



INTERNATIONAL CIVIL AVIATION ORGANIZATION

FIRST MEETING OF THE AFRICA-INDIAN OCEAN REGIONAL AVIATION SAFETY GROUP (RASG-AFI/1) Kampala, Uganda (26 – 27 March 2012)

Agenda Item 3: Global Aviation Safety Plan

IDENTIFICATION OF RASG-AFI GASP/GASR PROJECTS AND RESOURCES

(Presented by the Secretariat)

SUMMARY
This paper presents three Global Safety Initiatives (GSIs) from the Global Aviation Safety Plan (GASP), based on the results of the ICAO ACIP (now AFI Plan) gap analysis of AFI States, for the purpose of identifying priority actions and projects to be adopted by RASG-AFI. The paper also highlights the available resources for the implementation of identified projects.
REFERENCES: Assembly Resolution, A36-1; ACIP Gap analysis reports; GASP/GASR
Related ICAO Strategic Objective(s): Strategic Objective A: Safety – <i>Enhance global civil aviation safety.</i>

1. INTRODUCTION

1.1 Within the framework of the AFI Comprehensive Implementation Programme (ACIP), gap analysis were carried out in AFI States from 2008 through 2010. The gap analysis were conducted on the basis of the Global Aviation Safety Plan (GASP)/ Global Aviation Safety Roadmap (GASR) both of which provided guidance on the prioritization and allocation of resources and measurability of achievements of global safety goals.

1.2 It would be recalled that Assembly Resolution, A36-1, instructed Council to notify States, Industry and donors of the priority projects arising from the gap analysis performed in accordance with the GASP. Furthermore, the same resolution, encouraged all Contracting States, industry and donors to undertake projects that address the priorities identified through the gap analysis which are consistent with the GASP and other principles laid out in the AFI Plan.

2. DISCUSSION

2.1 A total of 7 GASP/GASR workshops were conducted across the AFI region and each was followed by gap analysis of the participating States with a total of 49 States having undergone the gap analysis. The results of the exercise identified unimpressive levels of maturity in a number of Global Safety Initiatives (GSIs). In addition to GSIs related to safety oversight, namely GSI-1 on Consistent implementation of International Standards and Industry best practice and GSI-2 on Consistent Regulatory Oversight, three GSIs are hereby presented for consideration by this meeting for the purpose of evaluation and identification of related priority actions and projects.

2.2 Although it is noted that a lot of work still remains to be done to strengthen basic safety oversight requirements in the AFI region and thus there is need to maintain focus on the GSIs related to safety oversight for timely resolution of safety oversight deficiencies and SCCs in line with the activities currently underway with respect to the AFI Plan, the AFI CIS and other safety initiatives, it is equally important to consider additional GSIs for identification of possible projects.

2.3 The result of the Gap analysis with respect to GSI-3 on Impediments to reporting errors and incidents, reflected maturity level 2 which means that improvement opportunities would need to be adopted for implementation. In this regard, the following recommendations may be considered: (1) development and implementation of appropriate legislation and standards (2) implementation of reporting tools (3) training activities and (4) increased regional cooperation.

2.4 GSI-7 on the Consistent use of Safety Management Systems (SMS) also reflected a maturity level of 2. It was found that implementation of SMS was still at the initial stages in most AFI States. Therefore recommendations include the provision of necessary support to Industry by providing adequate regulatory and guidance materials to facilitate the implementation of SMS.

2.5 Similarly, GSI-12 on Use of Technology to enhance Safety also reflected maturity level 2 and the following recommended actions were proposed: (1) easing access to information and assistance and sharing of experiences on the use of available technology to improve safety (2) to facilitate access to guidance materials for the development of cost/benefit studies and to explore available financing options for the implementation of new technologies (3) development of a regional plan for the implementation of new technologies.

2.6 The proposed recommendations could be formulated, with detailed implementation activities, in the form of action plans and/or projects. The initial activities of these projects may be implemented without requiring additional resources. However, funding would be required for the implementation of certain projects as may be identified by RASG-AFI.

2.7 It is therefore important that RASG-AFI have access to the necessary funding required to implement these activities.

Financing alternatives and administrative tools

2.8 ICAO has several administrative mechanisms to mobilize funds for the implementation of projects and there exists a number of funding options which include funds-in-trust through the Technical Co-operation Bureau (TCB), funding under the Safety fund (SAFE) and voluntary contributions from other stakeholders other than ICAO through the SCAN.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a. take note of the information provided in this paper;
- b. consider and agree on the proposed GSIs for the purpose of identification of priority actions and projects to be adopted by RASG-AFI; and
- c. analyze the different available financing options for funding of identified projects under RASG-AFI.

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