

AFI DGCA/6 MEETING – PRIORITY IMPLEMENTATION PLAN

Aviation Safety / Enhance global civil aviation safety
CHAMPION DG / DG ANAC-Togo ; DG Botswana CAA

Priority Implementation Action	Actions Plan	Indicators	Follow up	Deadline
<p>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%</p>	<p>* Review and categorize the States in each of the two groups; * For States with an EI below 60%: Exchange with these States to identify the areas of activity for which they need assistance. Following the replies, the DG Champions will discuss with ICAO in order to identify the countries which could provide the requested assistance to the States in difficulty; * For States with an EI above 60%: Exchange with these States to identify areas in which improvements can be envisaged and establish a system of exchange of best practices between States. States may be organized into groups chaired by the DG champions responsible for coordinating the activities of the groups. The groups will provide a forum for exchanging best practices,</p>	<p>- 4 states before may - 4 additional states before december 2017 Waiting for ICAO advice in order to identify the priority States</p>	<p>* During end of 2016, the average EI in the Region was 47.04% and 46% of States 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) * Togo has assisted some states during 2017 and 2018 in order to help them improve their aviation safety system (See Note 5 for assistance).</p>	<p>déc.-17</p>
<p>Immediately resolve all existing SSCs and avoid emergence of new ones.</p>	<p>* Identify and categorize the States belonging to each of the two groups: Exchange with States with SSCs to know the urgent needs that could enable them to close open SSPs. *Identify states that don't have SSCs but for which an ICAO audit is scheduled during 2017, in order to ensure that there is no topics in which some potential SSC are possible * DG Champions will discuss with ICAO in order to identify the countries that could provide the requested assistance to the States in difficulty.</p>		<p>* 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. (See Note 2) * Togo has assisted some States during 2017 and 2018 in order to help them improve their aviation safety system (See Note 5 for assistance).</p>	<p>immédiat</p>
<p>States to delegate, as appropriate, certain safety oversight functions to RSOOs</p>	<p>* Encourage States to participate to the meeting on RSOO establishment issues, scheduled at Mbabane (Swaziland) from 22 to 24 March 2017, * Follow-up actions to be identified after the meeting</p>	<p>Participation of 50% of AFI States</p>	<p>*More than 30 AFI States participated to the RSOO establishment meeting at Swaziland. *Togo Delegation (including the Minister in charge of civil aviation) participated to the same meeting. *Follow-up actions and safety oversight function delegations need to be discussed as soon possible at States and RSOO/RAIOs level (COSCAP-UJEMOA, BAGASO, BAGAI, AAMAC...). Champions will coordinate the discussions and outcomes.</p>	<p>déc-17</p>

<p>For SSP implementation, all States above 60% EI to use the iSTARS Gap Analysis tool to perform the following:</p> <ul style="list-style-type: none"> - Gap Analysis; - Developing implementation plan; and - Benchmark progress. 	<ul style="list-style-type: none"> * Sensitization of States on the use of the iSTARS: Will be organized by ICAO * Encourage exchanges of experience and best practices between States for the establishment of the SSP (Creation of SSP Focal point group through iSTARS Tool) 	<p>Participation of 50% of WACAF and ESAF States to the meetings</p> <p>Upload of State Gap Analysis on iSTARS</p> <ul style="list-style-type: none"> - 50% before may 2017 - 100% before october 2017 <p>Validation of States SSP implementation plan</p> <ul style="list-style-type: none"> - 50% before august 2017 - 100% before december 2017 	<p>*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.</p> <p>Timely update of SSP Gap analysis on iSTARS by each State is required. Champion and Vice-champion will check iSTARS data on regular basis. (See Note 3)</p> <p>* For the case of Togo: SSP implementation team was established. Togo has performed the Gap Analysis by using the SSP Gap Analysis Tool (On iSTARS), Implementation plan was developed and validated by ICAO.</p>	<p>déc-17</p>
<p>All States to effectively utilize the ICAO IMPLEMENT online tools by ensuring:</p> <ul style="list-style-type: none"> - Familiarization of CAA top management with such tools (at least two regional workshops); and - Visible CAP Implementation progress on the USOAP CMA OLF (quarterly monitoring). 	<ul style="list-style-type: none"> * Awareness on ICAO online systems to be organized by ICAO. * Familiarization of CAA DG on the use of ICAO IMPLEMENT online tools and encourage them to regularly consult the tools in order to ensure that the informations are continuously updated by the NCMC * Propose Togo and Botswana to host meetings in both regions (WACAF and ESAF) 	<p>75% of States must update their OLF status (CAP and Self Assessment) every 3 months at least</p>	<p>*A workshop on iIMPLEMENT was organized in Dakar by WACAF ICAO from 21 to 23 May 2018. It is important to organize the same workshop in the ESAF region to meet our expectations. Champions should coordinate with ICAO for the organization of the second iIMPLEMENT workshop.</p> <p>In addition to the iIMPLEMENT framework, it is necessary to take into account the implementation and operation of the tool SIMS.</p> <p>In addition to the iIMPLEMENT framework, it is necessary to take into account the implementation and operation of the SIMS tool.</p> <p>Regarding the progress in the implementation of CAPs, 12 (23%) States have not updated their CAPs. 77% of states have regularly updated the status of their CAPs on the USOAP CMA Online Framework. In some cases, states have not updated their CAPs because they are preparing a full audit. This is normal in this configuration since updating CAPs is no longer necessary.</p> <p>To enhance the visibility of the update and the progress of the CAPs, each State must regularly send (Every three (03) months) to the Champion and the Vice-champion the status of update and progress of their CAPs.</p> <p>*For TOGO CAA case: there was an awareness on ICAO IMPLEMENT Tool. The technical personnel received an awareness on IMPLEMENT Tools under iSTARS during SSP/SMS internal training. There is a regular follow-up of CAP with USOAP CMA NCMC and audit team. There is also a general process on going for a full PQs self-assessment.</p> <p>In addition, a regional seminar on the tool SIMS is planned in collaboration with ICAO</p>	<p>déc-17</p>

<p>Every State to certify at least one international aerodrome</p>	<ul style="list-style-type: none"> * Invite States to undertake certification processes * Sustain the AFI plan projet on the airport certification by encouraging the participation of certification experts in other states certifications activities * Encourage States to learn from States having already certified an airport and invite other States to participate in the certification processes already initiated in the area 		<p>*Based on iSTARS data, about 28 States didn't certify their international aerodromes. The support of ICAO and other mature States in this area through different regional project for aerodrome certification, is highly required to achieve this objective.</p> <p>*Togo main international airport is certified</p> <p>* A regional seminar on aerodrome certification familiarization is organized in Togo from 05 to 13 July 2018 as part of the project for the certification of aerodromes in West and Central Africa.</p>	<p>déc-17</p>
<p>Ensure the independence of aircraft accident and incident investigation in each State by setting up:</p> <ul style="list-style-type: none"> - A 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. 	<ul style="list-style-type: none"> * Invite States having already set up their independent aircraft accident and incident investigation system, to assist the other States by supporting them in the implementation of the legal and organizational framework * Encourage States to set up Regional Accident Investigation Organizations / Accident Investigation Offices, *Make the inventory of MOU models in order to propose them to the others states 	<p>Collect of MOU models between AFI states and experimented investigations organisations (BEA / NTSB for example)</p> <p>Preparation of 1 model of RAIIO organisation structure to be presented to the other states before the end of the year</p>	<p>* 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.</p> <p>* 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 :</p> <ul style="list-style-type: none"> - 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 (See note 4) <p>* In the case of Togo: an independent accident / incident investigation commission which directly reports to the Ministry of Transport has been created since 2007.</p>	<p>déc-17</p>

**ANNEX ON THE MONITORING OF THE PRIORITY IMPLEMENTATION PLAN
OPERATION RELATING TO ICAO “SAFETY” OBJECTIVE STRATEGY**

NOTE 1: STATES TO IMPROVE THEIR EI AS FOLLOWS:

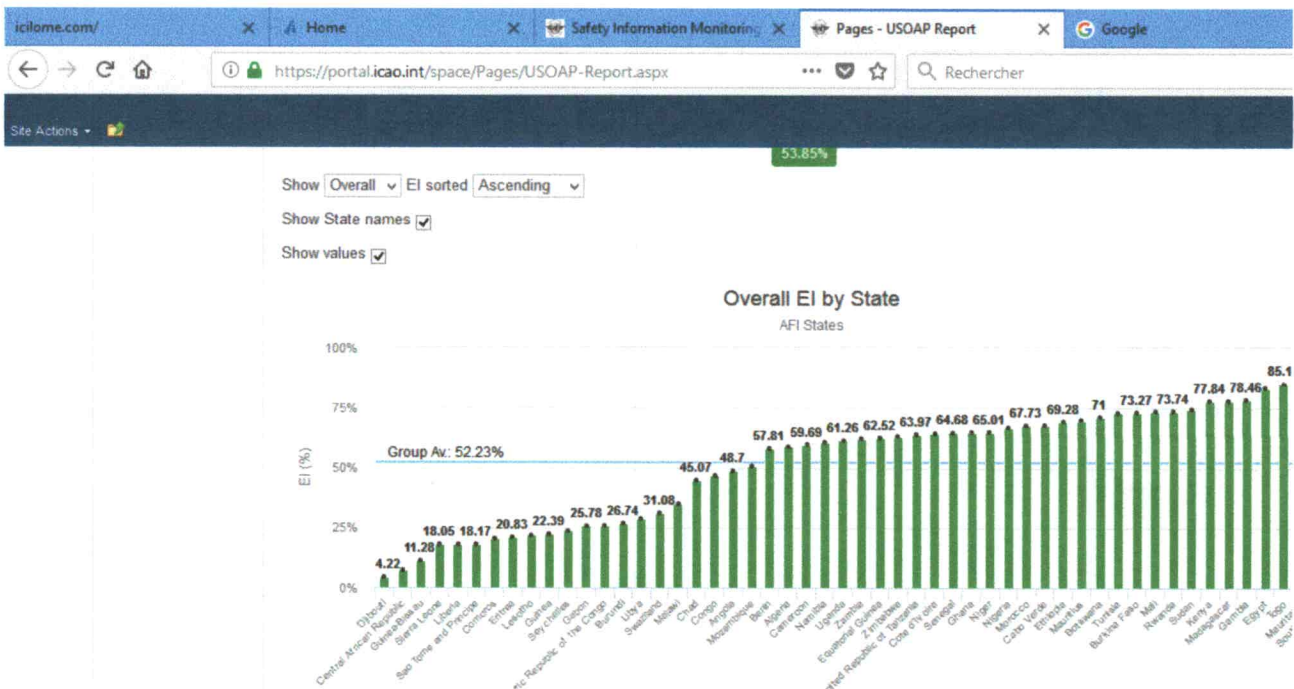
- **BELOW 60% EI TO IMPROVE BY AT LEAST 15%; AND**
- **ABOVE 60% EI TO IMPROVE BY AT LEAST 5%**

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%.

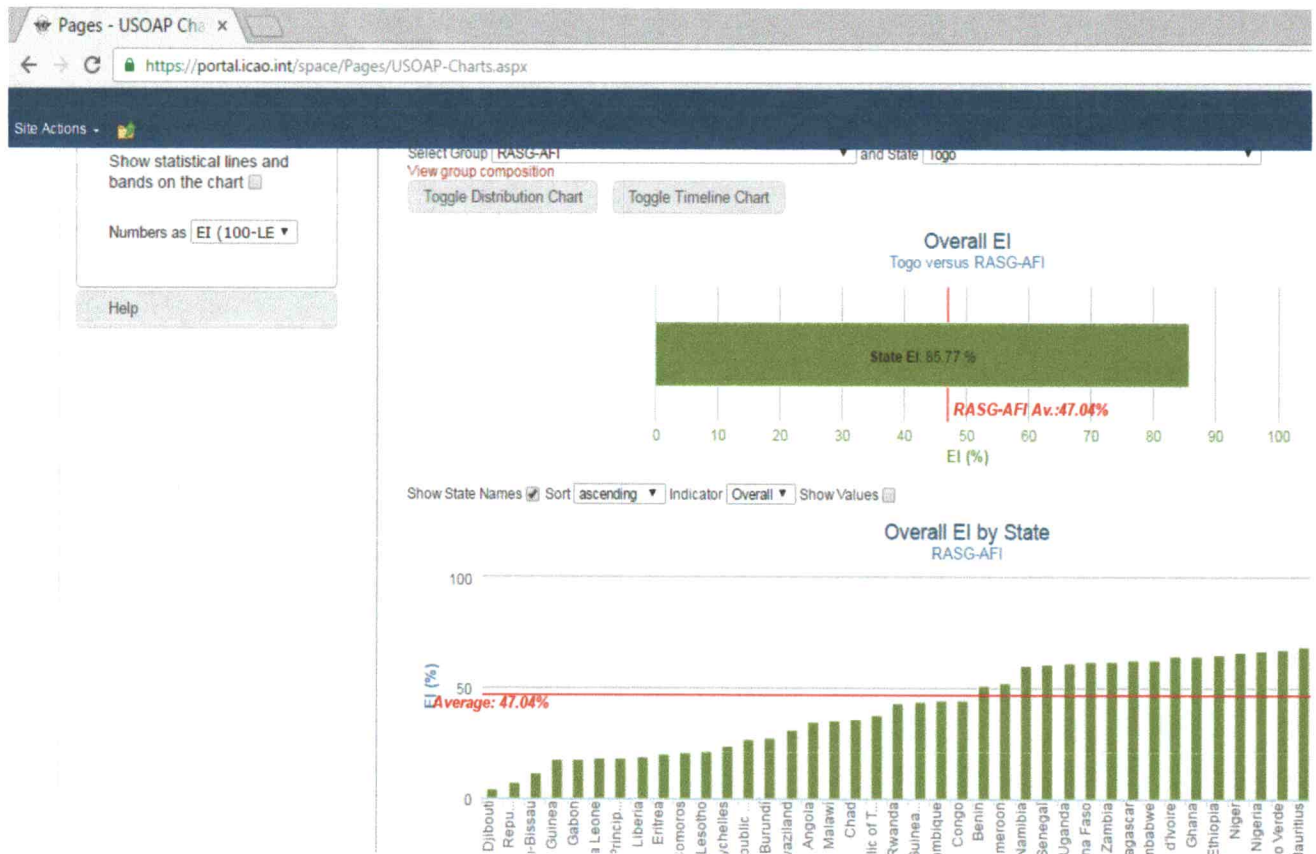
Based on the above analysis, there is a progress but we need to go fast in order to increase the overall average AFI EI and even go beyond our expectations and strategic objective. For that we need accurate follow-up. Therefore, each State has to communicate on regular basis (Every three (03) month) 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 CMA:

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).

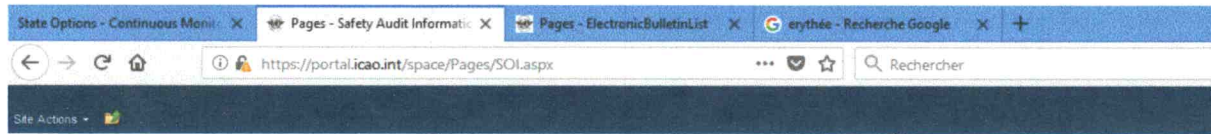
This situation is complicated due to several reasons for these countries need our mutual assistance in the scope of NCLB, to reach our objective of 0 SSC in AFI Region. (For assistance, see Note 5).

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).





List of All Audited States

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SSC	State	Last Mission Year	Graph
	Eritrea	2010	Compare
	Haiti	2012	Compare
	Kyrgyzstan	2016	Compare
	Malawi	2009	Compare
	Albania	2014	Compare
	Algeria	2011	Compare
	Andorra	2007	Compare
	Angola	2017	Compare

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).

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PLAN DE MISE EN OEUVRE

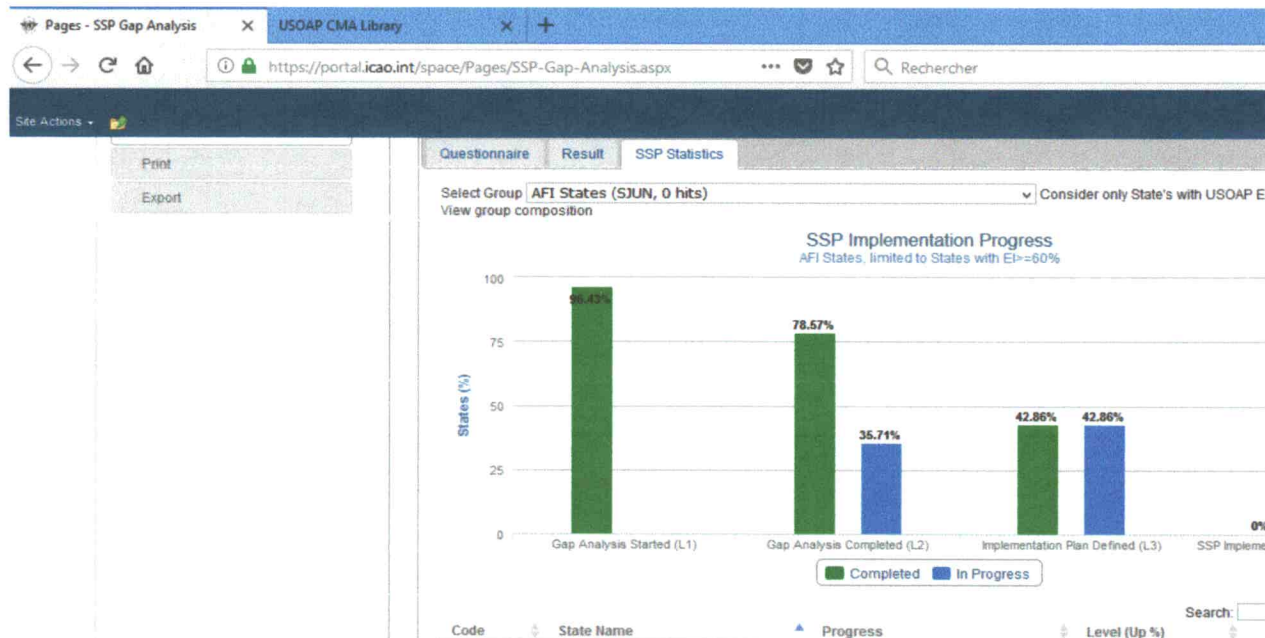
AFI DGAC/6 MEETING – ACTIONPLAN FOLLOW UP

ANAC-TOGO/SMQ/NOTE 001

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Pages - SSP Gap Analysis x USOAP CMA Library

https://portal.icao.int/space/Pages/SSP-Gap-Analysis.aspx

Rechercher

Site Actions

Code	State Name	Progress	Level (Up %)
EGY	Egypt	Gap Analysis Completed	L2 / 30.9% L3
GNQ	Equatorial Guinea	Gap Analysis Started	L1 / 04.8% 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 / 41.8% 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



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Country Code	Country Name	Status	Progress (L3 / L4)
MLI	Mali	Implementation Plan Defined	L3 / 23.6% L4
MRT	Mauritania	Implementation Plan Defined	L3 / 20% L4
MUS	Mauritius	Implementation Plan Defined	L3 / 62.7% L4
MAR	Morocco	Gap Analysis Completed	L2 / 54.5% L3
NAM	Nambia	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

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.**

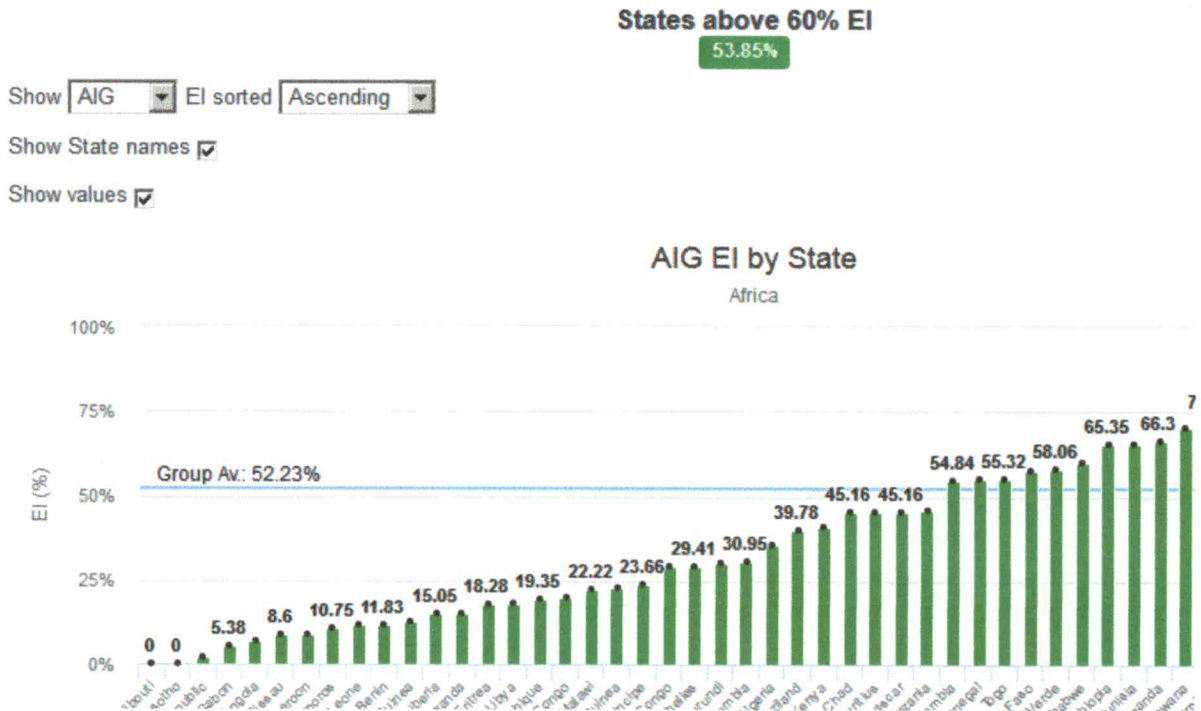
This aspect needs to be monitored properly. Champions will coordinate closely with ICAO and different regional organization on the topic in order to set the map of the situation.

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.

