



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Sixth Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/6)

(Virtual, 27 and 30 November 2020)

Agenda Item 2: Report on RASG-AFI Activities.

(Presented by the Secretariat)

SUMMARY
<p>This paper presents the status of implementation of the RASG-AFI activities including, projects supported by the AFI Plan, Fund for Aviation Safety (SAFE), Aviation partners and States. These projects cover: Fundamentals of Safety Oversight (FSO); Significant Safety Concerns (SSC); Loss of Control In-flight (LOC-I) under Emerging Safety Issues (ESI); Aircraft Accident Investigation (AIG). It also presents status of implementation of some critical activities of the Group such as, State Safety Programme (SSP); and Aerodrome Certification.</p> <p>Actions by the meeting is at paragraph 3.</p>
<p>REFERENCE(S):</p> <ul style="list-style-type: none"> - AFI Plan Document; - Report of the 23rd Meeting of the AFI Plan Steering Committee; - RASC/5 Meeting Report.
<p>Related ICAO Strategic Objective(s): Aviation Safety</p>

1. INTRODUCTION:

1.1 The RASG-AFI has established four Safety Support Teams (SSTs), as its Contributory Bodies (Fundamentals of Safety Oversight (FSO); Significant Safety Concerns (SSC); Emerging Safety Issues (ESI); Aircraft Accident and Incident Investigation (AIG)); the purpose and objective are to respond to the immediate safety challenges facing the RASG-AFI region by facilitating and providing support in the development, prioritization and implementation of safety enhancement initiatives.

2. DISCUSSION:

2.1 Fundamentals of Safety Oversight (FSO) project (Champion States: Senegal & Uganda).

2.1.1 Fundamentals of Safety Oversight (FSO) project under RASG-AFI aims to support beneficiary States with low levels of Effective Implementation (EI) to enhance their safety oversight capabilities with particular focus on the implementation of CE1 through CE5 of a State Safety oversight system.

2.1.2 The SST-FSO, under the championship of Senegal and Uganda, continues to assist States in their efforts to increase their EIs and prevent emergence of SSCs. The implementation strategies include, assistance activities conducted by the Regional Offices under the AFI Plan FSO Project; the AFCAC AFI Cooperative Inspectorate Scheme (AFI-CIS) and assistance provided by COSCAPs and RSOOs.

2.1.3 As at 30 October 2020, FSO assistance missions were conducted to Liberia, Sao Tome and Principe, Central African Republic, Guinea, Comoros, Djibouti, Lesotho, Seychelles, Eswatini, Eritrea, Malawi and Burundi. Some of these assistance activities were coordinated and conducted with the participation of relevant experts from States with strong oversight systems and RSOOs. With the travel restrictions imposed worldwide due to the COVID-19 pandemic, assistance to States continue to be provided through virtual means.

2.1.4 The current average USOAP EI score for States assisted under the AFI Plan FSO project is 23.88%, up from 20.47% in 2018. However, more efforts and resources are still needed to assist States, especially those that have never been audited and those with EIs lower than 40%, to establish and maintain robust and sustainable safety oversight systems. Consequently, increased and sustained funding, including from ICAO, through the AFI Plan and the SAFE, and the development partners is essential to maintain or even increase the momentum of the prevailing progress.

2.2 Significant Safety Concerns (SSC) project (Champion States: Ghana & South Africa).

2.2.1 As at 30 October 2020, only one SSC remained unresolved in one State (Eritrea) within the RASG-AFI region. This SSC was identified in 2010 in the area of flight operations relating to the certification of air operators.

2.2.2 In March 2020, ICAO confirmed the existence of an SSC in Côte d'Ivoire in the area of air navigation services pertaining to the ground and flight validations of published instrument flight procedures. This SSC was identified during a USOAP CMA audit conducted in the State in December 2019. On 29 June 2020, ICAO determined that the corrective actions taken by Côte d'Ivoire had resolved the immediate risk associated with the SSC finding.

2.2.3 The SST-SSC, under the championships of Ghana, South Africa and AFCAC, has achieved significant progress and continues to assist States in their efforts to resolve existing SSCs as well as prevent the emergence of new ones. From the inception of the SSC-SST in 2013 to date, 19 SSCs have been resolved in 12 States.

2.2.4 Going forward, stakeholders, including development partners, should intensify funding to the SST-SSC to sustain or increase the implementation of the necessary safety enhancement Initiatives. Furthermore, the meeting should urge the SST - SSC to profile all States in order to identify those with latent or potential SSCs and provide them with tailored assistance to resolve or mitigate the associated safety risks.

2.3 Emerging Safety Issues (ESI) Project (Champion State: Kenya).

2.3.1 Under the SST-ESI, the two ICAO Regional Offices (WACAF and ESAF) and Kenya (as the RASG-AFI Champion State for ESI) have undertaken a number of activities related to Loss of Control In- Flight (LOC-I). These include Symposia and/or Workshops on LOC-I and Upset Prevention and Recovery Training (UPRT) held annually from 2015 to 2019 in line with the RASG-AFI, LOC-I, 5-year implementation plan.

2.3.2 In the context of the COVID-19 pandemic and related challenges like the non-availability of simulators and shrinking training budgets, the risk of skills and knowledge degradation for pilots competencies related to UPRT are all the more apparent. Therefore, in order to address these issues, among others, the Regional Offices and the Champion State are planning to organize a virtual workshop on UPRT to be held in November 2020; and would urge States and other stakeholders to participate in this very important event.

2.4 Aircraft Accident and Incident Investigation (AIG) Project (Champion States: Ethiopia & Cape Verde)

2.4.1 The SST – AIG aims to assist States establish independent accident investigation entities at both national and/or regional levels. This AIG Project is intended to provide States with guidance on the regulatory provisions and tools to ensure harmonization in the area of AIG.

2.4.2 Under the AIG Project, two workshops were conducted in August and September 2018, in Nigeria and Ethiopia, respectively. A third workshop was conducted in November 2019 in Benin. The workshops provided participants with guidance on the development and implementation of harmonized legislative frameworks, regulations, and associated procedures required for the establishment of a State aircraft accidents and incidents investigation system.

2.4.3 As a way forward, States will be assisted to reinforce their AIG capacity by establishing a collaborative scheme through which States, with the support of RSOOs/RAIOs and ICAO Regional Offices, will undertake the development of model harmonized regulations and investigation procedures manuals. This will also include development of the necessary processes and tools to enable or facilitate States to delegate civil aviation accidents investigating tasks, or establish or join a Regional Accident and Incidents Investigation Organization (RAIO).

2.5 State Safety Programme (SSP) Project

2.5.1 The SSP implementation project was initially developed under the AFI Plan to support the establishment of a sound safety oversight system in twenty-four (24) States; their eligibility was based on the attainment of the 60% EI regional target. Such States were encouraged to further promote aviation safety by embracing safety management principles with a view to proactively address emerging safety risks by using consistent, data-informed approaches to implement smarter, system-level, risk-based safety oversight.

2.5.2 Within the framework of the project, eligible States are provided with safety management training for their regulatory and service provider staff involved in the implementation of SSP and SMS, respectively, to build understanding of operational safety management processes with practical examples. The project was launched in February 2017 for a duration of 24 months with the following eligible States: Botswana, Burkina Faso, Cabo Verde, Cameroon, Cote d'Ivoire, Ethiopia, Gambia, Ghana, Kenya, Madagascar, Mali, Mauritania, Mauritius, Morocco, Namibia, Niger, Nigeria, Senegal, South Africa, Sudan, Togo, Tunisia, Uganda, and Zimbabwe. Since the 20th meeting of the AFI Plan Steering Committee (AFI Plan SC) and as more AFI States attain the 60% EI target, the SSP Project Document was revised to incorporate new eligible States including Benin, Congo, Gabon, Mozambique and Rwanda.

2.5.3 The Project implementation approach was revised to take into account SSP implementation based on satisfactory implementation of SSP Foundation Protocol Questions (PQs). States are assisted in the review for acceptability and implementation of the USOAP Corrective Action Plan (CAP), for the SSP Foundation PQs as well as the review of the States' results of the SSP Gap Analysis Questions. Furthermore, States are sensitized on SSP Implementation Assessments (SSPIAs) under the USOAP CMA and the associated amended SSP-related PQs. With the prevailing COVID-19 pandemic, remote guidance and

assistance continue to be provided to States in monitoring their performance on the USOAP CMA OLF (Democratic Republic of Congo, Sierra Leone, Guinea, etc.).

2.5.4 To date, moderate progress has been achieved by States towards implementation of safety management provisions as envisaged under the project: 91% of the States started SSP gap analysis (Level 1); 73% of the States completed SSP gap analysis (Level 2); 46% of the States have defined SSP implementation plan (Level 3); and only one State (Rwanda) has fully implemented SSP (Level 4).

2.5.5 As a way forward, there is need to: (1) intensify technical assistance to States with special emphasis on assisting States to develop and implement SSP implementation plans and to perform self-assessment of SSP Foundation Protocol Questions and, when applicable, develop and implement corresponding corrective action plans (CAPs); and (2) progressively co-opt into the SSP Project additional States as and when they attain the threshold of 60% EI .

2.6 Aerodrome Certification Project

2.6.1 The Regional Offices and States continue to pursue the implementation of the Aerodrome Certification Project. So far, 12 international Airports (Abidjan, Bamako, Lagos, Abuja, Niamey, Libreville, Dakar, Maputo, Lusaka, Kigali, Manzini and Windhoek) in 11 beneficiary States have been certified. This achievement raised the percentage of certified aerodrome in Africa from 22.05% in 2016 to 29.55% in November 2020.

2.6.2 Challenges faced in the project implementation are still related to the CAAs/Airports commitment and the resolution of deficiencies found at airports, as well as the availability of trained technical personnel at both the CAAs and the airports Operators level.

2.6.3 In accordance with the Project document, meetings and workshops continue to be conducted for the remaining and new beneficiary States. The ICAO Regional Offices are currently following up on the implementation of the Action Plans of the nine (9) remaining States, and are still calling on these States to increase their commitment to the full implementation of the Project. Some States such as Benin, Botswana, Burkina Faso, Cameroon, Congo, and Seychelles that had been slow in implementation of the Action Plan, have recently shown progress and were due to complete the certification process by end of 2020 or early 2021.

3. ACTION BY THE MEETING:

3.1. The meeting is invited to call:

- a) on all stakeholders, and development partners, to intensify funding to the SSTs (through AFI Plan, the SAFE, etc.) to sustain or increase the implementation of the necessary safety enhancement Initiatives;
- b) for high level ICAO intervention and more commitment of resources and stakeholders to the resolution of the SSC in Eritrea;
- c) for more commitment of States/Airports in the implementation of their aerodrome certification action plans;
- d) on all RASG-AFI States to initiate their SSP Gap Analysis in order to develop an SSP implementation plan.

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