



INTERNATIONAL CIVIL AVIATION ORGANIZATION

THIRD MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA-INDIAN OCEAN REGION (RASG-AFI/3)

(Yamoussoukro, Cote d'Ivoire, 3 – 4 December 2015)

Agenda Item 4: Reports on RASG-AFI Activities

UPDATE ON THE FUNDAMENTALS OF SAFETY OVERSIGHT (FSO)

(Presented by the Secretariat)

SUMMARY
<p>This paper informs on the activities of the RASG AFI Safety Support Team (SST) for Fundamentals of Safety Oversight (FSO). The paper also provides suggestions on the means to further improve its effectiveness as well as enable it cope with the prevailing challenges.</p>
<p>REFERENCE(S): Report of the First Meeting of the Regional Aviation Safety Group for Africa-Indian Ocean Region (RASG-AFI/1)</p> <p>Report of the Second Meeting of the Regional Aviation Safety Group for Africa-Indian Ocean Region (RASG-AFI/2)</p> <p>Declaration of the Conference of African Ministers in charge of Civil Aviation, Abuja, July 2012</p>

1. INTRODUCTION

1.1 The FSO SST was established, along with three others, during the First meeting of the RASG-AFI held in Kampala, Uganda, 26-27 March 2012, as a subsidiary body of the RASG-AFI and charged with the responsibility of responding to the immediate safety challenges facing the region by facilitating and providing support in the development, prioritization and implementation of safety enhancement initiatives.

1.2 The FSO SST is guided by its established Terms of Reference (TOR) and in accordance with the provisions contained in the ICAO Global Aviation Safety Plan (GASP), the ICAO Strategic Objectives and the Abuja Safety Targets for Africa.

2. DISCUSSION

2.1 ICAO's *Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA)* provides a mechanism for the collection and analysis of safety information from Member States and other stakeholders in order to identify and prioritize appropriate oversight and monitoring activities. A USOAP CMA determines a State's safety oversight capability and hence its status of effective implementation of all safety-related ICAO SARPs, associated procedures and guidance material.

2.2 The ICAO GASP includes three near-term objectives to be attained by States by 2017. First; achievement of an EI level above the 60% global average. Second, for those States with EI levels above the global average to achieve full SSP implementation. Third, States and stakeholders to put in place mechanisms for the sharing of safety information in RASGs and other regional or sub-regional fora. In line with the GASP, the Abuja safety targets include clear timelines and milestones for all AFI States to progressively achieve an EI score of not less than 60% the by end of 2017.

2.3 With the support of the Champion State, Senegal, the FSO SST has developed a Project proposal, titled "*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 targets*" (see Appendix A). The project strategy is progressive in nature. It prioritizes adoption of 'best practices' on methods and management tools to be used by States in the execution of their duties and functions with respect to USOAP CMA activities. These States subsequently roll over to implementation of targeted safety enhancement initiatives to address identified deficiencies.

2.4 The FSO SST has provided complementary inputs in support of the activities other partners and stakeholders such as assistance to States by ICAO Regional Office Safety Teams (ROST), implementation of technical assistance projects under ICAO Technical Cooperation Bureau, in-country field assistance by the AFI Cooperative Inspectorate Scheme (AFI-CIS) of AFCAC, and several seminars and workshops conducted by the US Federal Aviation Administration (FAA), European Aviation Safety Agency (EASA), Airbus and Boeing.

Progress on the implementation of Fundamentals of Safety Oversight

2.5 The AFI States's aggregate EI level is 43.84% compared with the World Average of 62.62% (**Appendix B**) and only 21 States have achieved the 60% EI target (**Appendix C**).

2.6 The Audit Areas with the lowest EIs are:

- a) *aircraft accident and incident investigation (AIG)*, at 36.93%;
- b) *air navigation services (ANS)*, at 38.02%; and
- c) *aerodromes and ground aids (AGA)*, at 38.92% (**Appendix B**).

2.7 The CEs with the lowest EIs are:

- a) CE-8, *Resolution of safety concerns*, at 24.75%;
- b) CE-4, *Technical personnel qualifications and training*, at 31.74%; and
- c) CE-7, *Surveillance obligations*, at 32.34% (**Appendix B**).

Challenges faced by the FSO SST

2.8 The success of the RASG-AFI FSO SST depends on the cooperation of States and especially their commitment and active participation in the USOAP CMA activities, including the timely provision of information through the CMA online framework. However, not all AFI States provide comprehensive information in a timely manner.

2.9 Lack of a budget with adequate funding to implement the identified safety enhancement initiatives such as conducting of the necessary training, seminars and workshops, is a major challenge.

3. ACTION BY THE MEETING

The Meeting is invited to:

1. note the contents of this Paper, the work initiated and the challenges faced by the FSO SST in executing its assigned tasks;
2. provide guidance on means to address the budgetary and funding challenges in relation to full implementation of the proposed FSO SST Project; and:
3. urge States to commit and actively participate in the USOAP CMA activities, including the timely provision of information on the USOAP CMA online framework.

-END-

APPENDIX A

REGIONAL AVIATION SAFETY GROUP – AFI (RASG-AFI)

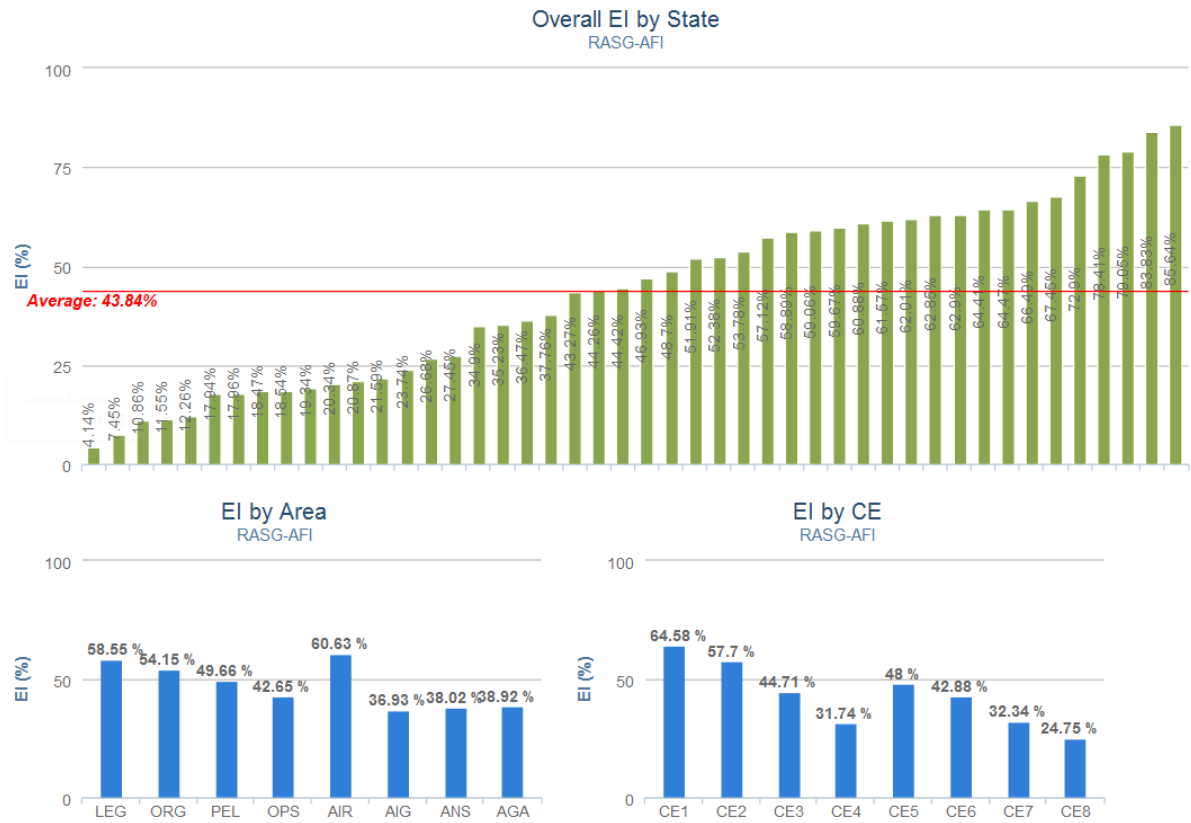
Project Title:

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.

See the attached file

APPENDIX B

REGIONAL AVIATION SAFETY GROUP – AFI (RASG-AFI)
iSTARS ANALYSIS



APPENDIX C

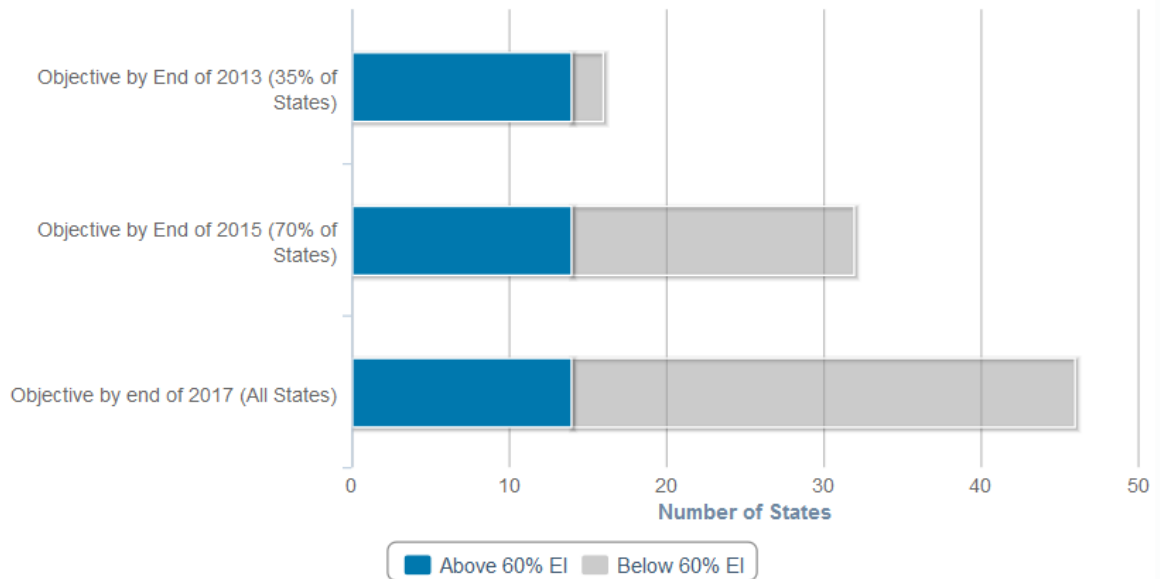
REGIONAL AVIATION SAFETY GROUP – AFI (RASG-AFI)
REGIONAL PERFORMANCE DASHBOARD

Target Context:

Progressively increase the Effective implementation (EI) score of ICAO's USOAP results to no less than 60% by the end of 2017

Metric: Percentage of States with EI above 60%

(More information about this metric)



SOURCE:

ICAO USOAP CMA;

*For more information on safety audit results (i.e. audit dates), please visit: <http://www.icao.int/safety/Pages/USOAP-Results.aspx>