



INTERNATIONAL CIVIL AVIATION ORGANIZATION

REGIONAL AVIATION SAFETY GROUP FOR AFRICA-INDIAN OCEAN REGION (RASG-AFI)

PROJECT TITLE: Assistance to States in the improvement of their Effective Implementation (EI) of the Critical Elements of a State safety oversight system and attainment of the relevant Abuja safety target.

Project proposed by:	SAFETY SUPPORT TEAM - FUNDAMENTALS OF SAFETY OVERSIGHT (SST-FSO)
Secretary of SST (FSO)	Mr. Milton Tumusiime, Regional Officer – Flight Safety, ICAO ESAF, Nairobi
AFI Safety Targets	To progressively increase the Effective Implementation (EI) score of ICAO USOAP results to no less than 60% by all African States by the end of 2017
Project Champion:	Senegal
Project Champion base:	Dakar, Senegal
Project Champion Phone number:	+221 77 644 32 69
Project Sponsor(s)	ICAO, States and relevant Aviation Safety Partners
Relevant RASG-AFI Safety Support Team Champion	Senegal and Uganda
Date of First Submission	20/04/2015

PROJECT JUSTIFICATION

The Global Aviation Safety Plan (GASP) calls for all States to establish and implement effective safety oversight capabilities by the year 2017. This requires all Member States to have the resources as well as the legal, regulatory and organizational structures necessary to fulfill their fundamental safety oversight obligations.

The GASP objectives are supported through specific safety initiatives requiring States to consider international cooperation and the sharing of safety information whilst focusing on effective implementation of ICAO Standards and Recommended Practices (SARPs).

Consistent with the requirements of the GASP, the AFI Ministerial Conference on aviation safety held in July 2012, in Abuja, Nigeria adopted a set of strategic objectives with precise targets aimed at improving aviation safety in the AFI region.

In the near term, African States lacking these capabilities are required to ensure that they have the necessary resources as well as the legal, regulatory and organizational structures necessary to fulfill their fundamental safety oversight obligations.

States having mature safety oversight systems should focus on the establishment of a State Safety Programme (SSP) and require implementation of Safety Management System (SMS) in the near term. Furthermore, safety can be managed at the regional level in the near-term by

encouraging States and stakeholders to share safety information with their Regional Aviation Safety Groups (RASGs) and other regional entities.

Achieving the GASP and the AFI Ministerial Conference objectives is contingent upon continued engagement of the international community to address multidisciplinary and inter-regional issues. States having low levels of effective implementation typically face significant human and financial resources constraints, which undermine the efforts geared towards improvement of their safety oversight capabilities.

A key priority of the new edition of the Global Aviation Safety Plan (GASP) is to continually improve the effective implementation of the Corrective Action Plans (CAPs) through a structured and progressive approach comprising near, mid and long-term objectives. Most African States generally require assistance in the development and implementation of their CAP which contains proposals on how to address specific areas of safety oversight deficiencies identified during the USOAP activities.

Recognizing the value of collaboration, the GASP outlines the different roles of States, industry, international and regional aviation safety organizations, allowing them to coordinate the implementation of safety policies, oversight activities and the components of State safety programs and safety management systems.

As an integral part of the GASP structure, Regional Aviation Safety Groups (RASGs) harmonize all activities undertaken to address aviation safety issues on a regional basis. The RASGs build upon the achievements of existing sub-regional safety organizations and facilitate the exchange of best practices, cooperation and collaboration using a top-down approach complementing the bottom-up approach of planning by sub-regions, States and industry. To this end, this Project aims to share the 'best practice' used by Senegal in the management of the tasks and functions of a National Continuous Monitoring Coordinators (NCMCs)

Abuja Safety Target - Progressively increasing the Effective Implementation (EI) score of ICAO USOAP results to no less than 60% by the end of 2017.

PROPOSED SOLUTION

How do you envisage addressing the need – what is your expected solution?

Under the aegis of RASG AFI, the Safety Support Team on Fundamentals of Safety Oversight (FSO), developed this Project proposal, which aims to a 'best practice' on methods and management tools to be used by NCMCs in the execution of their duties and functions with respect to USOAP CMA activities.

Methodological Approach

The Approach requires Civil Aviation Authorities to establish dedicated teams to support the State's obligation to:

- a) continuously update PQ compliance status through PQ self-assessment;
- b) update and implement CAPs addressing not satisfactory PQs;

- c) provide evidence related to PQ compliance and CAP implementation;
- d) take appropriate and timely action to resolve SSCs;
- e) promptly reply to MIRs issued by ICAO;
- f) complete and continuously update SAAQ and the CCs; and
- g) provide other relevant safety information, as requested by ICAO.

In order to support USOAP CMA and facilitate related activities, each State is responsible for designating one or more qualified National Continuous Monitoring Coordinators (NCMCs) to act as primary points of contact for all USOAP CMA processes and activities. The NCMC is responsible for submitting, maintaining and/or updating the information to be provided by the State to ICAO on an ongoing basis, including but not limited to use of the USOAP Continuous Monitoring Approach (CMA) Online Framework (OLF).

Conduct of Seminars/Workshops

As part of the Project implementation, workshops and seminars should be organized in order to provide hands-on training to NCMCs on the tools of the project. These tools will enhance effective monitoring of OLF activities, and continuously provide updates on the effective implementation rate (EI) in each audit area and/or Critical Element (CE), while ensuring traceability of activities in the processing of tasks carried out in the OLF.

How do you envisage developing and delivering the new solution/product/service - internally, through outsourcing and/or through a partnership?

- 1- Establish a dedicated teams/taskforce within the each Civil Aviation Authority comprising aviation professionals with different specialties.
- 2- To developed a structured organization and methods; in the context of planning and validation activities related to the supervision of tasks expected of NCMCs;
- 3- Conduct meetings of the taskforce to be chaired by the NCMC (at least 3 months) ;
- 4- Members of the taskforce will have to dedicate a few hours of their time per day to CMA activities;
- 5- The NCMCs and taskforce members be required to use the proposed working tools; and process effective monitoring activities, by providing continuous updates on the CAP progress with details of implementation in each audit area and under each Critical Element. This will ensure traceability of work of the NCMCs and gain results from the work of the members of the taskforce.

REGIONAL STRATEGIC VALUE

How does this proposal add value to RASG-AFI objectives and is it in line with the Regional strategy?

Reference to GASP and AFI targets

- (a) Near-Term (by 2017) Implementation of an effective safety oversight system by ALL RASG-AFI States.

Implementation of ICAO Standards and Recommended Practices (SARPs) related to States'

approval, authorization, certification and licensing processes is a prerequisite enabler for safe and sustainable air traffic growth. In the near term, Member States lacking these capabilities will ensure that they have the resources as well as the legal, regulatory and organizational structures necessary to fulfill their fundamental safety oversight obligations.

In line with the GASP, States having mature safety oversight systems should focus on the continued implementation of safety management in the near term. In addition, safety can be managed at the regional level in the near-term by encouraging States and stakeholders to share safety information with their Regional Aviation Safety Groups (RASGs) and other regional fora.

Reference to Abuja Safety targets

Progressively increasing the Effective Implementation (EI) score of ICAO’s USOAP results to no less than 60% by the end of 2017.

Please indicate where this proposal stands in the regional priorities (critical, high, normal or low priority)

This project is high in terms of priority given the target of progressively increasing the Effective Implementation (EI) score of ICAO USOAP results to be in line with the GASP and ABUJA targets.

PROVISIONAL TIMESCALES

Indicate below your best forecast for your proposal

Coordinate with ICAO with respect to hosting of the training and financial implications.

<i>Seminar/Workshop</i>	<i>A</i>	<i>B</i>
<i>Location</i>	<i>WACAF</i>	<i>ESAF</i>
<i>Languages</i>	<i>French</i>	<i>English</i>
<i>Date</i>	<i>TBD</i>	<i>TBD</i>
<i>Number of participating States (AFI region)</i>	<i>TBD</i>	<i>TBD</i>
<i>Number of potential participants (NCMCs)</i>	<i>TBD</i>	<i>TBD</i>

(TBD)- to be determine

Number of Member States within the RASG-AFI (48)

Expected starting date: XX/XX/XXXX *(TBD)- to be determine)*

Must complete by: WACAF/ESAF/RASC-AFI

RISKS/CONSTRAINTS

List any key risks or obstacles and how you intend to address and manage them

- Lack of adequate funding to fully implement the Project;
- Rising cost of transportation of Project experts;
- Challenges is finding suitable hosting State/organizations; and
- Difficulties in conducting the training in both languages (French and English).

MITIGATION OF RISKS/CONSTRAINTS

- Active involvement of States by encouraging them to send participants as well as hosting of the training events;
- Active involvement of Industry partners in handling some cost elements of the training, provision of FSO – safety support team, etc.

KEY STAKEHOLDERS

Please list all stakeholders whom you will be making aware of this Proposal

- ICAO as RASG-AFI Secretariat
- RASG-AFI Safety Support Team relating to FSO Safety Support Team;
- RASG-AFI Steering Committee;
- AFCAC as custodian of Regional safety dashboard;
- Safety Partners namely, ICAO, IATA, IFALPA, etc.;
- States (CAAs), RSOOs;
- COSCAPS;
- Airlines, training organizations;
- Aircraft manufacturers, etc.

WHAT WOULD BE THE IMPACT OF NOT IMPLEMENTING THIS PROJECT?

Why should a sponsor invest in this project? Why do it now? Is it imperative / time-critical against AFI safety targets

- Failure to meet AFI- GASP Targets;
- Failure to meet Abuja Safety Targets;
- States' failure to meet their obligations under Articles 37 and 38 of Chicago Convention;
- Failure to establish effective safety oversight systems and inability to implement SSP in AFI States.

ENVISAGED FINANCIALS

- Logistics for delivering the training courses;
- English/French Translation of the training materials;

- Cost of travel of the facilitator;
- DSA for 7 nights in each location for the facilitator and the FSO SST Secretary;
- Tea/coffee breaks and lunches for the participants (2 per State).

INSERT EXCEL SHEETS FOR THE BUDGETS

ADDITIONAL COMMENTS

The project was developed with the optimistic perspective delivery of 2 (two) workshops.

For the sake of efficiency and time consideration with regard to RASG-AFI effective timely implementation of the safety initiative and the timescales of Abuja safety targets, it is suggested to host 2 (two) pilot seminars/workshops for English and French speaking AFI States before end of 2015.

In this regard, some criteria should be considered such as the EI of the hosting State for FSO in the ICAO OLF, implementation and establishment of the eight Critical Elements of a State Safety oversight system of the State, State interest and willingness to support the event, geographical location amongst other.