



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

Overview of the AFI Plan, APIRG and RASG-AFI

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Presentation Outline



- Background and Context of AFI Plan
- Objectives of the AFI Plan
- Implementation Status
- Synergy and Cooperation
- Perspectives and Challenges

BACKGROUND AND CONTEXT

WHY AFI-PLAN?



- **Number of aircraft accidents in Africa**

A review of the ICAO Accident/Incident Data Reporting (ADREP) data for a ten-year period, from 1997 to 2006, shows that there was an increase in the number of accidents in the AFI Region.

- **Safety oversight deficiencies**

- ☐ lack of effective safety oversight systems;
- ☐ lack of expertise;
- ☐ Issues regarding air operator certificates (AOCs);
- ☐ lack of autonomous civil aviation authorities

BACKGROUND AND CONTEXT

WHY AFI-PLAN?



- **Unified Strategy Programme**
 - Assembly Resolution A35-7 (*Unified strategy to resolve safety-related deficiencies*)
 - Assembly directed the Council to adopt a flexible approach for the provision of **assistance through the ICAO Regional Offices** to support regional and sub-regional organizations.
- **ANC Visit to the AFI Region (August 2006)**
 - Many concerns expressed by the Air Navigation Commission as a result of its visit to Africa
- **The AFI Plan was adopted by the 36th ICAO Assembly (Assembly Resolution A36-1).**

Objectives of the AFI Plan



- To strengthen civil aviation authorities with respect to their safety oversight capabilities;
- To increase compliance with ICAO SARPs and industry's best practices;
- To increase the number of qualified personnel at the industry and oversight levels;
- To improve the quality of inspectors and other civil aviation staff through training;

Objectives of the AFI Plan



- To enhance regional cooperation;
- To enhance capacity of regional and sub-regional safety oversight systems;
- To ensure expeditious implementation of aviation safety management systems for airports, air navigation services providers and airlines;
- To improve assistance in oversight to least developed States.



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IMPLEMENTATION of the AFI-PLAN

AFI PLAN IMPLEMENTATION



- The work programme is developed around **three focus areas** to give effect to the objectives of the AFI Plan:
 1. Enabling States to establish and maintain a sustainable safety oversight system;
 2. Assisting States to resolve identified deficiencies within a reasonable time; and
 3. Enhancing aviation safety culture of African aviation service providers.

STATUS OF AFI PLAN



Phase 2

- **OBJECTIVES in 2008-2010**
- Establishment of AFI Plan;
- Gap Analysis to identify Focus Areas of intervention. Three focus areas were identified
- Building African Capabilities and capacity to meet national and international compliance requirements through provision of training

Phase 1

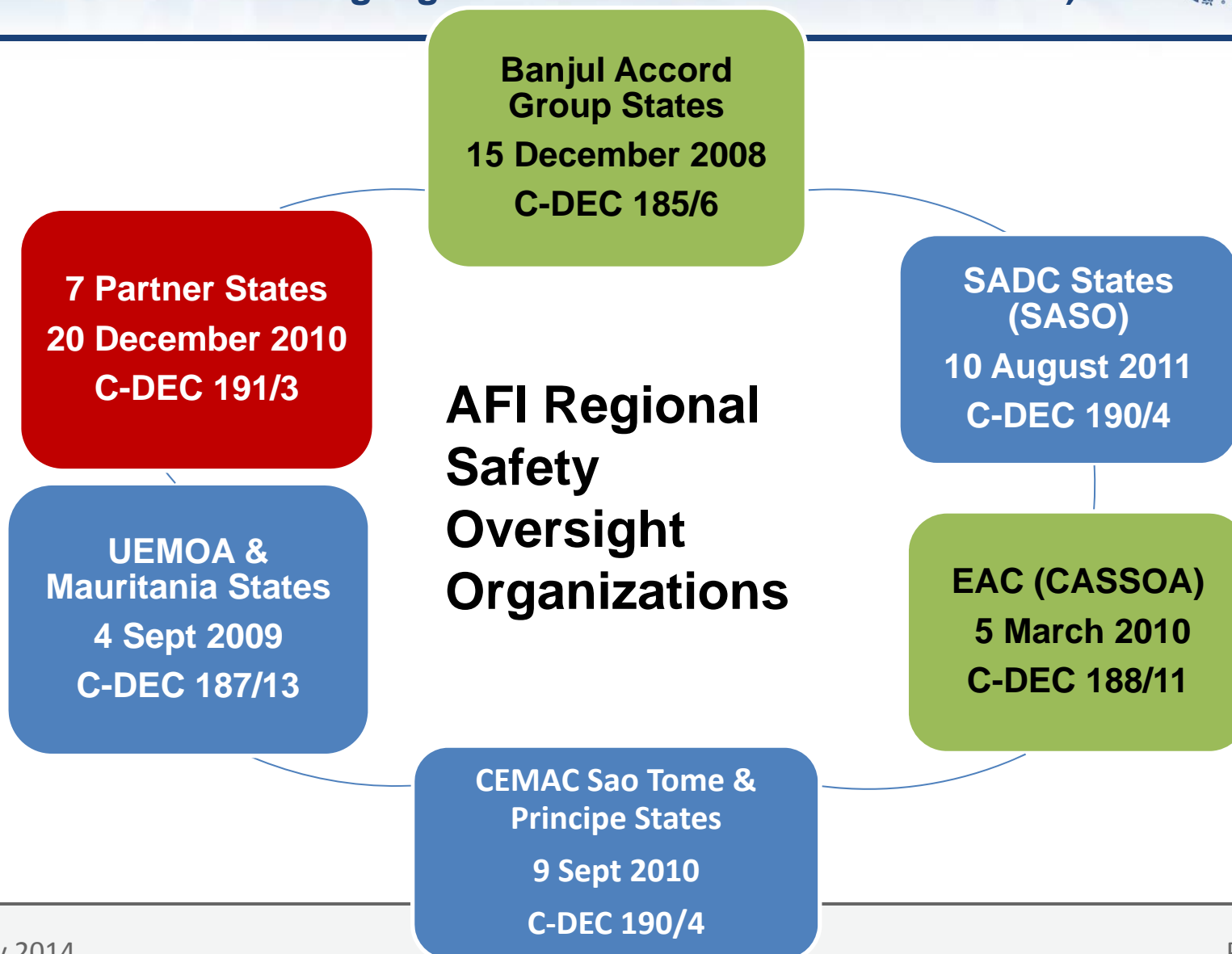
Transition

- **JANUARY 2011**
- Integration of Activities into the Regional Offices
- Establishment of ROSTs and intensifying their activities

- **OBJECTIVES 2011-onwards**
- Direct assistance to States to resolve identified deficiencies as detailed in the ICAO Plans of Action
- Resolving of SSCs
- Establishment & strengthening of RSOOs
- Intensify training courses, seminars and workshops in safety-related areas
- Develop & Implement Plans of Action to address deficiencies & attain the High-Level Safety Targets of the Abuja Ministerial Conference.
- Intensify ROSTs Activities in all areas other than Operations and Airworthiness (AGA, CNS, ATM, MET, AIG, PEL)
- Design capacity building projects for sustainability
- Improve Effective Implementation (EI) by States

Establishing & Strengthening of Regional Safety Oversight Organizations (RSOOS) In Africa

(Letters of Understanding signed between AFI Plan and RSOOs)



Courses held 2008-2013



A total of **sixty (60)** training courses and workshops were delivered in the following fields :

- ☐ Government Safety Inspectors (GSI- OPS)
- ☐ Government Safety Inspectors (GSI- AIR)
- ☐ Government Safety Inspectors (GSI – PEL)
- ☐ Government Safety Inspectors(Aerodrome)
- ☐ SSP and SMS
- ☐ Safe Transport of Dangerous Goods
- ☐ Aviation Medicine
- ☐ European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS)

A total of 2,230 trainees



Association of Africa Aviation Training Organizations (AATO)



Harmonization and standardization of Training

- Special AFI RAN Recommendation 5/8 – Training Strategies for safety in Africa
- The AFI Plan promoted the establishment of AATO
- Constitutive Assembly of AATO held in Abuja (Nigeria) from 12th to 14th April, 2013.

ICAO PLANS OF ACTION

(26 Plans of action signed 2011-2013)



Immediate Term:

- Address the major safety deficiencies
- Regional Office Safety Teams (ROSTs) and/or AFCAC Cooperative Inspectorate Scheme (AFI-CIS)

Near Term

- Continuation of the implementation of the State's Corrective Action Plan (CAP) to address the remaining deficiencies
- Mostly AFI-CIS

Long Term

- Continue to monitor the situation on an on-going basis to promote aviation safety
- Ensure that the State maintains its ability to comply with safety oversight requirements.
- Mainly through projects (TCB or any other arrangements by the State)



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Synergy with other Regional Bodies

AFI Planning and Implementation Regional Group (APIRG)



- The objectives of APIRG are to ensure the continuous and coherent development of the AFI Air Navigation Plan;
- conduct follow-up to **GANP activities** as required;
- APIRG continually updates and maintains a list of deficiencies in the AOP, CNS/ATM, MET, SAR and AIS fields.
- These deficiencies should be addressed as a matter of urgency.

The AFI Plan will be closely linked to the activities of APIRG.

REGIONAL AVIATION SAFETY GROUP RASG-AFI



Functions of a RASG-AFI

- analyze safety information and hazards to civil aviation at the regional level and review the action plans developed within the region to address identified hazards;
- conduct follow-up to **GASP activities** as required;
- coordinate with the relevant PIRG on safety issues;
- provide feedback to ICAO to continually improve and ensure an up-to-date global safety framework.

The AFI Plan will be closely linked to the activities of RASG-AFI.



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Perspectives and Challenges

Perspectives and Challenges



Continuation of the implementation of **the AFI Plan based on the 3 focus areas**

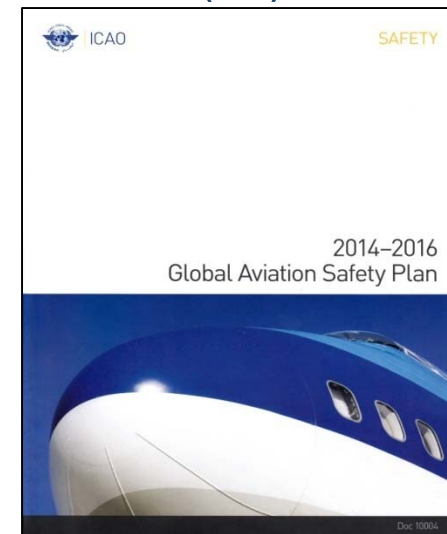
- Assist States concerned to resolve SSCs
- Support the ICAO Plans of Actions and AFI-CIS
- Assist in Capacity Building through **training**
- Promote and Strengthen RSOOs
- Foster the synergy with all the regional groups

Perspectives and Challenges



Assist States to reach the Abuja Safety Targets

- Progressively increase the Effective Implementation (EI) score of ICAO's USOAP results to **no less than 60%**.
 - 35% of all African States by the end of 2013;
 - 70% by the end of 2015;
 - and 100% by the end of 2017
- Global Safety objective of the GASP:
 - By 2017, all States should fully implement effective safety oversight



This must be our main focus

Support, Assistance and Cooperation



- Representatives of States
- Industry (Airlines, ANSPs, Airport Managers, ..etc)
- Donor States
- International Organisations
- Banks

Composition of the AFI Plan
Steering Committee



Political Commitment for Aviation Safety

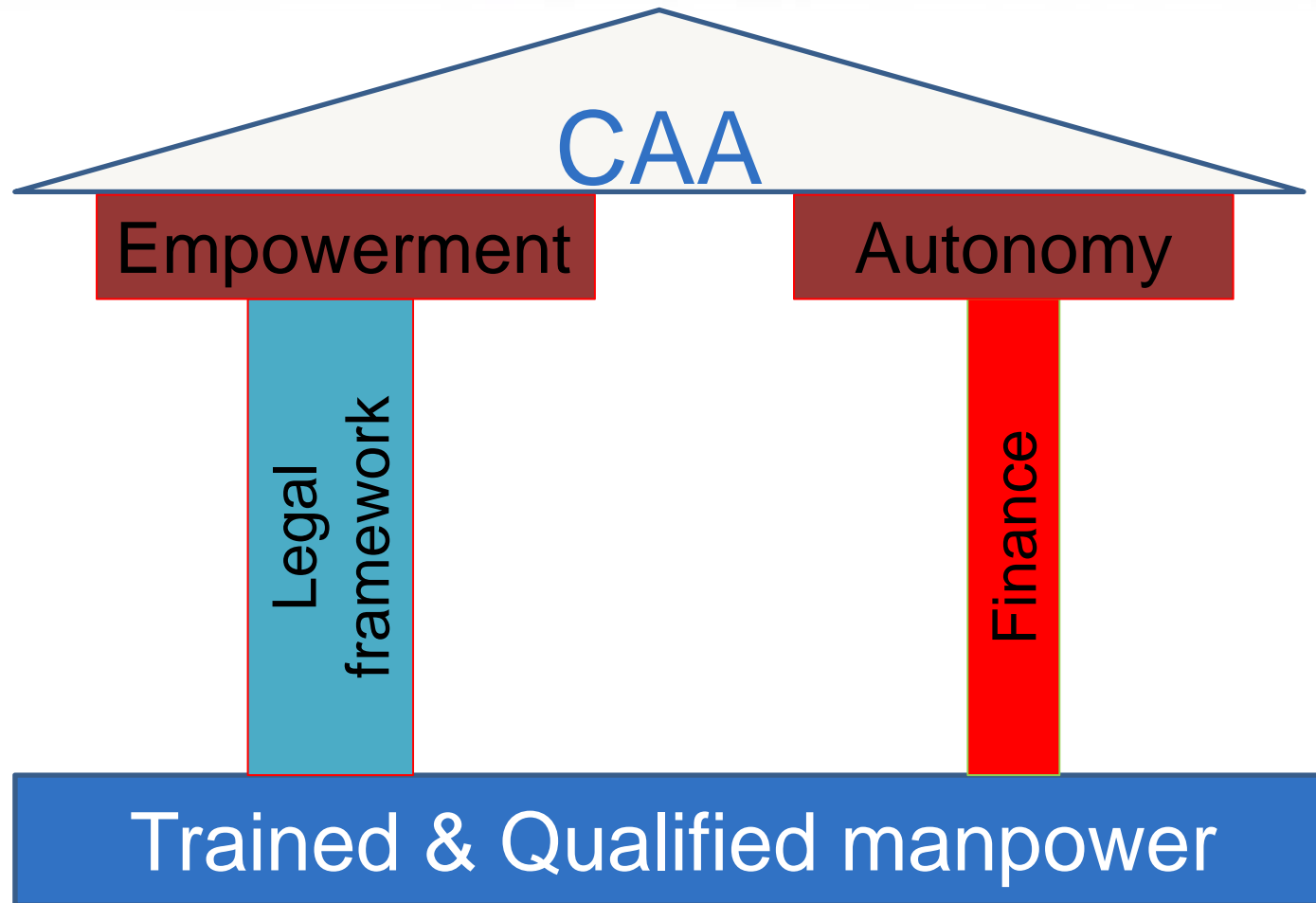


High level meetings that have been organized:

- Ministerial Meeting to endorse the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (Montreal, Canada 17 Sept 2007)
- Ministerial Conference on Aviation Safety in Africa (Abuja, Nigeria 16-20 July 2012)
- Ministerial Briefing on the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (Montreal, Canada 23 Sept 2013)

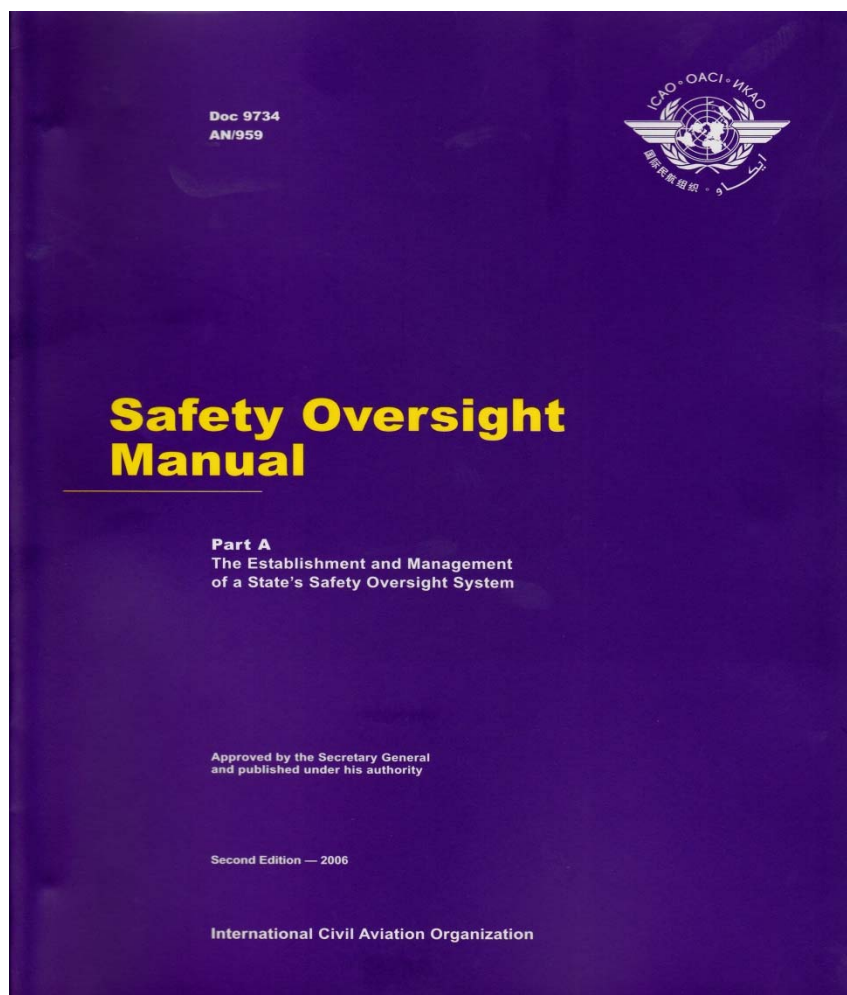


STATE CIVIL AVIATION SYSTEM AND SAFETY OVERSIGHT FUNCTIONS (CE-3)



DG's main & important responsibility

Safety Oversight Functions (CE-3)



AFI PLAN OVERVIEW

THANK YOU