that are unable to fulfil their safety oversight obligations to include, where necessary, referral to the ICAO Council for further deliberation under Article 54 j) of the Chicago Convention.

2.9 ISD works with States that have been referred to the ARRB to ensure that immediate actions are taken to secure safety and to provide short-term assistance for strengthening safety oversight capabilities. Of the twenty-five States so far referred to the ARRB for safety issues, eighteen are African Contracting States. Activities undertaken by ISD in this respect include an active role in the initiation, planning and monitoring of projects aimed at strengthening the safety oversight capability of the States concerned. The ISD has also been instrumental in mobilizing the funding required for the execution of assistance projects.

### 3. CONCLUSION

3.1 African States are encouraged to take advantage of the services provided by the ISD Programme, in respect to facilitating assistance to States for the rectification of safety oversight deficiencies. In addition, African States should work with the ISD Programme to establish partnerships and alliances with industry, financial institutions and regional organizations for the purpose of mobilizing the resources needed for assistance projects. States should also make use of

FSIX for sharing and exchanging safety critical information. The meeting is therefore invited to adopt the following recommendation:

**Recommendation 4/x – Implementation Support and Development Programme**

States should take advantage of the services of ISD in respect to facilitating assistance to rectify safety oversight deficiencies identified by ICAO audits and promoting the establishment of partnerships and alliances for the purpose of mobilizing resources.

**4. ACTION BY THE MEETING**

4.1 The meeting is invited to:

- a) note the information provided in this paper on the status of activities carried out under the ISD Programme with respect to assistance to African States; and
- b) approve the draft Recommendation at paragraph 3.1 above.

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