



ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 37: Progress on Implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan)

PROGRESS REPORT ON THE IMPLEMENTATION OF AFI COOPERATIVE INSPECTORATE SCHEME (AFI-CIS)

(Presented by 54 Contracting States², Members of the African Civil Aviation Commission (AFCAC))

EXECUTIVE SUMMARY

This paper highlights the objectives of the AFI-CIS and informs the Assembly about progress made in the establishment and execution of the scheme.

The 22nd AFCAC (Extraordinary) Plenary Session held in December, 2010 in Dakar, Senegal reviewed and endorsed the Proposal for the Establishment and Management of an AFI Cooperative Inspectorate Scheme (AFI-CIS) as agreed by the AFCAC/ ICAO joint meeting on the Improvement of Aviation Safety in Africa (17 – 19 August 2010).

The Plenary adopted the scheme with the aim of establishing a pool of African safety experts and deploying them to States that have challenges in rectifying safety deficiencies identified during ICAO USOAP.

Following the finalization of registration of available Safety Inspectors and the signing of the Memorandum of Understanding for the Scheme, the AFI-CIS was launched by AFCAC with the technical assistance of ICAO in August 2011. As of 30 July 2013, fourteen missions had been conducted to assist States.

Action: The Assembly is invited to:

- note the benefits of AFI-CIS in creating a pool of qualified and experienced aviation safety Inspectors from within the Region to provide assistance to African States;
- note the progress made and challenges encountered during the implementation of the AFI-CIS, and acknowledge the technical assistance being provided by ICAO and other partners and request for its sustainability;
- note that AFCAC is willing to share its experience of managing and implementing cooperative inspectorate/inspector sharing schemes with other regions and groups of States;
- request States, international and regional financial institutions, donor States and industry partners to support the AFI-CIS, particularly by providing resources for ensuring the continuation of refresher training for CIS inspectors and future missions beyond 2013;
- endorse ICAO's commitment to continue its technical support for the sustainability of the AFI-CIS; and
- endorse the resolution contained in the Annex A to the working paper A38-WP/67-TE/9.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	ICAO Regular Programme Budget.
<i>References:</i>	AFCAC Plenary resolutions, AFI Plan Steering Committee meeting reports, AFI-CIS Mission and USOAP reports and AFI-CIS Policy and Procedure Manual

(3 pages)

¹ French version provided by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo, Ivory Coast, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

1. INTRODUCTION

1.1 In order to eliminate safety deficiencies and enhance aviation safety in the AFI Region, AFCAC, with technical support from ICAO, launched the AFI-CIS project in August 2011.

1.2 The aim of the AFI-CIS project is to create a pool of qualified and experienced aviation safety inspectors from within the AFI Region to provide assistance to African States. The assistance addresses their safety oversight deficiencies with emphasis and priority given to States identified with Significant Safety Concerns (SSCs) and those currently under review on the ICAO Monitoring and Assistance Review Board (MARB). Assistance will also be provided to States to enhance Effective Implementations (EIs) of the eight safety oversight Critical Elements and enhance their safety oversight capabilities.

1.3 In order to optimize resources and monitor the outcomes of the AFI-CIS, the overall programme is aligned with other Regional Resolutions and the expectations of partners including ICAO, which also actively provide assistance to States.

2. PROGRESS MADE IN THE ESTABLISHMENT AND EXECUTION OF THE AFI-CIS

2.1 As of March 2013, thirty-two (32) African States have signed the AFI-CIS Memorandum of Understanding (MOU) with AFCAC. AFCAC is continuously encouraging the remaining African States, and particularly those African States with SSC to sign the MOU.

2.2 As of July 2013, fourteen (14) Assistance Missions have been conducted to seven (7) States as detailed below:-

a) AFI-CIS Initial Assistance Missions:-

- i. Initial Assistance Mission to Zambia from 15 August to 1 September 2011.
- ii. Initial Assistance Mission to Gabon was conducted from 22 August to 2 September 2011.
- iii. Initial Assistance Mission to Guinea 16 - 27 July 2012.
- iv. Initial Assistance Mission to Malawi 16 - 27 July 2012.
- v. Initial Assistance Mission to DRC 12 - 23 November 2012.
- vi. Initial Assistance Mission to Congo Brazzaville 29 April – 10 May 2013.
- vii. Initial Assistance Mission Guinea Bissau 3-19 May 2013.

b) AFI-CIS Follow-up Assistance Missions:-

- i. Follow-up Assistance Mission to Guinea 12 to 23 November 2012.
- ii. Second Follow-up Assistance Mission to Guinea 18-29 March 2013
- iii. Follow-up Assistance Mission to Zambia 12 November to 23 November 2012.
- iv. Follow-up Assistance Mission to Malawi 05-16 November 2012.
- v. Follow-up Assistance Mission to DRC 26 November to 7 December 2012
- vi. Third Follow-up Assistance Mission to Guinea 8 - 27 July 2013.
- vii. Follow-up Assistance Mission to Cong Brazzaville 29 July to 9 August 2013.

There is a need for continuous engagement of these States with possible follow-up missions to ensure that the recommendations are implemented and the work completed by the AFI-CIS missions.

3. METHODOLOGY OF AFI-CIS

3.1 AFI-CIS inspectors are selected in accordance with established qualification and experience criteria to ensure that they are properly qualified to perform the assigned tasks.

3.2 Prior to deployment of the inspectors, refresher training and briefings specific to the States to be visited are carried out. Refresher training is provided in the area of safety oversight and in relation to the flight operation and airworthiness aspects of the certification of the operator.

3.3 AFI-CIS inspectors are deployed to States after a work plan specific to the State and details of the assistance needed is prepared.

3.4 An AFI-CIS Evaluation and Monitoring Mission is a joint exercise conducted by AFCAC and ICAO. The purpose of the Evaluation and Monitoring mission, as the name implies, is to evaluate the progress being made by the inspectors and to resolve any matter that may arise in the course of the Mission with the aim of increasing the effectiveness of the AFI-CIS Inspectors towards the attainment of the objectives of the AFI-CIS and to ensure its overall success.

3.5 The schedule of assistance missions gives priority to those States with SSCs or with high levels of lack of effective implementation (LEI) of the ICAO safety oversight critical elements.

3.6 There is a Policy and Procedure Manual that guides the implementation of the AFI-CIS and the conduct of the Missions, for the purpose of providing guidance to the AFI-CIS inspectors and standardizing the conduct of the missions.

4. COORDINATION WITH REGIONAL SAFETY OVERSIGHT ORGANIZATIONS (RSOO)

4.1 AFCAC coordinates its activities and missions with the RSOOs (including COSCAPs) that are already established in the AFI-Region with the aim of facilitating follow-up activities. Regional Inspectors employed by the RSOOs participate in the AFI-CIs/RSOO missions that have already been carried out.

5. AFI-CIS FUNDING

5.1 Article 6 of the AFI-CIS MOU clearly states that funding of AFI-CIS Missions is the responsibility of States receiving assistance. However, in practice, very few of the recipient States have been able to fund missions, and AFCAC, in spite of its very limited resources, has had to fund most of the missions that have so far been conducted,. As such, AFCAC continues to emphasize to recipient States that they need to contribute some funding for missions.

6. CHALLENGES ENCOUNTERED

6.1 The lack of funding has impacted on the number of States receiving assistance missions and other safety related activities.

6.2 The shortage of qualified flight operations inspectors in general and non-English speaking in particular has also held up the conduct of some of the missions as planned.