



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**SEVENTH MEETING OF THE DIRECTORS GENERAL OF CIVIL AVIATION
ADMINISTRATION OF THE AFI REGION (AFI-DGCA/7)**

20 July 2018, Niamey, Niger.

Agenda Item 4.1: Review of the implementation status and update of the Priority Implementation Plan on Aviation Safety (outcome of the AFI-DGCA/6 Meeting).

(Presented by the Champion DG on Safety, Col. LATTA Dokisime Gnama, DG, ANAC-Togo)

SUMMARY
<p>This paper provides information on the status of the “Implementation Priority Plan” in the area of aviation safety. The Plan is a rationalized priority list of actions developed by the Sixth Meeting of Directors-General of Civil Aviation (DGCA/6) of the Africa-Indian Ocean (AFI) Region held in Brazzaville, Congo, from 2 to 4 November 2016. It is envisaged to establish an effective follow-up mechanism to ensure that performance targets and implementation deadlines set by ICAO, States and Regional Groups, are met.</p>
<p>REFERENCE(S):</p> <ul style="list-style-type: none">- AFI-DGCA/5 Meeting Report;- AFI-DGCA/6 Meeting Report;- RASG-AFI/3 Meeting Report.
<p>Related ICAO Strategic Objective(s): Safety</p>

1. INTRODUCTION:

1.1 Following the deliberations of the DGCA/6 Meeting, which involved breakout sessions of Working Groups, the Meeting adopted a Priority Implementation Action Plan and designated Champion Directors-General of Civil Aviation to facilitate monitoring and follow-up, for effective implementation of priority activities identified under each ICAO Strategic Objective. Col. Dokisime Gnama LATTA, DG, ANAC-Togo, was designated as the Champion Director-General for Aviation Safety, to be supported by Mr. Geoffrey Moshabesha, Director General of Botswana CAA. In this spirit, the Chairperson of the AFI-DGCA/6 Meeting, Director

General of ANAC-Congo, will lend support to and coordinate with the Champion DGs up to the time of the next meeting of AFI-DGCAs. A detailed report on the status of the “Implementation Priority Plan” in the area of aviation safety is provided as an **Appendix** to the Working Paper.

2. DISCUSSION:

2.1 The AFI-DGCA/6 Meeting was held in Brazzaville, Congo, from 2 to 4 November 2016 at the Hotel Concorde, Kintele. Directors-General of Civil Aviation and Representatives from thirty-two (32) AFI States, various International and Regional Organizations and Industry attended the meeting. The meeting reviewed the status of implementation of the Conclusions of the Fifth Meeting of the Directors General of Civil Aviation (AFI-DGCA/5) held in Dakar, Senegal, on 4 November 2013; and noted the persistent slow progress in the implementation of Conclusions of previous meetings and agreed to develop a rationalized priority list of actions and establish an effective follow-up mechanism to ensure that performance targets and implementation deadlines set by ICAO, States and Regional Groups, are met.

3. ACTIONS BY THE MEETING:

3.1. The meeting is invited to take note of the contents of this paper and its associated Appendix; recognize the assistance provided to other AFI States by Togo; and take appropriate actions as recommended herein:

3.1.1 States to improve their Effective Implementation (EI) scores as follows:

- 1) Below 60% EI to improve by at least 15%; and
- 2) Above 60% EI to improve by at least 5%.

Recommendations 1:

- Although some progress have been registered, the rate of progress should be improved;
- Each State should communicate on regular basis (every three (03) months) to the Champion DG, who should coordinate with the Support Champion DG, its progress and USOAP CMA Self-Assessment results;
- Weaker States should request for assistance from stronger States in improving their EI scores; and stronger States should be willing to render such assistance whenever requested or even propose such assistance to the needy States.

3.1.2 Immediately resolve all existing SSCs and avoid emergence of new ones.

The current status of SSC in AFI Region is as follow:

- WACAF: 0;
- ESAF: 2 (Eritrea and Malawi).

Recommendations 2:

- ICAO and the Regional Economic Communities should vigorously pursue the high level engagement of the political leaders of these States in a bid to resolve the SSCs and attain the objective of zero (0) SSC in the AFI Region;
 - States without SSC should preserve this situation and avoid the emergence of new ones. For this reason, the following actions should to be done:
 - Each State to monitor all PQs (Safety critical PQs) linked to SSC;
 - Each State to send the status of their Safety critical PQs on regular basis (every three (03) months) to the Champion DG.
- 3.1.3 States to delegate, as appropriate, certain safety oversight functions to RSOOs
- ICAO should encourage States that lack the required safety oversight capacities to delegate certain functions to RSOOs; and
 - ICAO should assist such States in the delegation process.
- 3.1.4 For SSP implementation, all States above 60% EI to use the iSTARS Gap Analysis tool to perform the following:
- 1) Gap Analysis;
 - 2) Developing implementation plan; and
 - 3) Benchmark progress.

Recommendations 3:

- States should update SSP Gap analysis on iSTARS on a regular basis (every three (3) months); and
 - Champion and Support Champion DGs should be monitoring progress on the iSTARS data on regular basis and furnishing ICAO Regional Offices with the report.
- 3.1.5 All States to effectively utilize the ICAO iIMPLEMENT online tools by ensuring:
- 1) Familiarization of CAA top management with such tools (at least two regional workshops); and
 - 2) Visible CAP Implementation progress on the USOAP CMA OLF (quarterly monitoring);
- 3.1.6 Every State to certify at least one international aerodrome.
- 3.1.7 TOGO's assistance to other States:
Under the scope of mutual understanding and cooperation between states, the AFI-CIS and the framework of NCLB Initiative, TOGO CAA has provided assistance to several States

(Benin, Burkina Faso, Chad, Ivory Coast, Congo, Equatorial Guinea, Gabon, Niger, Senegal, Mauritania) in a bid to enhance their safety oversight capabilities in different area (PEL, OPS, AIR, ANS, AGA, Flight Supervision, and during the Demonstration and Inspection phase of Air Operator certification process).

-END-

APPENDIX

**MONITORING OF THE PRIORITY IMPLEMENTATION PLAN OPERATION
RELATING TO ICAO STRATEGIC OBJECTIVE ON SAFETY**

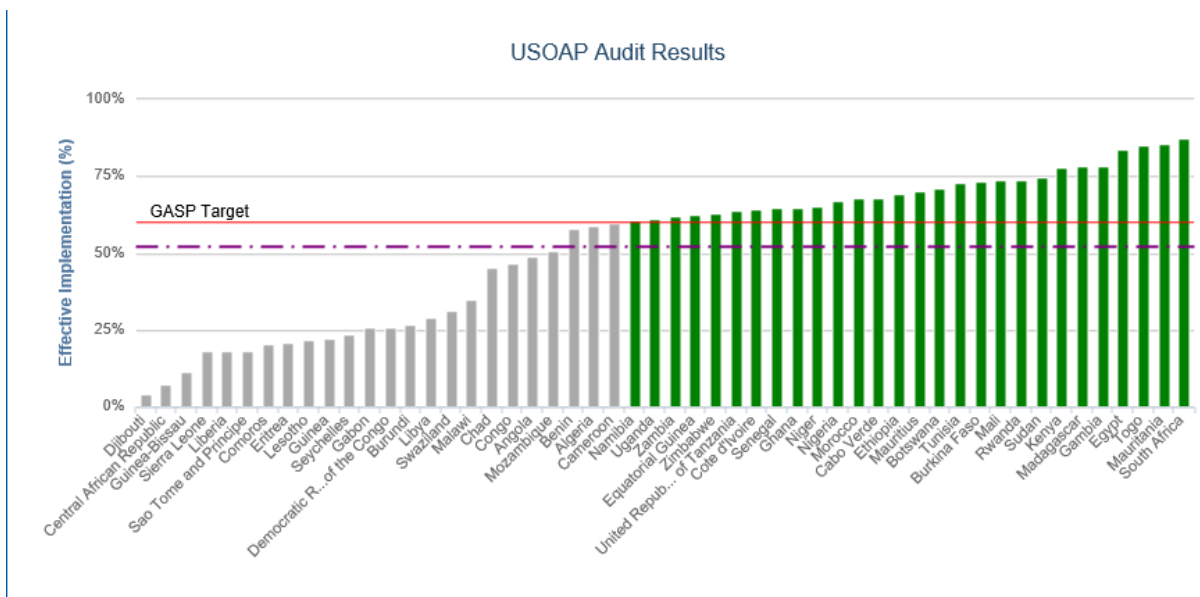
NOTE 1: STATES TO IMPROVE THEIR EI AS FOLLOWS:

- **BELOW 60% EI TO IMPROVE BY AT LEAST 15%; AND**
- **ABOVE 60% EI TO IMPROVE BY AT LEAST 5%**

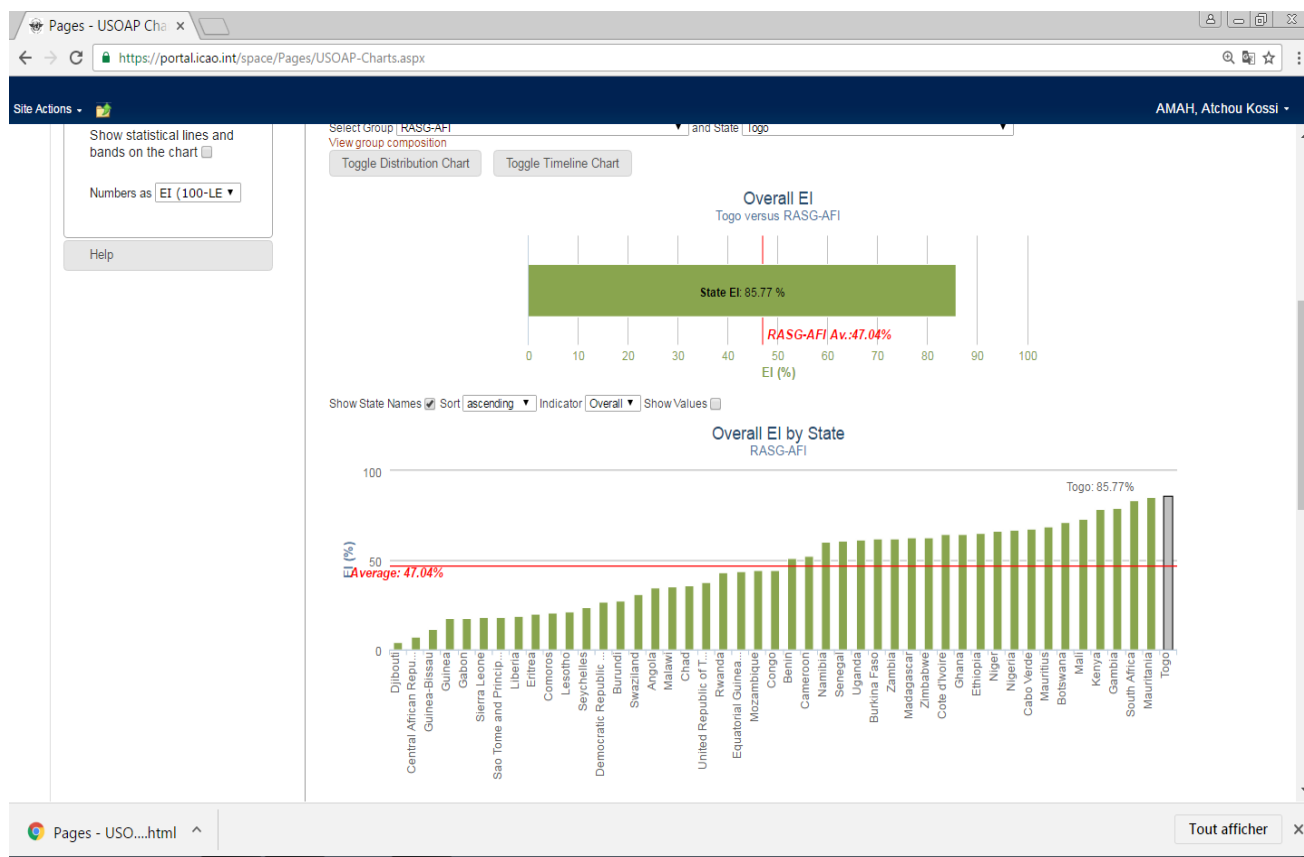
During end of 2016, the average EI in the Region was 47.04% and 46% of State are above 60%. The current average EI in the AFI Region is 52.23% and 54% of States are above 60%. There is evident progress of average 5, 19% for the overall EI and additional 8% of State reached 60%. Now a total of 28 States in the Region are above 60%.

Based on the above analysis, there is a progress but we need to go fast in order to increase the overall average AFI EI and even go beyond our expectations and strategic objective. For that we need accurate follow-up. Therefore, each State has to communicate on regular basis (Every three (03) month) to Champion and Vice-champion their progress and USOAP CMA Self-Assessment result. Furthermore we need to assist each other and deeply collaborate. (See Note 5 for assistance). Below are follow-up chart for USOAP Audit Results for AFI States.

a) Status in July 2018



b) Status in October 2016



NOTE 2: IMMEDIATELY RESOLVE ALL EXISTING SSCS AND AVOID EMERGENCE OF NEW ONES.

The current status of SSC in AFI Region is as follow:


- WACAF: 0;
- ESAF: 2 (Eritrea and Malawi).

This situation is complicated due to several reasons for these countries need our mutual assistance in the scope of NCLB, to reach our objective of 0 SSC in AFI Region. (For assistance, see Note 5).

For other States which have no SSC, we need to preserve this situation and avoid the emergence of new ones. For this reason, the following actions need to be done:

- Each State has to monitor all PQs (Safety critical PQs) linked to SSC;
- Each State has to send on regular basis (Every three (03) month) to Champion and Vice-champion the status of their Safety critical PQs.

The figure below shows the SSCs status (as of 06/07/2018).

SSC	State	Last Mission Year
	Eritrea	2010
	Haiti	2012
	Kyrgyzstan	2016
	Malawi	2009

NOTE 3: FOR SSP IMPLEMENTATION, ALL STATES ABOVE 60% EI TO USE THE ISTARs GAP ANALYSIS TOOL TO PERFORM THE FOLLOWING:

- **GAP ANALYSIS;**
- **DEVELOPING IMPLEMENTATION PLAN; AND**
- **BENCHMARK PROGRESS.**

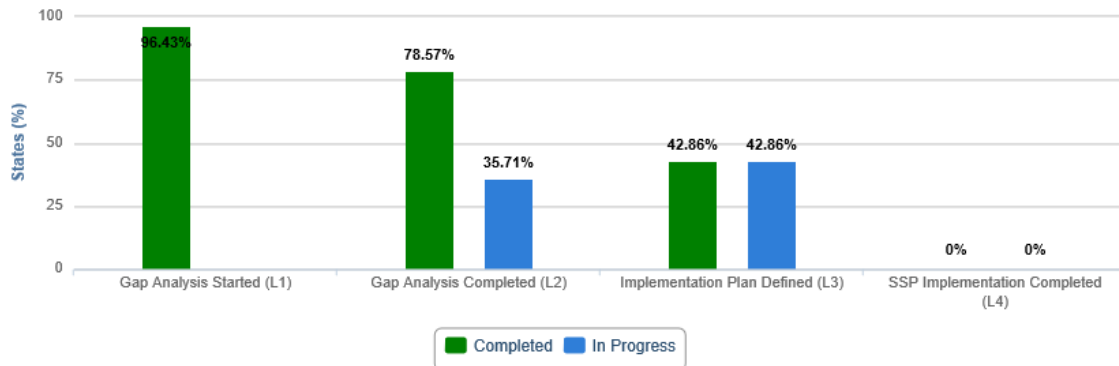
For 28 States having more the 60% EI, 22 States (78%) performed the SSP Gap Analysis with online iSTARs Tool. 12 States (42%) established an implementation plan. There is not an effective SSP implementation completed in the AFI Region for the moment. States need mutual help, RSOO and ICAO assistance for a complete SSP implementation.

Timely update of SSP Gap analysis on iSTARs by each State is required. Champion and Vice-champion will check iSTARs data on regular basis.

Figures below show SSP implementation status in AFI Region (as of 06/07/2018).

SSP Implementation Progress

AFI States, limited to States with EI>=60%



Code	State Name	Progress	Level (Up %)	Search:
BWA	Botswana	Gap Analysis Completed	L2 / 96.4% L3	<input type="text"/>
BFA	Burkina Faso	Gap Analysis Completed	L2 / 85.5% L3	
CPV	Cabo Verde	Gap Analysis Completed	L2 / 98.2% L3	
CIV	Cote d'Ivoire	Gap Analysis Completed	L2 / 96.4% L3	
EGY	Egypt	Gap Analysis Completed	L2 / 30.9% L3	
GNQ	Equatorial Guinea	Gap Analysis Started	L1 / 01.8% L2	
ETH	Ethiopia	Gap Analysis Completed	L2 / 90.9% L3	
GMB	Gambia	Gap Analysis Completed	L2 / 96.4% L3	
GHA	Ghana	Implementation Plan Defined	L3 / 47.3% L4	
KEN	Kenya	Implementation Plan Defined	L3 / 50.9% L4	
MDG	Madagascar	Implementation Plan Defined	L3 / 52.7% L4	
MLI	Mali	Implementation Plan Defined	L3 / 23.6% L4	
MRT	Mauritania	Implementation Plan Defined	L3 / 20% L4	
MUS	Mauritius	Implementation Plan Defined	L3 / 52.7% L4	
MAR	Morocco	Gap Analysis Completed	L2 / 54.5% L3	
NAM	Namibia	Gap Analysis Started	L1 / 07.3% L2	
NER	Niger	Gap Analysis Started	L1 / 94.5% L2	
NGA	Nigeria	Implementation Plan Defined	L3 / 43.6% L4	
RWA	Rwanda	Gap Analysis Completed	L2 / 87.3% L3	
SEN	Senegal	Gap Analysis Started	L1 / 50.9% L2	
ZAF	South Africa	Implementation Plan Defined	L3 / 63.6% L4	
SDN	Sudan	Implementation Plan Defined	L3 / 90.9% L4	
TGO	Togo	Implementation Plan Defined	L3 / 25.5% L4	
TUN	Tunisia	-		
UGA	Uganda	Gap Analysis Started	L1 / 47.3% L2	
TZA	United Republic of Tanzania	Implementation Plan Defined	L3 / 32.7% L4	
ZMB	Zambia	Implementation Plan Defined	L3 / 40% L4	
ZWE	Zimbabwe	Gap Analysis Completed	L2 / 98.2% L3	

NOTE 4: ENSURE THE INDEPENDENCE OF AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION IN EACH STATE BY SETTING UP:

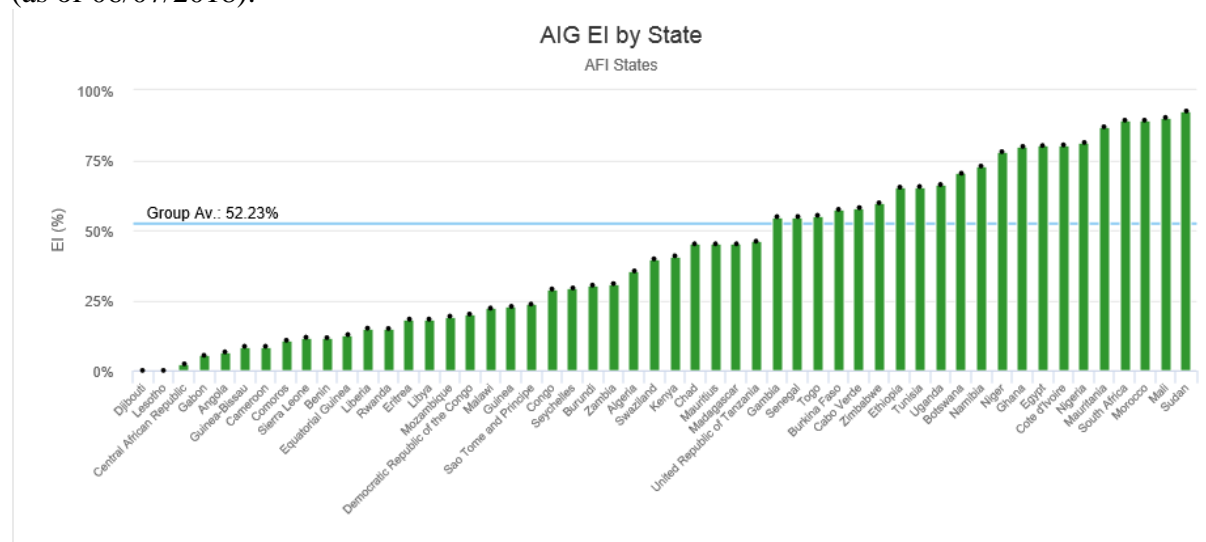
- **LEGISLATIVE FRAMEWORK (LEGISLATION AND REGULATIONS);**
- **AN ORGANIZATIONAL FRAMEWORK AT THE NATIONAL LEVEL (COMPETENT AUTHORITY); AND**
- **MEMORANDUM OF UNDERSTANDING / AGREEMENTS WITH REGIONAL ACCIDENT INVESTIGATION ORGANIZATIONS / ACCIDENT INVESTIGATION OFFICES, ETC.**

This aspect needs to be monitored properly. Champions will coordinate closely with ICAO and different regional organization on the topic in order to set the map of the situation.

Regarding the establishment of an organizational framework for the independence of accident and serious incident investigations, the analysis of implementation rates concerning this aspect (PQs 6.001, 6.003, 6.005, 6.101, etc.) based on the iSTARS data for the AFI region shows that:

- About 65% have put in place a legislative framework designating an agency / commission / office for the investigation of accidents and serious incidents;
- About 50% have put in place a legislative framework ensuring the independence of the process and the authorities in charge of conducting investigations into accidents and serious incidents;
- About 48% have put in place an organizational structure for aviation accident and serious incident investigations.

The figure below shows the effective implementation rate in AIG domain for African countries (as of 06/07/2018):



NOTE 5: TOGO ASSISTANCE TO OTHER STATES

In the scope of mutual assistance in between states, the AFI-CIS and the frame of **NCLB initiative**, TOGO CAA assisted several States (Benin, Burkina Faso, Chad, Ivory Coast, Congo, Equatorial Guinea, Gabon, Niger, Senegal, Mauritania, to support them to enhance their safety oversight capability in different area (PEL, OPS, AIR, ANS, AGA, FLIGHT SUPERVISION AND DURING PHASE IV CERTIFICATION OF AIRLINES, AUDIT USOAP CMA).

NOTE 6: HOW TO COLLOBARATE AND ENHANCE THE COORDINATION PROCESS OF CHAMPIONS

For this purpose:

- Close cooperation is required with ICAO to share data and information;
- States are strongly encourage to send data and all required status on regular basis to Champions;
- A data collection check-list was initiated by TOGO CAA and send through ICAO to States in order to collect data on their progress. Feedback is required;
- To make the collaboration and the coordination of our objectives implementation efficient, it is very important to organize in parallel to our several regional meetings, specific meetings on the strategic objectives follow-up.