



ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Aviation Safety — Implementation Support

ASSISTANCE TO RESOLVE SAFETY DEFICIENCIES BY ESTABLISHING PRIORITIES AND SETTING MEASURABLE TARGETS

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

EXECUTIVE SUMMARY

This paper highlights the efforts made by regional bodies and arrangements within the African-Indian Ocean Region (AFI Region), to assist African States to strengthen safety oversight capabilities and resolve significant safety concerns (SSCs) and other major safety oversight deficiencies. In this respect, it notes the activities that the RSOOs, including COSCAPs, currently carry out in support of their member States.

The paper also highlights the level of coordination that exists between these regional bodies and other regional arrangements, such as the Cooperative Inspectorate Scheme for the African-Indian Ocean Region (AFI-CIS), within the scope of the Plan of Action and the Safety Targets agreed at the High Level Ministerial Meeting on Aviation Safety, held in Abuja, Nigeria, from 16 to 20 July 2012, the AFI Plan and the ICAO State specific Plans of Action for the provision of assistance.

Action: The Assembly is invited to:

- a) note the efforts made by regional safety oversight bodies and arrangements in the AFI Region, such as the RSOOs (including the COSCAPS) and the AFI-CIS, to assist African States resolve SSCs and other major safety oversight deficiencies;
- b) note the contribution that the regional safety oversight bodies and regional arrangements also make towards enhancing regional cooperation within the AFI-Region within the scope of the Plan of Action and Safety Targets established by the Abuja High-level Ministerial Meeting on Aviation Safety and the AFI Plan;
- c) request ICAO to continue providing technical support to AFCAC to enable the implementation of the AFI-CIS; and
- d) request States, international and regional financial institutions, donor States and industry partners to continue supporting the activities and programmes of the RSOOs, including the COSCAPs.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective A.
<i>Financial implications:</i>	ICAO Regular Programme Budget.
<i>References:</i>	Doc 9734, <i>Safety Oversight Manual, Part B, Establishment and Management of a Regional Safety Oversight Organization</i>

(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 This paper describes the activities carried out by regional bodies and arrangements within the African-Indian Ocean Region (AFI Region), to assist African States to strengthen safety oversight capabilities and resolve significant safety concerns (SSCs) and other major safety oversight deficiencies. Such bodies and arrangements cover the Regional Safety Oversight Organizations (RSOOs), including the Collaborative Operations and Airworthiness Safety Programmes (COSCAPs) and the Cooperative Inspectorate Scheme for the AFI Region (AFI-CIS), which is being implemented by the African Civil Aviation Commission (AFCAC) with the technical support of ICAO.

1.2 This paper also notes the activities which RSOOs, including COSCAPs, are currently carrying out in support of their member States. A detailed review of the activities and actions of the AFI-CIS can be found in Assembly working paper A38-WP/214-TE/86, presented under Agenda Item 37, and needs not be repeated in this paper.

1.3 The paper further highlights the level of coordination that exists between these regional bodies and other regional arrangements, including the AFI-CIS, within the scope of the Plan of Action and the Safety Targets agreed to at the High-level Ministerial Meeting on Aviation Safety, held in Abuja, Nigeria, from 16 to 20 July 2012, the AFI Plan and the ICAO State specific Plans of Action for the provision of assistance.

2. DISCUSSION

2.1 To date, there are two fully established RSOOs in the AFI Region, i.e. the East African Community (EAC) Civil Aviation Safety and Security Agency (CASSOA) and the Banjul Accord Group of States Aviation Safety Oversight Organization (BAGASOO). In addition, there are three COSCAPs – COSCAP-Union Economique et Monétaire Ouest Africaine (COSCAP-UEMOA), and COSCAP-Communauté Economique et Monétaire de l’Afrique Centrale (COSCAP-CEMAC). COSCAP-Southern African Development Community (COSCAP-SADC). All three COSCAPs are in different phases of transitioning to fully institutionalized RSOOs.

2.2 Both the BAGASOO and CASSOA, and the COSCAPs continue to assist their member States, albeit with varying degrees of success. Specifically, RSOOs have assisted States, acting independently or within the scope of the AFI CIS, in addressing deficiencies identified by the ICAO USOAP audits, developing regulations and procedures, and by providing inspector training.

2.3 The BAGASOO has embarked on developing Aviation Information Management systems to strengthen the safety oversight capability of member States through the implementation of efficient ICT facilities. These include aviation tracking software systems and regional aviation registers aimed at promoting real-time monitoring of aviation activities and effective documentation in the civil aviation authorities of member States. Specifically, the BAGASOO has successfully implemented a web-based Inspector Training System database that is shared by all seven of its member States, and plans to launch a regional Foreign Aircraft Safety Assessment Programme database by the end of 2013.

2.4 The CASSOA has contributed to strengthening the safety oversight capabilities of the EAC States, particularly in respect to the harmonizing of regulations and technical guidance material, preparing States for the ICAO audits and ICAO Coordinated Validation Missions (ICVMs) and coordinating the sharing of technical expertise within the EAC. In addition, CASSOA is in the process of

establishing an EAC Common Examination System and a Regional Centre for Aviation Medicine. Furthermore, a Safety oversight Facilitated Integration Application (SOFIA), which was developed with the European Aviation Safety Agency for the purpose of harmonizing and streamlining safety oversight activities, is already operational. CASSOA also coordinates the State Safety Plans of the EAC Partner States with the regional approach, to include the installation of ECCAIRS in all the States.

2.5 With respect to many of these activities, acknowledgement needs to be given to the support and assistance received from the international civil aviation community, to include donor States or Groups of States, such as the USA and the European Union, financial institutions, such as the African Development Bank and industry partners, such as Airbus and Boeing. ICAO has also provided valuable guidance and assistance, particularly on the establishment of systems for the sustainable funding of RSOOs and the conduct of evaluations and reviews, as was carried out on CASSOA in 2012. The RSOOs, including the COSCAPs, face challenges in respect to the funding of their activities.

2.6 With respect to the AFI-CIS, assistance missions were first conducted in 2011 soon after the initial batch of inspectors were selected and underwent refresher training. To date, a total of fourteen AFI-CIS missions have been conducted to seven African States, and the programme is, in addition to the RSOOs, one of the mechanisms through which assistance is provided to States under the ICAO Plans of Action. AFI-CIS missions are therefore conducted within the framework of the AFI-Plan and are closely coordinated with the management of the Plan.

2.7 The RSOOs, including COSCAPs, already established in the AFI Region actively participate in the activities of the AFI-CIS. Inspectors from the RSOOs, including the COSCAPs, such as the BAGASOO, and the COSCAP-SADC, have participated in AFI-CIS assistance missions, both as team leaders and members. In this respect, the AFI-CIS draws on all suitably qualified inspectorate resources in the AFI region, whether they be inspectors in the employment of the national CAAs or regional inspectors employed by the RSOOs. Furthermore, assistance missions carried out by AFCAC and the RSOOs have been closely coordinated and, in some cases, joint AFI-CIS/RSOO missions have been carried out.

3. CONCLUSION

3.1 The Safety Targets agreed by the Abuja High-level Ministerial Meeting on Aviation Safety have now been integrated into the AFI Plan and the ICAO State specific Plans of Action. It therefore becomes all the more essential that both the RSOOs and the AFI-CIS are adequately resourced and strengthened in order to be able to carry out their mandates, as regional initiatives that aim to assist States resolve their safety oversight deficiencies.