



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
FOURTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA -
INDIAN OCEAN (RASG-AFI/4)**

(Nairobi, Kenya, from 12 to 13 October, 2017)

**Agenda Item 6: ICAO “No Country Left Behind (NCLB)” Initiative and Assistance to
AFI States**

**6.3 Proposed amendments to the AFI Plan Programme Document and the
Terms of Reference for the Regional Office Safety Teams (ROSTs).**

(Presented by the Secretariat.)

SUMMARY

This paper presents information related to the draft updated Programme Document of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) for the period 2017-2020 and the revised Terms of Reference (TORs) of the Regional Office Safety Teams (ROSTs) established within the Eastern and Southern African (ESAF) and Western and Central African (WACAF) Regional Offices to promote the implementation of the programme activities with a view to achieving the objectives of the AFI Plan.

Such revision and updating derives from the recommendations of an evaluation exercise conducted by the ICAO Evaluation and Internal Audit Office in 2015. The draft documents will be submitted to the AFI Plan Steering Committee in December 2017, for consideration and approval. Meanwhile, in order to enrich the process with the views of stakeholders, the contribution of RASG-AFI is being sought.

Action: *The meeting is invited to:*

- a) Note the information contained in this paper;
- b) Recognize and encourage the efforts being made by ICAO through this programme; and
- c) Consider and provide feedback on the updated AFI Plan document and revised ROST TORs presented as Attachments A and B respectively to this Paper¹.

REFERENCE(S):

¹ Feedback on the attachments of this paper can be provided during the meeting or in subsequent days by e mail addressed to estifanos@icao.int and/or omanjang@icao.int

Report of the Eighteenth AFI Plan Steering Committee (SC/18) meeting.

Doc 9958, Assembly Resolutions in Force (as of 4 October 2013)

Abuja Declaration on Aviation Safety in Africa

Related ICAO Strategic Objective(s): This Working Paper relates to the Safety Strategic Objective of ICAO.

1. INTRODUCTION

1.1 The Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) was endorsed by the 36th Session of the ICAO Assembly and established by the Secretary General on 1 January 2008. The programme has since been providing assistance to States throughout the region with a focus on the establishment and maintenance of effective and sustainable safety oversight systems; resolution of identified safety deficiencies; and enhancement of aviation safety culture of African aviation service providers.

1.2 In 2015, the ICAO Evaluation and Internal Audit Office (EAO) evaluated the Comprehensive Implementation Plan for Aviation Safety in Africa (AFI Plan) with a view to provide an independent review of the programme performance in accordance with the original Programme Document. The evaluation looked at the relevance, design, management and governance of the programme since its inception and therefore, made a number of recommendations to ensure effective and continued implementation of the programme.

1.3 All but two of the evaluation's recommendations have been addressed. One of the outstanding recommendation called for the review and amendment of the AFI Plan Document to ensure that it remains relevant and in line with the changing dynamics of the programme subject to its continuation beyond 2016. The second outstanding recommendation relates to the revision of the original Terms of Reference of the ROSTs (ROST-TORs) in view of the expanded technical scope of the Programme, the assistance missions conducted under the ROST framework as well as other changes, such as the new ICAO Training policy, which occurred since the establishment of the ROSTs in January 2009.

1.4 This paper presents the first drafts of the Updated Programme document and the revised ROST TORs as Attachment A and B respectively as per the recommendation of the evaluation report. Meanwhile, the contribution of RASG-AFI to the review process as a forum of key stakeholders, is being sought prior to submission to the AFI Plan Steering Committee in December 2017, for consideration and approval.

2. DISCUSSION

2.1 The evaluation conducted in 2015 concluded that AFI Plan is a relevant mechanism for the improvement of aviation safety capability in the region and therefore recommended that the Programme should be continued beyond 2016 for at least the next triennium in order to build on the

results achieved so far and to ensure sustainability. The report of the evaluation including the recommendation on the extension of the AFI Plan for the next triennium was subsequently endorsed by the ICAO Council.

2.2 The ICAO Assembly during its 39th Session examined the working paper presented by the Council relating to the extension of AFI Plan and agreed that to further improve aviation safety in Africa, the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) should be continued beyond 2016 with an expanded work programme to cover the areas of aircraft accident and incident investigation (AIG), aerodromes and ground aids (AGA) and air navigation services (ANS).

2.3 To this end, the AFI Plan programme document is to be updated in response to the recommendation of the evaluation report and following the decision of the Council and the Assembly on the continuation of the programme. The progress made in aviation safety in the AFI region since the inception of the Programme as well as policy and operational changes such as the introduction of the ICAO Training Policy and the integration of the AFI Plan activities into the work programme of the ICAO Regional Offices, adoption of regional targets, level of maturity of States' safety oversight systems etc. need to be considered, amongst other things, in the process of updating the programme document.

2.4 The original focus areas of the AFI Plan included the provision of assistance to States whilst focusing on the establishment and implementation of effective and sustainable safety oversight systems; resolution of identified safety oversight deficiencies; and fostering of aviation safety culture in Africa which are still considered relevant and should therefore be maintained in the updated document with some adjustments.

2.5 In addition, a new matrix with milestones as well as specific measurable targets that would assist in monitoring progress of implementation and tracking of assigned responsibilities under the AFI Plan is considered necessary and have been integrated in the updated programme document.

2.6 In light of the developments since the inception of the AFI Plan notably, the expanded scope of the programme and the subsequent establishment of the ROSTs in 2009 the latter's Terms of Reference also need to be revised and updated. Such revision should ensure that planning and execution of ROST assistance missions are driven by the annual goals and targets endorsed by the AFI Plan Steering Committee accompanied by an appropriate implementation strategy.

2.7 In order to ensure coverage and inclusion of all Africa-Indian Ocean (AFI) States, it is recommended that the ROST concept to be extended and replicated in the other two adjacent ICAO Regional Offices of EUR/NAT and MID.

2.8 Lastly, in accordance with the recommendation of the AFI Plan Evaluation Report on the need to conduct a quality check on the ICAO/ROST technical assistance provided to Member States under the AFI Plan, a template matrix developed to monitor and ensure that the ROST activities are in line with the annual targets set by the Steering Committee and that the expected results are achieved.

2.9 The AFI Plan Steering Committee at its 18th Meeting constituted a small review team to work with the Secretariat in incorporating the relevant amendments to finalize the two documents in a consultative process. The team is expected to meet soon to review the draft and finalize the two key documents for the approval of the Steering Committee at its 20th meeting in December 2017. In light of

this and considering the importance of getting feedback from a wider group, the documents are presented to RASG –AFI for consideration and feedback.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Note the information contained in the paper;
- b) Recognize and encourage the efforts being made by ICAO through the AFI Plan programme;
and
- c) consider and provide feedback on the updated AFI Plan programme document and revised ROST TORs presented as Attachments A and B respectively to this Paper.

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