



COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SAFETY IN AFRICA (AFI PLAN)

TENTH AFI PLAN STEERING COMMITTEE MEETING

Montréal, 25-26 October 2012

Agenda Item 3: Programme of activities under AFI Plan 2013

(Presented by the Secretary)

EXECUTIVE SUMMARY

This paper presents information related to the programme of activities under the AFI Plan for the year 2013.

Action: The Steering Committee is invited to:

- a) note the information contained in the paper; and
- b) approve the proposed Work Programme for the Year 2013

1. INTRODUCTION

1.1 This paper presents the programme of activities under the AFI Plan for the year 2013, on the basis of the continuation plan and activities carried out in 2011 and 2012.

2. SUMMARY OF PROGRESS 2012

2.1 During its ninth meeting, the Steering Committee reviewed the progress made in implementing the programme of activities to be conducted under the AFI Plan for the year 2012.

2.2 Progress has been made in the implementation of the AFI Plan Work Programme 2012 as approved by the Steering Committee during its ninth meeting.

2.3 The list of activities is attached (**Attachment A**).

2.4 As requested by the Steering Committee, the AFI Plan pursued its work with States in sub-regions to continue to assist them towards the establishment of Regional Safety Oversight Systems or

strengthening of existing ones. A detailed report on the activities related to Regional Safety Oversight Systems is given in **Discussion Paper 1**.

2.5 With regard to on-going activities related to the creation and operationalization of the Association of African Aviation Training Organizations (AATO), the Interim Council had its second meeting in Khartoum, Sudan, from 17 to 18 July 2012 where it reviewed and consolidated the work programme, in addition to the draft AATO Constitution and organizational structure. The meeting also developed a plan for the distribution of AATO documentation among all potential members. The third meeting of the AATO Interim Council is scheduled from 26 to 30 November 2012, and will review and consolidate all remaining tasks, including the Draft AATO Business Plan. All consolidated documents will be circulated to AATO members and States for further review and adoption by the Constitutive Assembly during its meeting planned for the first quarter of 2013.

2.6 With regard to training courses, aerodrome inspector's courses have been conducted (1 in English and 1 in French) as per the approved Work Programme 2012. Furthermore, the Government Safety Inspectors Courses (GSI) for AFI-CIS in English (1 Airworthiness and 1 Operations) and 1 Personnel licensing course are planned before the end of 2012. It should also be noted that a GSI Operations course was conducted in June 2012 in Johannesburg, South Africa.

2.7 Training on Safe Transportation of Dangerous Goods by Air was conducted in Banjul, The Gambia from 4 to 8 June 2012 and a workshop on Accident and Incident Investigation is scheduled to take place from 12 to 16 November 2012 in Nairobi, Kenya.

2.8 With regard to the sharing of information on projects, the information on projects arising from the gap analysis is available on AFI Plan and Safety Collaborative Assistance Network (SCAN) Webpages. The safety-related projects are posted on the same pages as they become available. With regard to encouraging donors to fund projects, a State letter was issued on 24 August 2012 requesting for Voluntary Contributions for the Safety Fund (SAFE).

2.9 An update of the level of the implementation of the ICAO Plans of Actions approved by the States and subsequent activities is tabled **Attachment A** to **Discussion Paper 2**.

2.10 At the instruction of the Steering Committee, a survey through questionnaires was conducted with States to determine the effectiveness of the training activities. The report on the outcome of the survey is at **Attachment B**. From the analysis of the survey, States would like the training programmes to continue annually.

3. **PROPOSED PROGRAMME 2013**

3.1 The above summary indicates that progress has been made in the implementation of the activities envisaged under the AFI Plan. However, there remains more to be done in each area in order to achieve the objectives and reach the milestones identified for the implementation of the AFI Plan. **Attachment C** to this paper contains a proposal of programme of activities for the year 2013.

3.2 In terms of assistance to States, it is suggested to continue the implementation of the ICAO Plans of Actions on the basis of the agreements with concerned States. The implementation of the plans would be through the Regional Office Safety Teams (ROST), in conjunction with the AFI-CIS, TCB, and other development and economic partners.

3.3 With regard to Regional Safety Oversight Systems (RSOS), it is suggested to continue working with each sub-region for the effective establishment of their respective RSOS or strengthening of existing one. All Safety Oversight Organization workshops in the AFI Plan work programme have been deferred to 2013.

3.4 Concerning enhancement of training capacities, the AATO requires continued support to strengthen its establishment as premier African Aviation Training Organization.

3.5 With regard to training requirements as reflected in the results of the survey there is a need to continue to conduct GSI courses in Operations, Airworthiness and Personnel Licensing. It is also suggested to conduct additional aerodrome inspector's course. SSP/SMS and ECCAIRS training courses would continue to be provided on a costs recovery basis.

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DISCUSSION PAPER 3 - Programme of Activities under AFI Plan (2012-2013)

ATTACHMENT A – Status of Implementation of the Work programme 2012

Activity	Objective	Programme 2012	Status of implementation as at 01 October 2012	Action Required from the meeting
Focus Area 1 – Enabling States to establish and maintain an effective and sustainable safety oversight system				
Development of State (Regional) Safety Programmes and the conduct of SSP training	<ul style="list-style-type: none"> Assist States to develop and implement State Safety Programmes. 	<ul style="list-style-type: none"> On request from States and on-cost recovery basis EXCEPT when requested as part of the Action Plans to assist States (ROST) and in support to RSOO in the development of their respective Regional Safety Plan. 	<ul style="list-style-type: none"> Support made available to States, upon request. Courses held in Botswana, Eritrea and Namibia. 	<ul style="list-style-type: none"> Note on-going activity.
BAG member States (Cape-Verde, Gambia, Ghana, Guinea, Liberia, Nigeria, Sierra-Leone)	<ul style="list-style-type: none"> Establish an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation Agency for the BAG States. 	<ul style="list-style-type: none"> Support to BAGASOO to continue in 2012 to ensure sustainability. Further support required to ensure the actual establishment of BAGAIA. Support the development of the Regional safety 	<ul style="list-style-type: none"> Selection process completed and the Commissioner appointed. 	<ul style="list-style-type: none"> Note on-going activity.

Activity	Objective	Programme 2012	Status of implementation as at 01 October 2012	Action Required from the meeting
		Plan.		
CEMAC member States and Sao Tome and Principe (Cameroon, Chad, Central African Republic, Congo, Equatorial Guinea, Gabon, Sao Tome & Principe)	<ul style="list-style-type: none"> Establish an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation Agency for the CEMAC States and Sao Tome and Principe. 	<ul style="list-style-type: none"> Follow-up the approval processes of the frameworks finalized in 2011 and the effective establishment of the Regional Safety Oversight Organization and Accident Investigation Agency. 	<ul style="list-style-type: none"> A response was received (letter dated 10 August 2012) from CEMAC Director of Planning, Infrastructure and Transport reporting, that during the 11th Conference for CEMAC Heads of States, held 25 July 2012 in Brazzaville, it was agreed, amongst others, to extend the invitation to those African States that are not yet members of CEMAC. It was envisaged that a side meeting will be held with the parties concerned during the High Level AVSEC 	<ul style="list-style-type: none"> Note the progress and response from CEMAC Note the information and provide guidance on the way forward.

Activity	Objective	Programme 2012	Status of implementation as at 01 October 2012	Action Required from the meeting
			Conference in Montreal 12-14 September 2012. CEMAC did not attend the Conference and side meeting was not held.	
East Africa Community (EAC) Partner States (Burundi, Kenya, Rwanda, Uganda, Tanzania)	<ul style="list-style-type: none"> • Strengthen the existing EAC Civil Aviation Safety and Security Oversight Agency (CASSOA). • Establish an EAC Regional Accident Investigation Agency (EAC-RAIA). • Develop personnel licensing questionnaire database. 	<ul style="list-style-type: none"> • Continue to review implementation of the organizational and financial framework of CASSOA. • Support to realize the effective establishment of EAC-RAIA. • Support CASSOA and EAC-RAIA in the implementation of the States Safety Programme in line with the implementation plan adopted in 2011. 	<ul style="list-style-type: none"> • At the request of CASSOA, a review of the organizational, legal and financial frameworks was conducted from 10 to 27 April 2012 by an ICAO expert and the report was presented to the Board on 20 September 2012. • No progress has been made. Discussions are still on-going within the EAC Partner States to decide if the EAC-RAIA is viable. • EAC Partner States have since installed ECCAIRS and are currently populating the system with data. A request has been received to assist the Working Group in establishing an 	<ul style="list-style-type: none"> • Note progress made and request for continuation of support to EAC SSP/SMS Working Group. • Note lack of progress in the establishment of the EAC-RAIA due to on-going discussions with in the EAC-RAIA on viability of the RAIA amongst the partner States. • The Steering Committee is requested for guidance on the way forward.

Activity	Objective	Programme 2012	Status of implementation as at 01 October 2012	Action Required from the meeting
			Acceptable level of safety (ALOS) within States and across the Region.	
SEVEN Partners States (Djibouti, Egypt, Eritrea, Ethiopia, Libya, Somalia and Sudan)	<ul style="list-style-type: none"> Establish an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation Agency for the Seven Partners States. 	<ul style="list-style-type: none"> During the 1st Quarter of 2012, assess the political situation of the States and provide options to the 9th Steering Committee meeting on the way forward. Based on the outcome of the assessment and directive of the steering committee, develop the frameworks for the establishment of RSOS for the Seven Partner States. 	<ul style="list-style-type: none"> States agreed to set up a High Level Review Task Force as per the Work plan approved by 20 April to spearhead the development of the frameworks of the two regional organizations. So far five States have nominated members to the HLRTF. Efforts are on-going to have the nominations from the remaining States. 	<ul style="list-style-type: none"> Note the delayed progress made by States in nominating representatives to the HLRTF. This will delay the achievement of timelines agreed upon in the approved Work Plan. The Regional Office is developing the frameworks for the establishment of the Regional Organizations (RSOO and RAIA).
SADC member States (Angola, Botswana, DRC, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, Zambia, Zimbabwe)	<ul style="list-style-type: none"> Establish an effective and sustainable Regional Safety Oversight Organization (RSOO) and Regional Accident Investigation Agency for SADC member States (SADC-RAIA). 	<ul style="list-style-type: none"> Support in the development of legal, organizational and financial framework for the establishment of the RSOO and the SADC-RAIA Support the development of the Regional safety Plan. 	<ul style="list-style-type: none"> Consolidated amendments to Volume 1 & 2 of the Draft SASO Manual. The Draft SASO Charter was not endorsed by the SADC Council of Ministers during their meeting convened in August 2012, in Maputo, Mozambique. This was 	<ul style="list-style-type: none"> Note progress made and delay in the endorsement of the SASO Charter by SADC Council of Ministers. The new turn in events will delay the timelines and establishment of the SASO.

Activity	Objective	Programme 2012	Status of implementation as at 01 October 2012	Action Required from the meeting
			<p>not anticipated. The SADC Secretariat has recommended that the Draft SASO Charter be submitted to Attorneys General of SADC States for further review. Timeline for completion of this process is unknown.</p>	

Activity	Objective	Programme 2012	Status of implementation as at 01 October 2012	Action Required from the meeting
<p>UEMOA member States and Mauritania (Benin, Burkina Faso, Côte d'Ivoire, Guinea Bissau, Mali, Mauritania, Niger, Senegal, Togo)</p>	<ul style="list-style-type: none"> Establish an effective and sustainable Regional Safety Oversight Organization (RSOO) and an independent Regional Accident Investigation Agency for UEMOA member States and Mauritania (UEMOA-RAIA). 	<ul style="list-style-type: none"> Follow-up the approval processes of the frameworks finalized in 2011 and the effective the establishment of the Regional Safety Oversight Organization and Accident Investigation Agency. 	<ul style="list-style-type: none"> In a letter originating from the Office of the President of UEMOA (27 August 2012) the Commission reported progress made in discussing and addressing issues of misunderstanding with Senegal on the adoption of the Act for the creation of the Agence Communautaire de Supervision de la Sécurité et de la Sûreté de l'Aviation Civile des Etats membres de l'UEMOA (ACSAC). TCB conducted an evaluation of the COSCAP-UEMOA and creation of the RSOO in July 2012 with the support of the WACAF office. It was recommended that the Commission convenes an extra-ordinary meeting of the COSCAP Steering Committee to be followed by a joint UEMOA/CEMAC/AAMAC meeting to address the issue of duplication and the need for complementarity. 	<ul style="list-style-type: none"> Note the information and provide guidance on the way forward.

Activity	Objective	Programme 2012	Status of implementation as at 01 October 2012	Action Required from the meeting
Focus Area 2 – Assist States to resolve identified deficiencies within a reasonable time				
Training strategies for aviation safety in Africa (SP AFI RAN Meeting Recommendation 5/8), includes harmonization and standardization of training courses and cooperation among African Aviation Training Institutes	<ul style="list-style-type: none"> Implementation of the framework adopted by the 3rd Pan-African Aviation Training Coordination Conference for the harmonization of aviation training in Africa. 	<ul style="list-style-type: none"> Constitutive Assembly of the African Aviation Training Association and African Aviation Training Accreditation Board. Follow-up with the newly created bodies the implementation of the Regional training policy and framework for the designation of centers of excellence. Seek long-term partnerships to accompany the efforts. Assist training centers to attain TRAINAIR PLUS requirements. Review aviation training needs and resources and avail information on projects needed to enhance existing capabilities to States and donors. 	<ul style="list-style-type: none"> Draft documents (Constitution, organizational chart, work programme) reviewed and consolidated during the 2nd Interim Council meeting. 	<ul style="list-style-type: none"> Note progress made on provision by AFI Plan secretariat support to the AATO-Interim Council towards the establishment and operationalization of AATO.
Government Safety Inspectors (GSI) training courses	<ul style="list-style-type: none"> Provide the Airworthiness and Operations GSI courses in English and French. Provide Personnel Licensing GSI courses. Provide Aerodrome Inspectors 	<ul style="list-style-type: none"> 1 GSI Operations Course (English) + 1 GSI Operations Course (English –AFI -CIS) 1 GSI Operations Course (French) + 1 GSI 	<ul style="list-style-type: none"> 1 GSI Operation course – English conducted in June 2012 and 1 more course scheduled in the fourth quarter (AFI-CIS request). 1 GSI Airworthiness course 	<p>Note progress made and that:</p> <ul style="list-style-type: none"> Approved GSI training courses in English and aerodrome inspectors conducted and planned. Request US Safe Skies for

Activity	Objective	Programme 2012	Status of implementation as at 01 October 2012	Action Required from the meeting
	<p>training courses.</p> <ul style="list-style-type: none"> • Develop material for training of Air Navigation Services inspectors. 	<p>Operations Course (French – AFI -CIS).</p> <ul style="list-style-type: none"> • 1 GSI Airworthiness Course (English) + 1 GSI Airworthiness Course (English – AFI -CIS). • 1 GSI Airworthiness Course (French) + 1 GSI Airworthiness Course (French – AFI -CIS). • 1 Aerodrome Inspectors Course (English). • 1 Aerodrome Inspectors Course (French). • 2 GSI PEL Courses (with the support of US Safe Skies for Africa and subject to availability of FAA academy as the technical implementation partner). • Development of course material for Air Navigation Services inspectors training course (in cooperation with ANB including the approval process of the developed material). 	<p>– English conducted in March 2012 and a second course conducted in October 2012 (AFI-CIS request)</p> <ul style="list-style-type: none"> • 1 Aerodrome Inspectors Course (English) conducted in September 2012. • 1 Aerodrome Inspectors Course (French) conducted in June 2012. • 1 GSI PEL Course scheduled for the fourth quarter 2012 with the support of US Safe Skies for Africa. 	<p>additional courses to be held in the AFI Region that are currently being provided in the FAA Academy.</p>
<p>ECCAIRS</p>	<ul style="list-style-type: none"> • Assist States to install and use ECCAIRS for the purpose of collecting, analyzing and exchanging safety data. 	<ul style="list-style-type: none"> • On request from States and on-cost recovery basis EXCEPT when requested as part of the Action Plans to assist States (ROST) and in 	<ul style="list-style-type: none"> • Support made available to States. 	<ul style="list-style-type: none"> • Note on-going activity.

Activity	Objective	Programme 2012	Status of implementation as at 01 October 2012	Action Required from the meeting
		support to RSOO in the development of their respective Regional Safety Plan.		
Seminars/Workshops	<ul style="list-style-type: none"> • Provide States with knowledge of Standards and Recommended Practices in specific areas. 	<ul style="list-style-type: none"> • 1 Bilingual State Safety Oversight Organization courses. • Accident Investigation training for Regional Accident Investigation Agencies (with the support of US Safe Skies for Africa and NTSB). • 1 Dangerous Goods Training. 	<ul style="list-style-type: none"> • The State Safety Oversight Organization course is deferred to 2013 due to activities in the work programme. • Accident Investigation training courses scheduled in November 2012 with the support of US SSFA and NTSB. • Dangerous Goods training course conducted in June 2012. 	<ul style="list-style-type: none"> • Note progress made.
Provide direct support to African States in their effort to resolve identified deficiencies	<ul style="list-style-type: none"> • Develop ICAO tailor made plans for all African States under ARRB, obtain State's approval of the proposed plans and implement them to assist States in their implementation of Corrective Action Plans and building capabilities in safety oversight. 	<ul style="list-style-type: none"> • Complete Assistance/Evaluation missions in the remaining States on the ARRB list. • Develop and present to States for approval of the ICAO tailor made action plans. • Implement through ROST the activities under the short term period of the action plan. • Coordinate the interventions under AFI- 	<ul style="list-style-type: none"> • Assistance/Evaluation missions completed • Plans of Actions presented to 12 States in ESAF, accepted by 12 States and implementation of the actions identified under the plans initiated. • Plans of Actions presented to 9 States in WACAF, accepted by 8 States and implementation of the 	<ul style="list-style-type: none"> • Note the progress made .

Activity	Objective	Programme 2012	Status of implementation as at 01 October 2012	Action Required from the meeting
		CIS and other partners. <ul style="list-style-type: none"> • Coordinate with the States the building of safety oversight capacities in line with the near term period of the ICAO tailor-made action plan. 	actions identified under the plans initiated. <ul style="list-style-type: none"> • Liaison continued with AFCAC to support the implementation of AFI-CIS. 	
Focus Area 3 – Enhance aviation safety culture of African service providers				
<ul style="list-style-type: none"> • Conduct Safety Management Systems courses (service providers as well as instructors) • Support the development of service providers SMS 	<ul style="list-style-type: none"> • Enable aviation service providers to develop and implement their respective safety management systems (SMS). 	<ul style="list-style-type: none"> • On request from States and on-cost recovery basis, participate to regional safety initiatives as may be required. 	<ul style="list-style-type: none"> • Support made available to States and courses conducted in Botswana, Eritrea and Namibia. 	<ul style="list-style-type: none"> • Note on-going activity.
Programme Management				
Sharing of information on projects	<ul style="list-style-type: none"> • Avail to States and donors projects. 	<ul style="list-style-type: none"> • Initiate cooperation with SCAN • Publish all projects arisen from the gap analysis and the tailor-made action plans on AFI Plan webpage with a link to SCAN. 	<ul style="list-style-type: none"> • State Letter with the link to the project documents posted on SCAN for funding with a link between SCAN and the AFI-Plan website. SCAN members were informed by email where to find the projects to be funded. 	<ul style="list-style-type: none"> • Note Action taken and completion of task.
Surveys	<ul style="list-style-type: none"> • Assess effectiveness of activities carried under the AFI Plan. 	<ul style="list-style-type: none"> • Conduct in the second quarter a survey on the 	<ul style="list-style-type: none"> • Survey Questionnaires on the impact of training 	<ul style="list-style-type: none"> • Note Survey Report and request for the continuation

Activity	Objective	Programme 2012	Status of implementation as at 01 October 2012	Action Required from the meeting
	<ul style="list-style-type: none">Collect information from States, services, providers, training institutions and regional organizations on their evaluation of the implementation of the AFI Plan and suggestions on the way forward towards achieving the goals of the AFI Plan.	<p>impact of training activities.</p> <ul style="list-style-type: none">Prepare in the fourth quarter the questionnaire of the comprehensive survey.	<p>activities sent out and report submitted to HQ.</p>	<p>of training activities in AFI.</p>

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Survey on the activities of the ICAO Comprehensive Regional Implementation Plan for Aviation
Safety in Africa (AFI Plan) related to Training Courses/Workshops

Summary Report

August 2012

EXECUTIVE SUMMARY

The Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) was adopted in September 2007 by the ICAO Assembly (Assembly Resolution A36-1). To give effect to the AFI Plan, ICAO created a special programme referred to as AFI Comprehensive Implementation Programme (ACIP) with three focus areas: Enable States to establish and maintain an effective and sustainable safety oversight system; Assist States to resolve identified deficiencies within a reasonable time; and: Enhance aviation safety culture of African aviation service providers.

Subsequently the 37th Assembly of ICAO reviewed the activities of ACIP and decided to integrate ACIP activities into the ICAO Africa Regional Offices. As a result, the activities related to the implementation of the AFI Plan have been integrated into the regular work programme of the ICAO Africa Regional Offices as of January 2011.

Under the three focus areas which are in line with the overall objectives of the plan and closely linked to the ICAO's Strategic objectives, training courses and workshops were delivered in Africa with the aim of increasing the number of qualified personnel at the industry and oversight level, in addition to improving the quality of inspectors and other civil aviation staff through training. A total of thirty two training courses and workshops were delivered between January 2008 and April 2012 includes:

- Government Safety Inspectors – Aircraft Operations (GSI OPS)
- Government Safety Inspectors – Airworthiness (GSI AIR)
- Aerodromes Inspectors Course
- State Safety Program and Safety Management System (SSP/SMS)
- European Co-ordination Centre for Accident and Incident Reporting Systems(ECCAIRS)

In order to assess the effectiveness of the implementation of the plan relating to training courses and workshops, a survey was conducted between April and July 2012. The Survey, through a series of questionnaires, was sent out to States and Regional Organizations requesting them to respond to questions that would enable the Regional Offices to analyze and evaluate the implementation of the plan. A total of twenty nine responses were sufficiently completed and were included in the analysis.

This report summarized the outcomes of the survey on training courses conducted with States, aviation service providers and Regional Organizations from the AFI region and their assessment of the training activities under AFI Plan. It highlights the level of attendance per State or Regional Organization that responded including insight to information on new concepts learnt or consolidation of already known concepts by the participants. The report also includes feedback and recommendation in regards to the course material, duration of the courses and evaluation of the instructors.

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I. INTRODUCTION

I.1 PURPOSE

This document is the summary of the survey conducted between April and July 2012 on the training activities related to the implementation of the ICAO Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan).

The survey was done to assess the training activities conducted since the inception of the AFI Plan and to assist ICAO to further improve the training activities and achieve the objectives of the AFI Plan.

I.2 BACKGROUND AND SCOPE

The Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) was adopted in September 2007 by the ICAO Assembly (Assembly Resolution A36-1). To give effect to the AFI Plan, ICAO created a special programme referred to as AFI Comprehensive Implementation Programme (ACIP).

The 37th Assembly of ICAO which was held in September 2010 reviewed the activities of ACIP and decided to integrate ACIP activities into the ICAO Africa Regional Offices. As a result, the activities related to the implementation of the AFI Plan have been integrated into the regular work programme of the ICAO Africa Regional Offices as of January 2011.

AFI Plan has been implemented through three focus areas:

- **Focus area 1:** *Enable States to establish and maintain an effective and sustainable safety oversight system;*
- **Focus area 2:** *Assist States to resolve identified deficiencies within a reasonable time; and*
- **Focus area 3:** *Enhance aviation safety culture of African aviation service providers.*

To achieve the objectives of AFI Plan under the three focus areas, training courses have been provided to States, Regional Organizations and Aviation Service Providers. A total of thirty two training courses were conducted under the AFI Plan prior to the launch of the survey. The detailed list of training courses including the venues, number of participants and States represented is given in Appendix A.

II. DATA COLLECTION

II.1 QUESTIONNAIRES

The questionnaires were designed in English and French to cover each of the following training courses:

- Government Safety Inspectors – Aircraft Operations (GSI-OPS)

- Government Safety Inspectors – Airworthiness (GSI-AIR)
- Aerodromes Inspectors Course
- State Safety Program and Safety Management System (SSP/SMS)
- European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS)

Copies of the questionnaires are attached as appendix B.

The questionnaires were divided in four parts as follows:

Part 1: general information on the respondent

Part 2: evaluation of training courses offered in each area

Part 3: assessment of the implementation of the safety oversight obligations/best practices applicable to the course (such as Air Operator Certificate for the GSI OPS course)

Part 4: any additional comments

II.2 ENSURING SURVEY PARTICIPATION

The questionnaires were sent out to all States and Regional Organizations of the AFI Region through e-mail with a cover letter from Eastern and Southern Africa Regional Director Ref. AFI Plan/Survey/0282 on 10 April 2012 with an initial deadline to respond by 29 May 2012.

During the survey period, ESAF Regional Officers sensitized States on the importance of the survey, provided copies of the questionnaires to States while on States Missions and also shared the same with CAA representatives who attended various meetings in the ESAF Regional Office.

In addition to the above a reminder letter Ref. AFI Plan/Survey/0541 dated 26 June 2012 was sent to those States that had not responded requesting them to fill in and submit the duly filled questionnaires.

Further to the above actions, follow up action through e-mail and phone calls was undertaken to all States and stakeholders who had not responded to maximize the response.

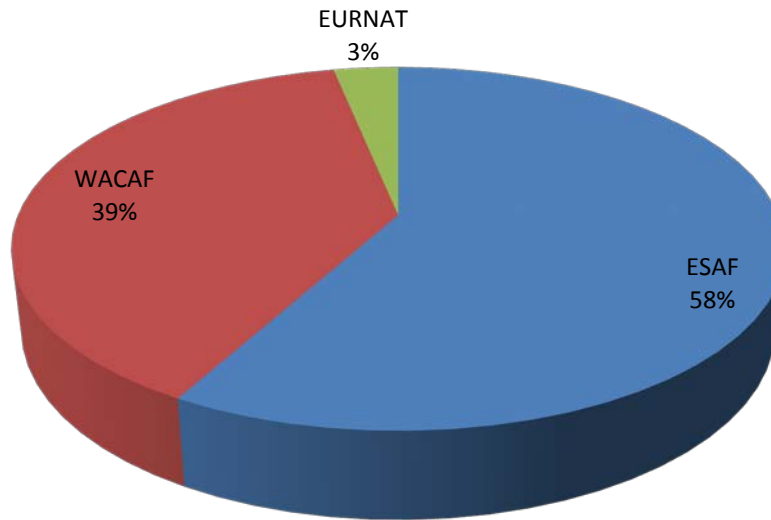
II.3 SURVEY RESPONSE

This section contains a presentation of the survey responses. It is intended to highlight the distribution of responses, both geographically and by stakeholder category.

A total of twenty nine responses were sufficiently complete and were included in the analysis. The list of respondents is given in Appendix C distributed as follows:

- Seventeen Civil aviation authorities from the Eastern and Southern Africa region;
- One Civil aviation authority from the European and North Atlantic Region;
- Ten Civil aviation authorities from the Western and Central Africa Region, and
- One Regional Organization.

Geographical Distribution of Respondents

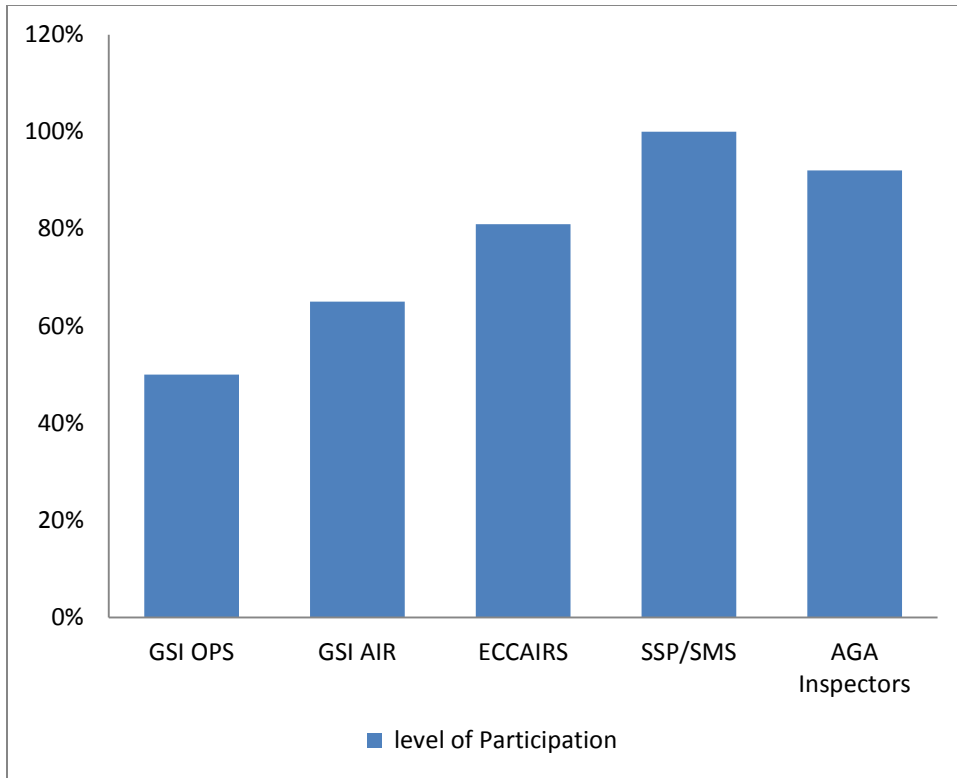


III DATA ANALYSIS

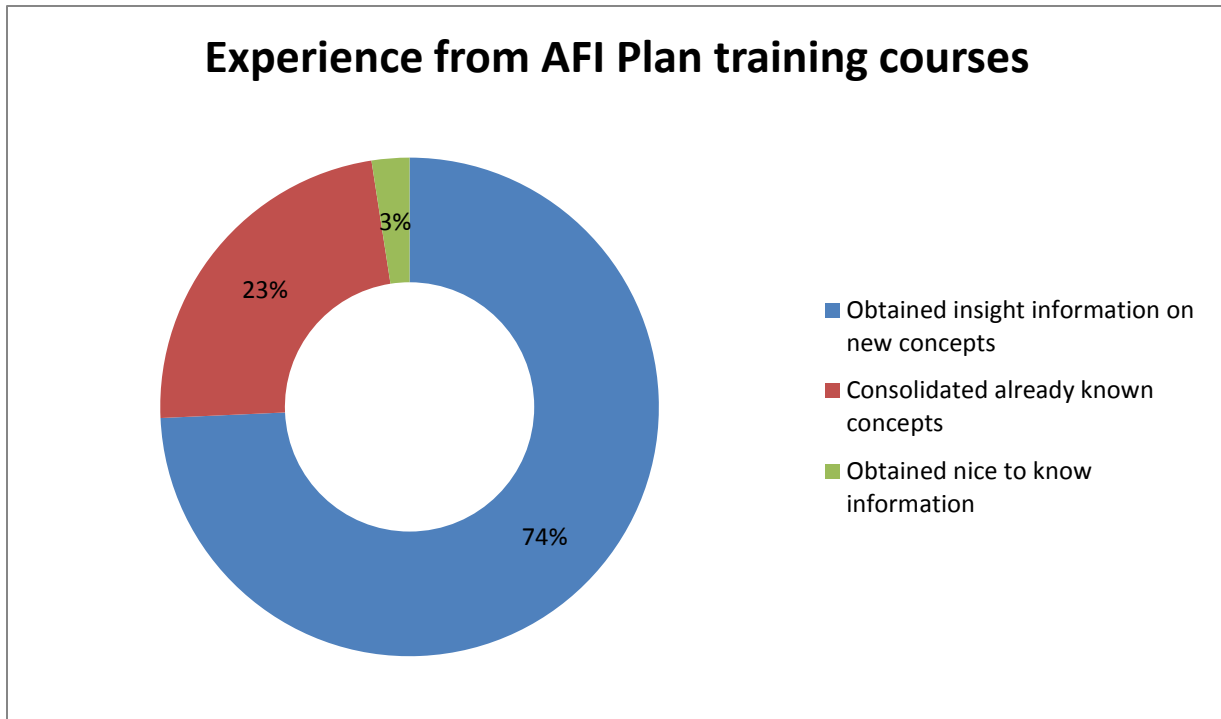
III.1 GENERAL

A total of thirty two training courses were held between January 2008 and April 2012 in Government Safety Inspectors – Aircraft Operations (GSI OPS), Government Safety Inspectors – Airworthiness (GSI AIR), Aerodromes Inspectors Course, State Safety Programme and Safety Management System (SSP/SMS), and European Co-ordination Centre for Accident and Incident Reporting Systems(ECCAIRS).

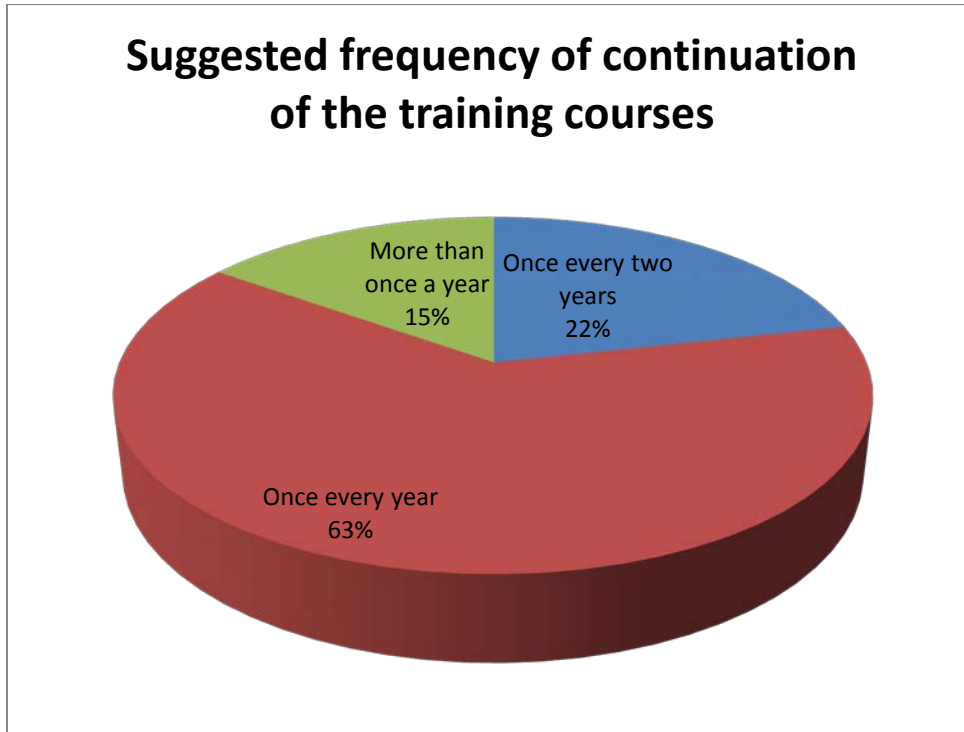
With regard to the overall participation, all the respondents indicated that their State/Organization were represented in at least one of the training courses organized under AFI Plan with the SSP/SMS training courses having the highest level of participation (100%) and the GSI OPS training courses the lowest level of participation (50%). This can be explained by the fact that the SSP/SMS training courses were organized through a three years period 2008-2010 (for the year 2010 for small groups of States) and had no minimum qualifications requirements while the two GSI-OPS courses which were held had stringent minimum qualifications required for participants to be accepted into the course.



For those who participated, the experience was generally positive, having obtained insight information on new concepts (74%), consolidated already known concepts (23%), or obtained relevant information (3%). It should be noted that no respondent indicated that they did not learn anything new or there were no added value although the option was offered in each questionnaire.



All the respondents recommended that the training courses be continued as part of the implementation of the AFI plan, more than once every year (15%), once every year (63%), or once every two years (22%).



Sections III.2 to III.6 provide detailed analysis for each type of course.

III.2 GOVERNMENT SAFETY INSPECTORS – AIRCRAFT OPERATIONS (GSI OPS)

The thirteen day GSI Operations course is designed for operations inspectors and covers the basic concepts and steps involved in certifying an air transport operator. Inspectors are taught the five-phase certification process based upon ICAO Standards and Recommended Practices (SARPs) related to an aircraft operations, Model Civil Aviation Regulations (MCARs), and ICAO reference material such as Doc 8335.

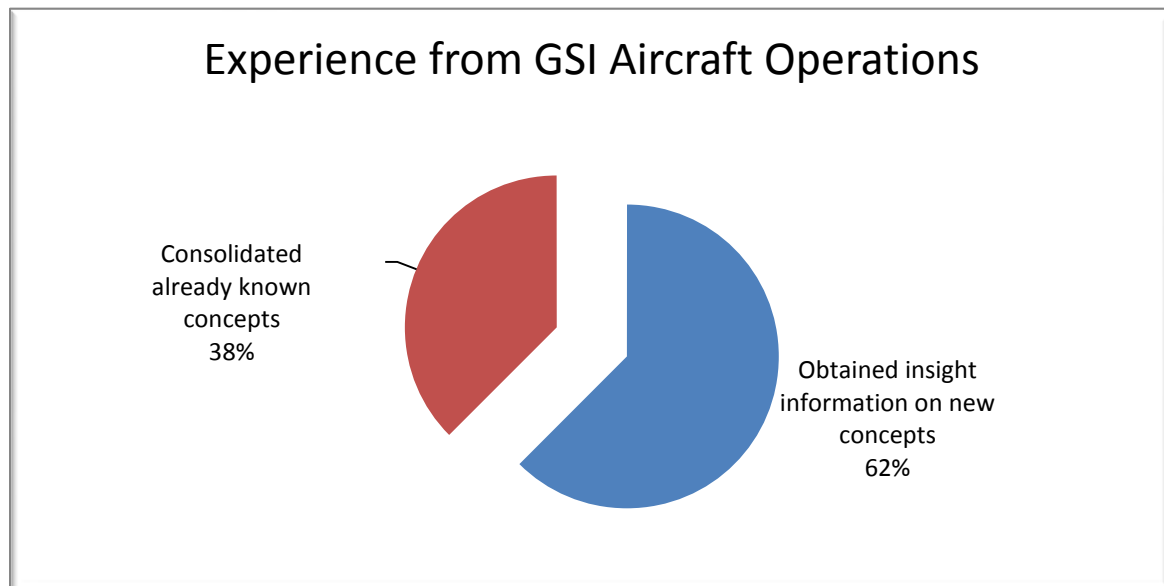
During the course, participants follow an “operator” seeking certification throughout each of the five phases of the certification process. In addition, exercises are conducted in which participants must evaluate excerpts from the “operator’s” manuals and observations of the operator’s demonstrations to ensure compliance.

The GSI Operations courses material was provided to AFI Plan by the United States Federal Aviation Administration (FAA). An initial number of three instructors were trained in April 2010, with the support of the US Safe Skies for Africa Programme.

A total of two GSI-OPS courses were conducted in 2010 and 2011.

From the twenty responses received on the GSI OPS questionnaires, 50% were able to attend. For those who were not able to attend the GSI OPS courses, the reasons for not attending were either language barrier or not having inspectors who met the course entrance requirements, or in very few instances the States did not know about the courses.

An overwhelming majority of respondents did agree with the continuation of the delivery of the course. It was noted that the course was found relevant in the implementation of the Air Operator Certificate Process in their respective States, with 62% obtaining insight information on new concepts and 38% consolidated already known concepts. It was noted that the respondents requested that the frequency of the courses should be increased to be at least once every year.



In regards to the content of the course material, the level of information was highly rated at 83%, with adequate time provided for presentations and discussions for the participants to share experiences and knowledge. For the respondents who attended the course, 50% found the duration of the course adequate. It was recommended that by extending the course to three weeks it would enable more topics to be covered and inclusion of practical sessions. The topics were found relevant and the training material meeting the expectations of the participants.

It was recommended by the respondents that additional subject areas, such as Minimum Equipment List (MEL) evaluations and issuance of special approvals, should be included in the course, with practical sessions, to encompass all the activities undertaken by an inspector for example a module on surveillance and enforcement. The respondents were of the opinion that the pre-requisite requirements to attend the course were too high and should be reviewed and in some cases a bridging course should be considered. Respondents also recommended that to foster a more practical environment, operator(s) should be allowed to attend the course.

The respondents indicated that the instructors did meet the expectations of the participants (50%) and adequately used the course material and facilities (67%). They were able to adhere to the timetable set forth (50%) and facilitated group dialogue, participation of individuals and team work. The instructors did

motivate participants adequately, providing an environment for participants to comprehend various topics during the course sufficiently.

All respondents commended the positive impact of the course to the implementation of the Air Operators Certification process.

Some of the challenges usually experienced during the implementation of five-phase certification include:-

- Resistance from Operators
- Lack of Manpower in the CAA's
- Economic implications to the operator in the certification process
- Lack of Inspector procedures and guidelines
- Obsolete Legislation and Regulations

III.3 GOVERNMENT SAFETY INSPECTORS – AIRWORTHINESS (GSI-AIR)

The GSI Airworthiness (GSI-AIR) fourteen day course is designed for airworthiness inspectors and covers the basic concepts and steps involved in certifying an Approved Maintenance Organization (AMO) and an Air Transport Operator. Inspectors are taken through the five-phase certification process based on ICAO Standards and Recommended Practices (SARPs) related to aircraft airworthiness, Model Civil Aviation Regulations (MCARs), and ICAO reference material such as Doc 8335.

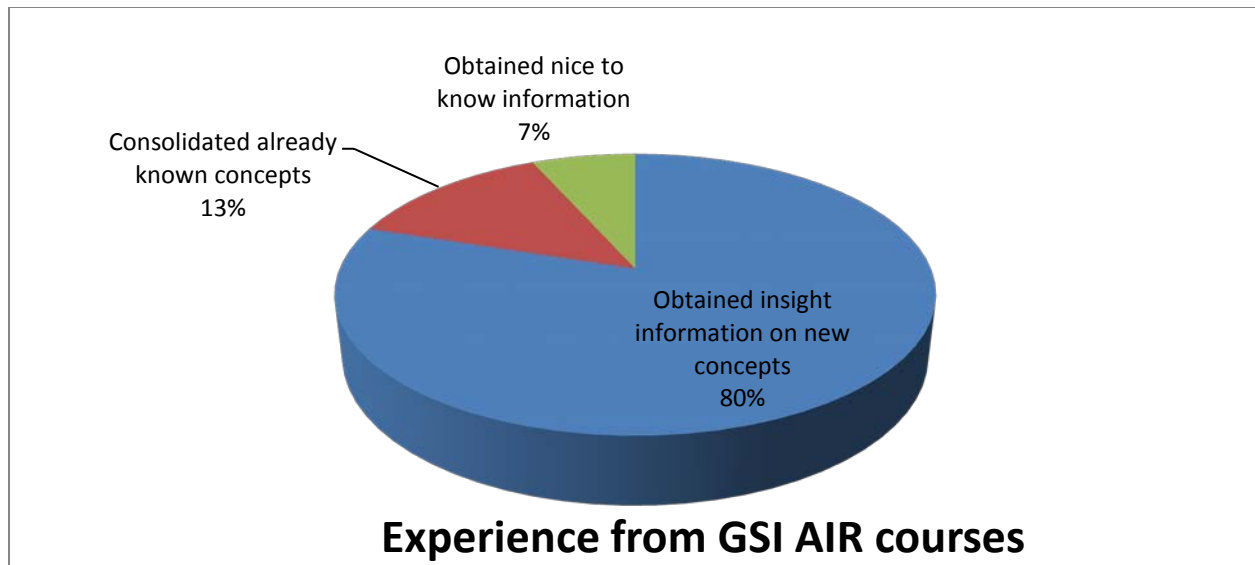
The first part of the course is based on an Approved Maintenance Organization (AMO) certification process while the second part covers an Air Transport Operator Certificate (AOC) certification process. During the course, inspectors study a 'mock' maintenance organization and then an operator seeking certification throughout each phase of the five phase certification process. In addition, exercises provide opportunities to participants to evaluate excerpts from the maintenance organizations and operator's manuals.

The GSI Airworthiness courses material was provided to AFI Plan by the United States Federal Aviation Administration (FAA). An initial number of two instructors were trained in April 2010, with the support of the US Safe Skies for Africa Programme.

A total of five GSI AIR courses were conducted in 2010 and 2011.

From the twenty responses received on the GSI AIR Questionnaire, 65% were able to attend at least one of the courses. For those who were not able to attend the GSI AIR courses, the reasons for not attending were either language barrier or the States did not know about the courses.

It is noted that the majority of the respondents (95%) did agree that the course be continued to be offered. It was also noted that 71% found the course to be relevant in the implementation of the Airworthiness Certification Process in their respective States. Also, 80% of the responding participants obtained insight information on new concepts, while 13% consolidated already known concepts and 7% obtained nice to know information.



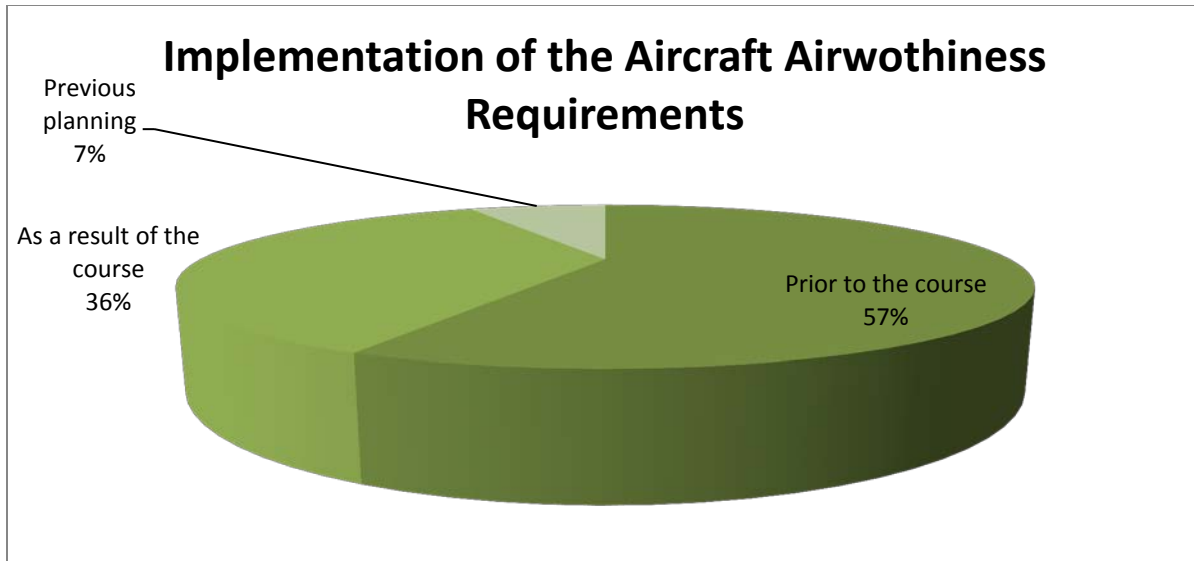
In regards to the content of the course material, the relevance of topics to the certification process was highly rated at 90%, with training material following at 70%. It was noted that application in actual case studies, level of information presented and time allocated for discussion and presentations were satisfactory. It was also noted that the participants would prefer course material printed in colour.

Respondents recommended that the current number of instructors be increased to enable more scheduled courses. The performance of the current instructors was rated to be above average in all the three areas measured in terms of their abilities to:

- Facilitate Comprehension of the different topics;
- Facilitate group discussions, participation and teamwork; and
- Motivate participants in the course topics

Most of the respondents (71%) indicated that the course will have considerable positive impact on the implementation of the Airworthiness Certification process.

In terms of implementation of the aircraft airworthiness requirements, 36% of the respondents indicated that they implemented them as a result of the course, while 57% had implemented them prior to the course and 7% as part of an earlier planning.



However, the comments on the implementation of the airworthiness requirements should be read in conjunction with the above responses related to the experience from the courses. Indeed, those who had already implemented the airworthiness requirements prior to the course have either obtained insight in new concepts or consolidated already new concepts. Ultimately, the course is also helpful for those who have already implemented the airworthiness requirements and would help consolidate their system and further improve their level of compliance with the SARPS applicable to airworthiness.

Additional feedback received from the respondents requested that the course content should include other relevant topics in Airworthiness such as aircraft registration, weight and balance. It was noted that a refresher course should be developed to ensure existing inspectors are kept abreast of new developments.

III.4 AERODROMES INSPECTORS COURSE

The aerodrome inspector's course aims at providing aerodrome inspectors from Civil Aviation Authorities (CAA) a thorough understanding of international requirements and guidance on aerodrome design and operations, and aerodrome certification in accordance to the provisions of ICAO Annex 14, Volume I and associated documents.

The course is based on the requirements related to aerodrome facilities and equipment, safety management system and operations certification.

The aerodrome inspector's course material was developed by the ICAO ESAF Regional Office in coordination with the AGA Section at Headquarters and approved by the Aviation Safety Training (AST) section. It is available in English and French.

A total of five courses were organized and held in 2010 and 2011, three in English and two in French.

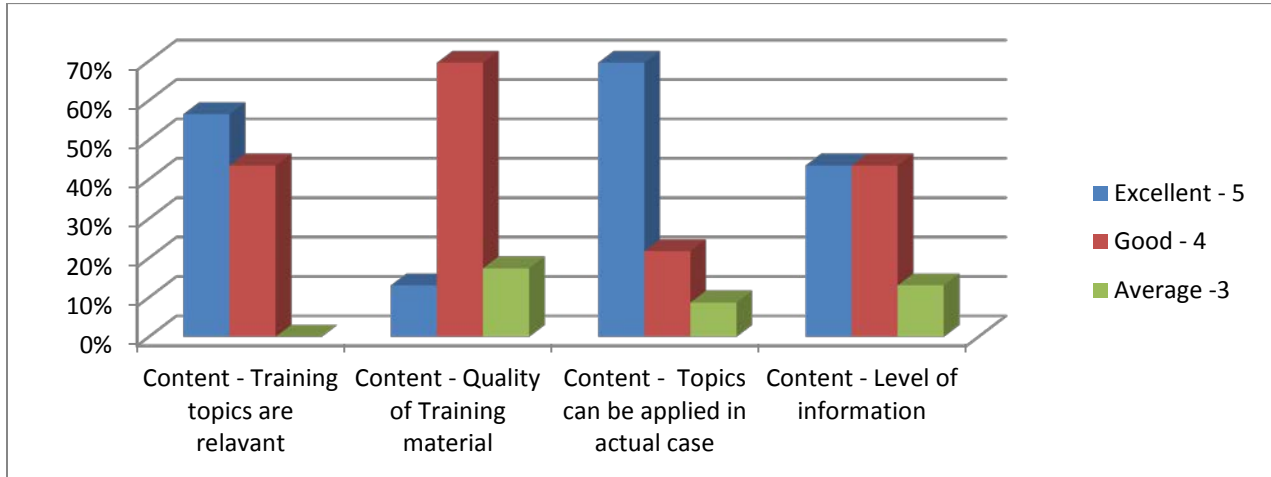
From the twenty-four responses received on the Aerodromes Inspectors course, 92% were able to attend at least one of the courses.

For those States/organizations who did not participate in the training course, indicated that they were not aware or did not have information on the conduct of the course.

All the respondents recommended that the courses be continued as part of the implementation of the AFI plan, more than once every year (29%), once every year (38%), or once every two years (33%).

For those who participated the experience was highly positive, having obtained insight information on new concepts (65%), or consolidated already known concepts (35%). Most respondents (90%) also commended the course as having a significant impact in the implementation of the aerodrome certification requirements and they all rated to be significant.

In terms of the course content material, the relevance of topics was highly rated as providing a good (43%) to excellent (43%) level of information that can be applied in actual cases.



In terms of implementation of the aerodrome certification requirements, 65% have already implemented it, including 38% as a result of the course. For those who have already implemented the aerodrome certification requirements prior to the course, the course provided further guidance on how to improve aerodrome certification processes, renewal of certificates, and surveillance. However, for those who have not yet certified aerodromes, the reasons given are related to lack of a structured certification process, limited resources, or access to model regulations/procedures.

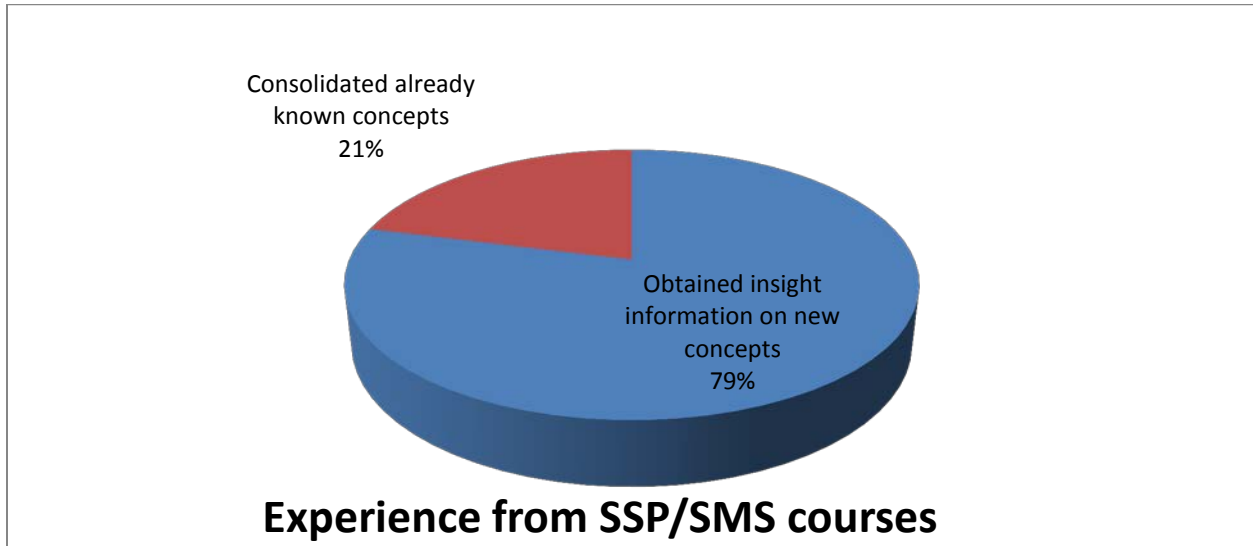
III.5 STATE SAFETY PROGRAM AND SAFETY MANAGEMENT SYSTEM (SSP/SMS)

The SMS/SSP course material was developed by a consultant hired by the AFI Plan who worked with the relevant sections at Headquarters. It is available in English, French and Spanish.

The two week course details the requirements for a State Safety Program, a Safety Management System and a Gap analysis for both an SSP and an SMS. The objectives of the course include:-

- a) knowledge of safety management concepts, the ICAO Standards and Recommended Practices (SARPs) on safety management contained in Annexes 1, 6, 8, 11, 13 and 14, and related guidance material;
- b) guidance on how to develop and implement an SSP in compliance with the relevant ICAO SARPs
- c) guidance on how to accept and oversee the implementation of the key components of an SMS in compliance with the relevant ICAO SARPs; and

The SSP/SMS training courses attracted the highest level of participation with all participants indicating that their State/organization was represented at the courses and all requested for the continuation of the course. For those who participated the experience was generally positive, having obtained insight information on new concepts (79%), or consolidated already known concepts (21%). This is largely explained by the fact that most of the concepts introduced in the course (SSP) are new and emerging in addition to being the first time the courses are being conducted for States in Africa.



In reference to the content, the topics were found relevant (56%) and applicable in the work environment. The level of information presented was adequate (44%) however more time (33%) is needed to be provided for presentations and discussions. The respondents suggest that the course duration be increased to fifteen days in view of new concepts and methodology presented to the participants.

As for the instructors, had mastery of the various topics (44%) and facilitated group discussion (50%) and participation (50%) within the allocated time as per the published schedule.

Most respondents recommended that the course be held annually (69%), while the others recommended the course be held bi-annually, as the course has a significant (83%) impact on SSP/SMS implementation in the States and services providers.

In order to keep abreast with evolving safety concepts and emerging trends, it was recommended that a SMS/SSP refresher course be introduced in addition to SMS for specialised areas for example Approved Training Organisations, Air Navigation Services and Aerodromes..

III.6 EUROPEAN CO-ORDINATION CENTRE FOR ACCIDENT AND INCIDENT REPORTING SYSTEMS (ECCAIRS)

The course is presented in two parts:-

Technical Training course

The three day technical module is aimed at those who will install and administer from a technical point of view the ECCAIRS system. This module covers the installation, set-up and management of the ECCAIRS system. The scope of the module enables system administrators and/or IT personnel to get acquainted

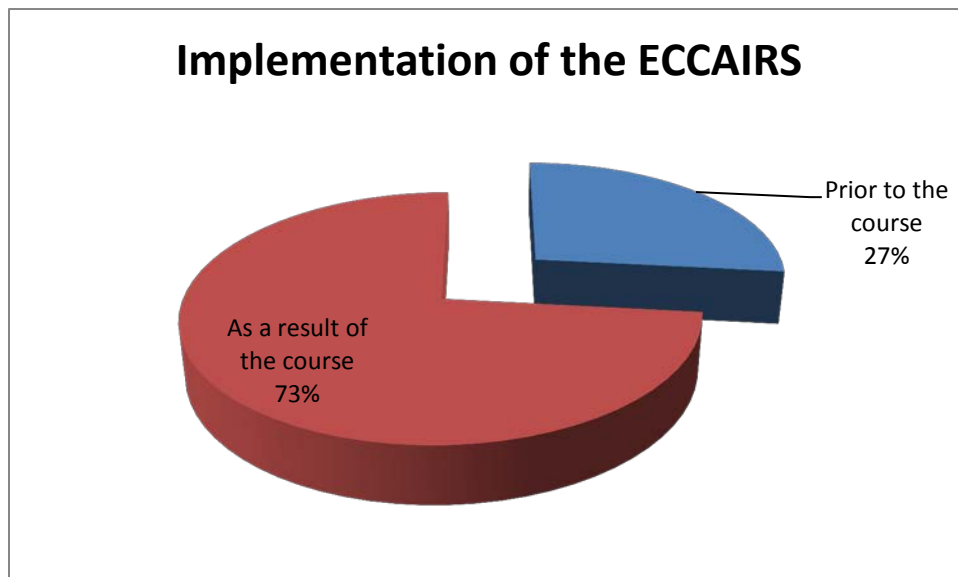
with the system, perform the setup and configuration of their ECCAIRS installation, as well as to supply basic user support.

End-users training course

The five day end-user module is aimed at those who will input the safety data into the ECCAIRS system and/or interrogate the system for safety analysis purposes. It provides an overview of the ADREP taxonomy, as well as hands on experience of ECCAIRS as a tool used to code/enter and extract/analyse safety data.

85% of the respondents have participated in an ECCAIRS course with all (100%) requesting for the continuation of ECCAIRS Training Courses. On average 53% of those who responded indicated that the course was adequate in regards to the duration of ECCAIRS Training Courses.

In terms of the experience of the participants, 83% obtained insight information on new concepts during the training while 11% consolidated knowledge on already known concepts and 6% obtained nice to know information. In regards to the implementation of the system, a high percentage (82%) have installed the software, either prior to the training (27%) or as a result of the training (73%).



In reference to the content of the course, respondents rated as follows in the 4 areas:

- Training topics are relevant (72%)
- Training material (quality, illustrations and presentation) (67%)
- Topics can be applied in actual case (implementation) (74%)
- Level of information (scope and depth) (65%)

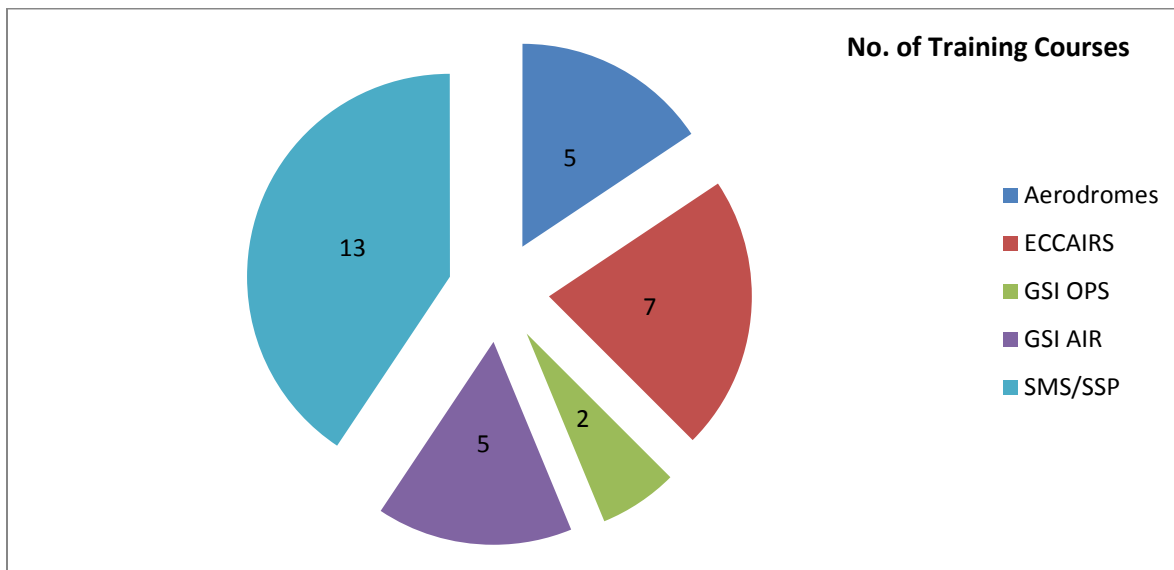
Finally, majority (80%) of the respondents did indicate that they would like the course held annually and listed IT challenges during the installation phase with lack of trouble shooting support available after the course. In regards to the proposed duration of the course, all respondents (100%) indicated they propose the course to be held over two weeks. In regards to the impact of the courses the respondents appraised it

favourably (75%) with majority indicating (73%) that they were able to implement ECCAIRS as a tool as a result of participating in the course.

From the above analysis, it can be inferred that the ECCAIRS training courses are needed to keep the knowledge of participants current on the software and data analysis as well as to cater for new staff members, either IT specialists with no aviation background or safety officers who need to know more about the software and its data analysis capabilities.

IV SUMMARY OF FINDINGS AND CONCLUSIONS

This report summarized the outcomes of the survey on training courses conducted with States, aviation services provided and Regional Organizations from the AFI region and their assessment on quality, content and frequency of the training activities under AFI Plan. The number of courses conducted was thirty two as illustrated in the diagram below:



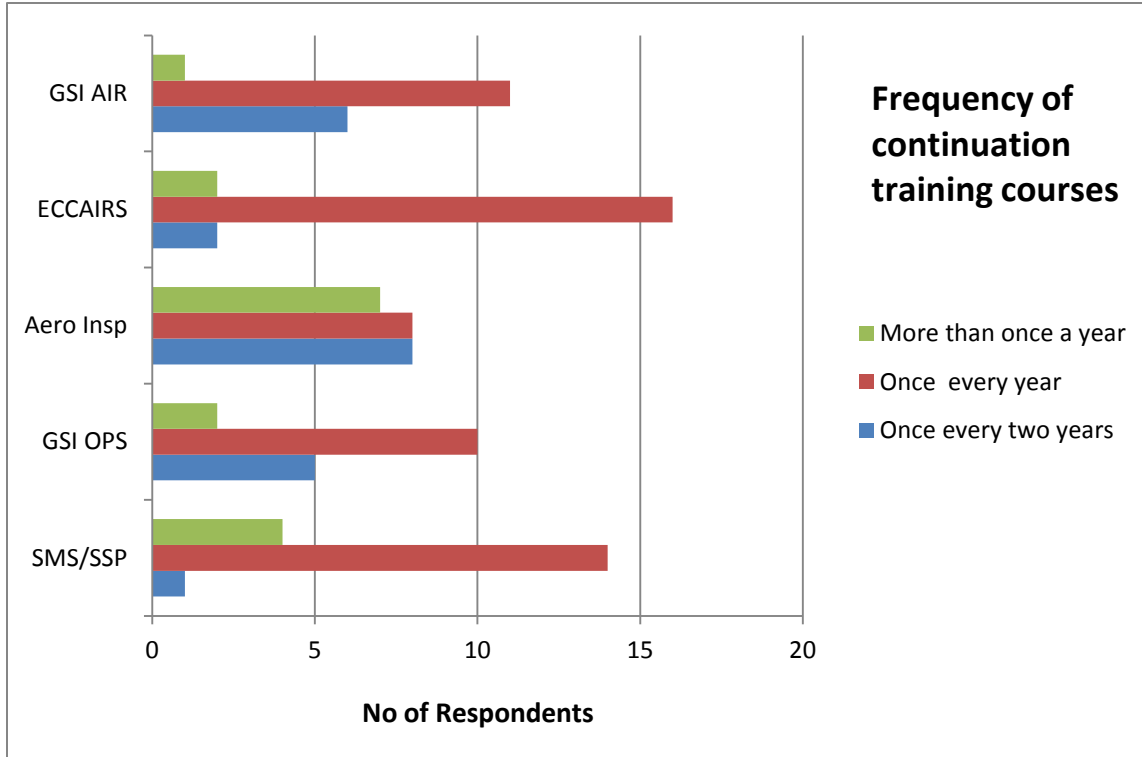
In the thirty two training courses and workshops, one thousand and twenty four participants from the AFI region attended the course as detailed in Appendix A.

The level of attendance per each State or Regional Organisation that responded is relatively low with most States having less than five participants attending the courses during the period in question. State invitation letters should be sent out at least three months to the course and posted on electronic bulletin boards and websites. It is also recommend operators and service providers to be included in the courses as it will foster a more practical environment and capture a larger audience who in some cases are the end-users and implementers of the process.

As a result of the training courses and workshops the participants reported a significant impact in implementing the requirements in their various fields of expertise. They did however indicate that some of the challenges they faced while executing their duties include inadequate regulations and lack of technical guidance material.

Due to a relatively low number of respondents, it is expressed in the questionnaires that States and Regional Organisations would like to see the various courses being held annually (see diagram below) and in other cases more than once a year. This would enable AFI Plan reach more officers, improve the level of

understanding of the requirements in various fields of expertise within the AFI States which in turn would significantly improve the level of effective implementation of the requirements. It is worth noting that the SSP/SMS courses show that by targeting the courses and grouping into a limited number of States, the number of participants is optimal. The approach is also in line with other on-going activities of fostering regional cooperation and harmonization of aviation training



It is further recommended that the duration and the course content of the training courses to be reviewed based on the current evolving aviation industry and technology for example requirements for special approvals, conditions and authorizations during the certification process of an operator. During the review of the GSI courses, the respondents were of the opinion that the pre-requisite requirements to attend the course were too high and should be reviewed and in some cases a bridging course should be considered. The introduction of refresher courses should be considered with a view of keeping the industry abreast with the changes and new developments.

APPENDIX A – LIST OF COURSE

AFI Plan Survey Report 2012

**List of Training Courses, Workshops/Seminars conducted under
AFI Plan (1 January 2008 - 31 May 2012)**

	Subject	Date	Language	Venue	No. of Participants	No. of States/Orgs
A. GOVERNMENT SAFETY INSPECTOR						
Aircraft Operations						
1.	<i>Flight Operations</i>	27 Sept. – 13 Oct. 2010	English	Addis Ababa, Ethiopia	16	7 States
2.	<i>Flight Operations</i>	27 April – 13 May 2011	English	Accra, Ghana	5	5 States
Airworthiness						
3.	<i>Aircraft Airworthiness</i>	19 July – 5 August 2010	English	Nairobi, Kenya	15	6 States
4.	<i>Aircraft Airworthiness</i>	22 Nov – 9 Dec 2010	English	Accra, Ghana	17	9 States
5.	<i>Aircraft Airworthiness</i>	27 April – 13 May 2011	English	Lusaka, Zambia	14	9 States
6.	<i>Aircraft Airworthiness</i>	11-29 July 2011	English	Johannesburg, South Africa	12	6 States
7.	<i>Aircraft Airworthiness</i>	5-21 March 2012	English	Addis Ababa, Ethiopia	15	4 States
B. AERODROME INSPECTORS						
8.	<i>Aerodromes Inspector</i>	22 Nov.- 3 Dec. 2010	English	Nairobi, Kenya	21	13 States
9.	<i>Aerodromes Inspector</i>	27 April – 13 May 2011	English	Harare, Zimbabwe	30	13 States
10.	<i>Aerodromes Inspector</i>	15 – 31 August 2011	English	Addis Ababa, Ethiopia	24	9 States
11.	<i>Aerodromes Inspector</i>	3 – 19 October 2011	French	Dakar, Senegal	23	13 States 2 Orgs
12.	<i>Aerodromes Inspector</i>	23 Nov – 9 Dec 2011	French	Douala, Cameroon	21	11 States

C. ECCAIRS						
13.	<i>ECCAIRS Safety data technical and end-users</i>	7-16 Dec. 2009	French	Libreville, Gabon	18 Tech user 15 End user	7 States
14.	<i>ECCAIRS Safety data technical and end-users</i>	1-11 Sept. 2009	English	Johannesburg, South Africa	13 Tech User 9 End User	8 States
15.	<i>ECCAIRS Safety data technical and end-users</i>	19-28 May 2010	English	Lusaka, Zambia	17 Tech user 21 End user	7 States
16.	<i>ECCAIRS Safety data technical and end-users</i>	16 – 25 March 2011	French	Moroni, Comoros	12 Tech user 9 End user	7 States
17.	<i>ECCAIRS Safety data technical and end-users</i>	24 May – 2 June 2011	English	Khartoum, Sudan	27 Tech 22 End user	6 States
18.	<i>ECCAIRS Safety data technical and end-users</i>	13 – 22 June 2011	English	Entebbe, Uganda	26 Tech and End user	EAC States CASSOA
19.	<i>ECCAIRS Safety data technical and end-users</i>	14 – 23 September 2011	English	Banjul, Gambia	12 Tech user 16 End user	4 States
D. SAFETY MANAGEMENT COURSES (SSP/SMS)						
20.	<i>SSP and SMS Awareness Seminar</i>	24-26 Sept. 2008	English	Addis Ababa	112	13 States 4 Orgs
21.	<i>State Safety Programme/ Safety Management System (SSP/SMS)</i>	20-24 April 2009	French	Ouagadougou	65	17 states 1 Org
22.	<i>State Safety Programme/ Safety Management System (SSP/SMS)</i>	24-28 August 2009	English	Arusha, Tanzania	46	15 States 1 Org
23.	<i>State Safety Programme/ Safety Management System (SSP/SMS)</i>	8-19 February 2010	English	Nairobi, Kenya	47	EAC States 1 Org
24.	<i>State Safety Programme/ Safety Management System (SSP/SMS)</i>	22 Feb-5 March 2010	English	Accra, Ghana	36	BAG States 6 States
25.	<i>State Safety Programme/</i>	15-26 March 2010	French	Tunis, Tunisia	25	2 States 1 Org

	<i>Safety Management System (SSP/SMS)</i>					
26.	<i>State Safety Programme/ Safety Management System (SSP/SMS)</i>	12-23 April 2010	Portuguese	Maputo, Mozambique	39	4 States
27.	<i>State Safety Programme/ Safety Management System (SSP/SMS)</i>	19-30 April 2010	French	Bamako Mali	33	3 States 1 Org
28.	<i>State Safety Programme/ Safety Management System (SSP/SMS)</i>	3-14 May 2010	French	Niamey Niger	31	5 States 1 Org
29.	<i>State Safety Programme/ Safety Management System (SSP/SMS)</i>	17-28 May 2010	French	Pointe Noire, Congo	45	6 States 1 Org
30.	<i>State Safety Programme/ Safety Management System (SSP/SMS)</i>	12-23 July 2010	French	Antananarivo, Madagascar	47	3 States
31.	<i>State Safety Programme/ Safety Management System (SSP/SMS)</i>	26 July – 6 Aug. 2010	English	Harare, Zimbabwe	31	4 States
32.	<i>State Safety Programme/ Safety Management System (SSP/SMS)</i>	9-20 August 2010	English	Johannesburg , South Africa	37	3 States

APPENDIX B – QUESTIONNAIRES

AFI Plan Survey Report 2012



Survey on the implementation of the ICAO Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) related to European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS) Training Course

Instructions for completion

Please answer the questionnaire from your perspective as a State entity (Civil Aviation Administration), or Regional Organization on the **ECCAIRS Training Course** related to the implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan)

More background information on the AFI Plan can be found at: [www2.icao.int/en/AFI PLAN](http://www2.icao.int/en/AFI_PLAN). Please complete the survey in ink using **BLOCK CAPITALS**, and return it to AFI PLAN either by regular mail, fax or E-mail at the following address (**P.O. Box 46294, 00100 GPO, Nairobi, Kenya; Fax: +254 20 762 3028; E-mail: icaoesaf_afiplan@icao.int**)

Part 1 – General

1-1 **State/Organization:** _____

1-2 **Please enter your contact details below (Optional):**

Title (e.g. Dr, Ms, Mr., Mrs. etc.) _____

First name, last name _____

Job title _____

E-mail address _____

1-3 **What is the role of your State/Organization? (Please only tick one answer)**

State Regulator Regional Safety Oversight Organization

Other (please specify): _____

Part 2 – Evaluation of ECCAIRS Training Courses

2-1 **Did your State/Organization participate in an ECCAIRS Training Course organized and conducted under the AFI Plan?**

YES NO **If the answer is NO, please proceed directly to Q2-7**

2-2 If the answer to Q2-1 is YES, which ECCAIRS did your State/Organization participate in? (Please tick as many as applicable)?

- Libreville, Gabon (fr) – 2009
- Johannesburg, South Africa (En) – 2009
- Lusaka, Zambia (En) – 2009
- Moroni, Comoros (fr) – 2011
- Khartoum, Sudan (En) – 2011
- Entebbe, Uganda (En) – 2011
- Banjul, Gambia (En) - 2011

2-3 What is the total number of participants from your State/Organization that attended AFI PLAN organized/conducted ECCAIRS Training Course? (Please tick one)

- 1-5 5-10 10-15 15-20 more than 20

2-4 How would you describe your experience or that of your colleagues from the ECCAIRS Training Course? (Please tick only one answer)

- Obtained insightful information on new concepts Consolidated already known concepts

2-5 Obtained nice to know information Did not learn anything new No added value

How would you rate the content of the AFI Plan ECCAIRS Training course?

(Classification: 5 = Excellent / 4 = Good / 3 = Average / 2 = Poor / 1 = Unacceptable)

- | | | 5 | 4 | 3 | 2 | 1 |
|----|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| a) | Training topics are relevant | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) | The training material is | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) | The topics presented can be applied in actual case | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) | The level of information is | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) | Time provided for presentations and discussions was adequate | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

How would you rate the presenters/instructors of the AFI Plan ECCAIRS courses?

- | | | 5 | 4 | 3 | 2 | 1 |
|----|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| a) | Facilitate comprehension of the different topics | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) | Facilitate group dialogue, participation and teamwork | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) | Motivate participants in the course topics | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) | Maintain order and control timetable | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) | Make adequate use of the course material and facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2-7 If the answer to Q2-1 is NO, please explain why (please tick only one answer)

- Course not needed or No added value perceived did not know about the course
 Other (please specify)

2-8 Would you recommend that ICAO continue to provide such training courses in the future?

- Yes No

If YES, how often? (Please tick only one answer)

- once every 2 years Once a year More than one per year

If NO, why? (Please tick only one answer)

- States/region have now sufficient capacity No added value
 other (please specify)

Is the duration (8 days) of the ECCAIRS Training course adequate?

- Yes No

If NO, how many days would be adequate? (Please tick only one answer)

- two weeks three weeks Other (please specify)

Part 3 – Installation and Use of ECCAIRS

3-1 How would you rate the impact of the ECCAIRS courses provided under AFI PLAN on the implementation of ECCAIRS in your State?

- Significant Moderate Little No impact

3-2 Has your State installed and is using the ECCAIRS system? (Please tick one)

- YES NO **If the answer is NO, please proceed directly to Q3-5**

3-3 If the answer to Q3-2 is YES, when was the ECCAIRS implemented (Please tick one)?

- Prior to the course As a result of the insightful information gained during the course
 Based on our own plan, the course had no consequences

3-4 What are the difficulties you have encountered in installing and using the ECCAIRS system?

3- 5 If the answer to Q3-2 is NO, what are the reasons for not implementing the ECCAIRS system?

Not needed or No added value perceived

Access to the software Another system is in place

do not know about it other (please specify)

3.6

What suggestions can you offer to improve the ECCAIRS Training Course and the assistance to States for its implementation?

Additional Comments

3- 7 Please provide any additional comments you may have on the implementation of the AFI Plan activities related to ECCAIRS training courses over the period 2008-2011

3- 8 Please provide any additional comments you may have on what could be done to further enhance the provision of ECCAIRS training courses beyond 2012

Thank you for your time and participation



Survey on the implementation of the ICAO Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) activities related to training courses for Government Safety Inspectors (GSI) - Aircraft Airworthiness

Instructions for completion

Please answer the questionnaire from your perspective as a State entity (Civil Aviation Administration), or Regional Organization on the training courses for **Government Safety Inspectors (GSI) Course - Aircraft Airworthiness** provided as part of the implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan)

More background information on the AFI PLAN can be found at: [www2.icao.int/en/AFI PLAN](http://www2.icao.int/en/AFI%20PLAN). Please complete the survey in ink using **BLOCK CAPITALS**, and return it to AFI PLAN either by regular mail, fax or E-mail at the following address (**P.O. Box 46294, 00100 GPO, Nairobi, Kenya; Fax: +254 20 762 3028; E-mail: icaoesaf_afiplan@icao.int**)

Part 1 – General

- 1-1 State/Organization:** _____
- 1-2 Please enter your contact details below (Optional):**
 Title (e.g. Dr, Ms, Mr., Mrs. etc.) _____
 First name, last name _____
 Job title _____
 E-mail address _____
- 1-3 What is the role of your State/Organization? (Please only tick one answer)**
 State Regulator Regional Safety Oversight Organization
 Other (please specify): _____

Part 2 – Training Courses for Government Safety Inspectors (GSI) - Aircraft Airworthiness

- 2-1 Did your State/Organization participate in the training courses for Government Safety Inspectors (GSI) – Aircraft Airworthiness organized and conducted under AFI Plan?**
 YES NO **If the answer is NO, please proceed directly to Q2-7**
- 2-2 If the answer to Q2-1 is YES, which Government Safety Inspectors (GSI) Course – Aircraft Airworthiness did your State/Organization participate in? (Please tick as many as applicable)?**
- Nairobi, Kenya - 2010 Accra, Ghana - 2010 Lusaka, Zambia – 2011
- Johannesburg, South Africa - 2011 Addis Ababa, Ethiopia - 2012

2-3 What is the total number of participants from your State/Organization attended the AFI PLAN organized/conducted Government Safety Inspectors (GSI) Course in Airworthiness? (Please tick one)

- 1-5 5-10 more than 10

2-4 How would you describe your experience or that of your colleagues from the training course for Government Safety Inspectors (GSI) – Aircraft Airworthiness? (Please tick only one answer)

- Obtained insightful information on new concepts Consolidated already known concepts

2-5 Obtained nice to know information Did not learn anything new No added value

How would you rate the content of the AFI Plan training course for Government Safety Inspectors (GSI) – Aircraft Airworthiness?

(Classification: 5 = Excellent / 4 = Good / 3 = Average / 2 = Poor / 1 = Unacceptable)

		5	4	3	2	1
2-6	a) Training topics are relevant	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b) The training material is:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	c) The topics presented can be applied in actual case	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	d) The level of information is	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	e) Time provided for presentations and discussions was adequate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

How would you rate the presenters/instructors of the AFI Plan training course for Government Safety Inspectors (GSI) – Aircraft Airworthiness?

		5	4	3	2	1
a)	Facilitate comprehension of the different topics by the presenters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Facilitate group dialogue, participation and teamwork	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Motivate participants in the seminar topics	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Maintain order and control timetable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	Make adequate use of the seminar material and facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2-7 If the answer to Q2-1 is NO, please explain why (please tick only one answer)

- Not needed or No added value perceived did not know about it
 Other (please specify)

2-8 Would you recommend that ICAO continue to provide training course for Government Safety Inspectors (GSI) – Aircraft Airworthiness in the future?

- Yes No

If YES, how often? (Please tick only one answer)

- once every 2 years Once a year More than one per year

If NO, why? (Please tick only one answer)

- States/region have now sufficient capacity No added value
 other (please specify)

Is the duration (13 days) of the training course for Government Safety Inspectors (GSI) – Aircraft Airworthiness adequate?

- Yes No

If NO, how many days? *(Please tick only one answer)*

- two weeks three weeks Other (please specify)

2- **What suggestions can you offer to improve the training course for Government Safety**
 9 **Inspectors (GSI) – Aircraft Airworthiness?**

Part 3 – Implementation of Airworthiness certification system

3-1 **How would you rate the training courses for Government Safety Inspectors (GSI) – Aircraft Airworthiness provided under AFI PLAN and their contribution to the implementation of airworthiness certification requirements in your State?**

- Significant Moderate Little No value added

3-2 **Has your State implemented the airworthiness certification system? *(Please tick one)***

- YES NO **If the answer is NO, please proceed directly to Q3-5**

3-3 **If the answer to Q3-2 is YES, was the airworthiness certification system implemented *(Please tick one)*?**

- Prior to the course As a result of the insight information gained during the course
 Based on our own plan, the course had no consequences

3-4 **What are the difficulties you have encountered in implementing airworthiness certification system?**

3-5 **If the answer to Q3-2 is NO, what are the reasons for not implementing the airworthiness certification system ?**

- Not needed or No added value perceived Another system is in place
 Access to the Model procedures/Documentation

3.6 do not know about it other (please specify)

What suggestions can you offer to improve the training courses for Government Safety Inspectors (GSI) – Aircraft Airworthiness and the assistance to States for implementation of the airworthiness certification system?

Additional Comments

3-7 **Please provide any additional comments you may have on the implementation of the AFI Plan activities related to training courses for Government Safety Inspectors - Aircraft Airworthiness over the period 2008-2011**

3-8 Please provide any additional comments you may have on what further could be done to enhance the provision of training courses for Government Safety Inspectors - Aircraft Airworthiness beyond 2012

Thank you for your time and participation



Survey on the implementation of the ICAO Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) activities related to training courses for Government Safety Inspectors (GSI) - Aircraft Operations

Instructions for completion

Please answer the questionnaire from your perspective as a State entity (Civil Aviation Administration), or Regional Organization on the training courses for **Government Safety Inspectors (GSI) Course - Aircraft Operations** provided as part of the implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan)

More background information on the AFI Plan and AFI PLAN can be found at: [www2.icao.int/en/AFI PLAN](http://www2.icao.int/en/AFIPLAN). Please complete the survey in ink using **BLOCK CAPITALS**, and return it to AFI PLAN either by regular mail, fax or E-mail at the following address (**P.O. Box 46294, 00100 GPO, Nairobi, Kenya; Fax: +254 20 762 3028; E-mail: icaoesaf_afiplan@icao.int**)

Part 1 – General

1-1 State/Organization: _____

1-2 Please enter your contact details below (Optional):

Title (e.g. Dr, Ms, Mr., Mrs. etc.) _____

First name, last name _____

Job title _____

E-mail address _____

1-3 What is the role of your State/Organization? (Please only tick one answer)

State Regulator Regional Safety Oversight Organization

Other (please specify): _____

Part 2 – Training Courses for Government Safety Inspectors (GSI) - Aircraft Operations

2-1 Did your State/Organization participate in a training course for Government Safety Inspectors (GSI) in Aircraft Operations organized and conducted under AFI Plan?

YES NO If the answer is NO, please proceed directly to Q2-7

2-2 If the answer to Q2-1 is YES, which training course for Government Safety Inspectors (GSI) - Aircraft Operations did your State/Organization participate in? (Please tick as many as applicable)?

Addis Ababa, Ethiopia – 2010

Accra, Ghana – 2011

2-3 What is the total number of participants from your State/Organization attended the AFI PLAN organized/conducted Government Safety Inspectors (GSI) Course in

Aircraft Operations? (Please tick one)

- 1-5 5-10 more than 10

2-4 How would you describe your experience or that of your colleagues from the course for Government Safety Inspectors (GSI) - Aircraft Operations? (Please tick only one answer)

- Obtained insightful information on new concepts Consolidated already known concepts
- 2-5** Obtained nice to know information Did not learn anything new No added value

How would you rate the content of the AFI Plan training course for Government Safety Inspectors (GSI) - Aircraft Operations?

(Classification: 5 = Excellent / 4 = Good / 3 = Average / 2 = Poor / 1 = Unacceptable)

- | | | 5 | 4 | 3 | 2 | 1 |
|------------|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 2-6 | a) Training topics are relevant | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | b) The training material is: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | c) The topics presented can be applied in actual case | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | d) The level of information is | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | e) Time provided for presentations and discussions was adequate | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

How would you rate the presenters/instructors of the AFI Plan training course for Government Safety Inspectors (GSI) - Aircraft Operations?

- | | | 5 | 4 | 3 | 2 | 1 |
|--|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| | a) Facilitate comprehension of the different topics by the presenters | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | b) Facilitate group dialogue, participation and teamwork | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | c) Motivate participants in the seminar topics | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | d) Maintain order and control timetable | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | e) Make adequate use of the seminar material and facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2-7 If the answer to Q2-1 is NO, please explain why (please tick only one answer)

- Not needed or No added value perceived did not know about it
- Other (please specify)

2-8 Would you recommend that ICAO continue to provide training course for Government Safety Inspectors (GSI) - Aircraft Operations in the future?

- Yes No

If YES, how often? (Please tick only one answer)

- once every 2 years Once a year More than one per year

If NO, why? (Please tick only one answer)

- States/region have now sufficient capacity No added value
 other (please specify)

Is the duration (13 days) of the training course for Government Safety Inspectors (GSI) - Aircraft Operations adequate?

- Yes No

If NO, how many days? (Please tick only one answer)

- two weeks three weeks Other (please specify)

2-9 What suggestions can you offer to improve the Government Safety Inspectors (GSI) Course in Aircraft Operations?

Part 3 – Implementation of the Air Operators Certification Process

3-1 How would you rate the training course for Government safety Inspectors in Aircraft Operations provided under AFI PLAN and their contribution to the implementation of Air Operators Certification Process in your State?

- Significant Moderate Little No value added

3-2 Has your State implemented the five steps Air Operators Certification Process? (Please tick one)

- YES NO If the answer is NO, please proceed directly to Q3-5

3-3 If the answer to Q3-2 is YES, was the process implemented (Please tick one)?

- Prior to the course As a result of the insight information gained

3-4 Based on our own plan, the course had no consequences

What are the difficulties you have encountered in implementing the Air Operators Certification Process?

3-5 If the answer to Q3-2 is NO, what are the reasons for not implementing the Air Operators Certification Process?

- Not needed or No added value perceived Another system is in place

- Access to the Model procedures/Documentation

3.6

- Do not know about it other (please specify)

What suggestions can you offer to improve the Training Course for Government Safety Inspectors – Aircraft Operations, and the assistance to States for implementation of the Air Operator Certification Process?

Additional Comments

3-7 Please provide any additional comments you may have on the implementation of the AFI Plan activities related to training courses for Government Safety Inspectors - Aircraft Operations over the period 2008-2011

3-8 Please provide any additional comments you may have on what further could be done to enhance the provision of training courses for Government Safety Inspectors - Aircraft Operations beyond 2012

Thank you for your time and participation



Survey on the implementation of the ICAO Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) activities related to State Safety Programme/Safety Management Systems (SSP/SMS)

Instructions for completion

Please answer the questionnaire from your perspective as a State entity (Civil Aviation Administration), or Regional Organization on the activities of the implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) related to State Safety Programme/Safety Management Systems (SSP/SMS)

More background information on the AFI Plan and AFI PLAN can be found at: www2.icao.int/en/AFIPLAN. Please complete the survey in ink using **BLOCK CAPITALS**, and return it to AFI PLAN either by regular mail, fax or E-mail at the following address (**P.O. Box 46294, 00100 GPO, Nairobi, Kenya; Fax: +254 20 762 3028; E-mail: icaoesaf_afiplan@icao.int**)

Part 1 – General

- 1-1 **State/Organization:** _____
- 1-2 **Please enter your contact details below (Optional):**
 Title (e.g. Dr, Ms, Mr., Mrs. etc.) _____
 First name, last name _____
 Job title _____
 E-mail address _____
- 1-3 **What is the role of your State/Organization? (Please only tick one answer)**
 State Regulator Regional Safety Oversight Organization
 Other (please specify): _____

Part 2 – State Safety Programme/Safety Management Systems (SSP/SMS) Training Courses

- 2-1 **Did your State/Organization participate in the State Safety Programme/Safety Management Systems (SSP/SMS) training courses organized and conducted under AFI Plan?**
 YES NO **If the answer is NO, please proceed directly to Q2-7**
- 2-2 **If the answer to Q2-1 is YES, which State Safety Programme/Safety Management Systems (SSP/SMS) training courses did your State/Organization participate in? (Please tick as many as applicable)?**

- | | |
|---|---|
| <input type="checkbox"/> Addis Ababa, Ethiopia (En) - 2008 | <input type="checkbox"/> Ouagadougou, Burkina Faso(fr) – 2009 |
| <input type="checkbox"/> Dar-es-Salaam, Tanzania (En) – 2009 | <input type="checkbox"/> Harare, Zimbabwe (En) – 2010 |
| <input type="checkbox"/> Pointe Noire, Congo (fr) - 2010 | <input type="checkbox"/> Niamey, Niger (fr) - 2010 |
| <input type="checkbox"/> Bamako, Mali (fr) – 2010 | <input type="checkbox"/> Nairobi, Kenya (En) – 2010 |
| <input type="checkbox"/> Tunis, Tunisie (fr) – 2010 | <input type="checkbox"/> Maputo, Mozambique (Lu) – 2010 |
| <input type="checkbox"/> Johannesburg, South Africa (En) – 2010 | <input type="checkbox"/> Accra, Ghana (En) – 2010 |
| <input type="checkbox"/> Antananarivo, Madagascar (fr) – 2010 | |

2-3 What is the total number of participants from your State/Organization attended the AFI PLAN organized/conducted SSP/SMS training course? (Please tick one)
 1-5 5-10 10-15 15-20 more than 20

2-4 How would you describe your experience or that of your colleagues from the SSP/SMS training course? (Please tick only one answer)
 Obtained insightful information on new concepts Consolidated already known concepts
 Obtained nice to know information Did not learn anything new No added value

2-5

How would you rate the contents of the AFI Plan SSP/SMS training course?

(Classification: 5 = Excellent / 4 = Good / 3 = Average / 2 = Poor / 1 = Unacceptable)

	5	4	3	2	1
a) Training topics are relevant	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b The training material is:)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) The topics presented can be applied in actual case	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d The level of information is)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Time provided for presentations and discussions was adequate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

How would you rate the presenters/instructors of the AFI Plan SSP/SMS training course?

	5	4	3	2	1
a) Facilitate comprehension of the different topics by the presenters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b Facilitate group dialogue, participation and) teamwork	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Motivate participants in the seminar topics	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d Maintain order and control timetable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Make adequate use of the seminar material and facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2-7 If the answer to Q2-1 is NO, please explain why (please tick only one answer)
 Not needed or No added value perceived did not know about it
 Other (please specify)

2-8 Would you recommend that ICAO continue to provide SSP/SMS training courses in the future?
 Yes No
If YES, how often? (Please tick only one answer)
 once every 2 years Once a year More than one per year
If NO, why? (Please tick only one answer)

- States/region have now sufficient capacity No added value
 Prefer training courses only other (please specify)
- Is the duration (10 days) of the SSP/SMS training course adequate?
- Yes No
- If NO, how many days? (Please tick only one answer)**
- one week three weeks Other (please specify)

2—9 What suggestions can you offer to improve the State Safety Programme/Safety Management Systems (SSP/SMS)?

Part 3 – Implementation of SSP/SMS requirements

3-1 How would you rate the SSP/SMS courses provided under AFI PLAN and their contribution to the implementation of SSP/SMS requirements in your State?

- Significant Moderate Little No value added

3-2 Has your State implemented the SSP/SMS requirements ? (Please tick one)
 YES NO **If the answer is NO, please proceed directly to Q3-5**

3-3 If the answer to Q3-2 is YES, were the SSP/SMS requirements implemented (Please tick one)?

Prior to the course As a result of the insight information gained during the course
 Based on our own plan, the course had no consequences

3-4 What are the difficulties you have encountered in implementing the SSP/SMS requirements?

3-5 If the answer to Q3-2 is NO, what are the reasons for not implementing the SSP/SMS requirements?

Not needed or No added value perceived Another system is in place

3.6 do not know about it other (please specify)

What suggestions can you offer to improve the SSP/SMS Training Course and the assistance to States for the implementation of the SSP/SMS requirements?

Additional Comments

**3- Please provide any additional comments you may have on the implementation of the AFI Plan
7 activities related to SSP/SMS training courses over the period 2008-2011**

**3- Please provide any additional comments you may have on what further could be done to
8 enhance the provision of SSP/SMS training courses beyond 2012**

Thank you for your time and participation



Survey on the implementation of the ICAO Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) activities related to training courses for Aerodromes inspectors

Instructions for completion

Please answer the questionnaire from your perspective as a State entity (Civil Aviation Administration), or Regional Organization on the activities of the implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) related to training courses for **Aerodromes Inspectors**

More background information on the AFI PLAN can be found at: [www2.icao.int/en/AFI PLAN](http://www2.icao.int/en/AFI%20PLAN). Please complete the survey in ink using **BLOCK CAPITALS**, and return it to AFI PLAN either by regular mail, fax or E-mail at the following address (**P.O. Box 46294, 00100 GPO, Nairobi, Kenya; Fax: +254 20 762 3028; E-mail: icaoesaf_afiplan@icao.int**)

Part 1 – General

- 1-1 **State/Organization:** _____
- 1-2 **Please enter your contact details below (Optional):**
 Title (e.g. Dr, Ms, Mr., Mrs. etc.) _____
 First name, last name _____
 Job title _____
 E-mail address _____
- 1-3 **What is the role of your State/Organization? (Please only tick one answer)**
 State Regulator Regional Safety Oversight Organization
 Other (please specify): _____

Part 2 – Aerodrome Inspector Training Courses

- 2-1 **Did your State/Organization participate in the Aerodrome Inspector Courses organized and conducted under AFI Plan?**
 YES NO **If the answer is NO, please proceed directly to Q2-7**
- 2-2 **If the answer to Q2-1 is YES, which Aerodrome Inspector Course did your State/Organization participate in? (Please tick as many as applicable)?**
- | | |
|---|--|
| <input type="checkbox"/> Nairobi, Kenya (En) - 2010 | <input type="checkbox"/> Harare, Zimbabwe (En) - 2011 |
| <input type="checkbox"/> Dakar, Senegal (fr) – 2011 | <input type="checkbox"/> Addis Ababa, Ethiopia (En) - 2011 |
| <input type="checkbox"/> Douala, Cameroun (fr) - 2011 | |
- 2-3 **What is the total number of participants from your State/Organization attended the AFI PLAN organized/conducted Aerodrome Inspectors Course? (Please tick one)**
 1-5 5-10 more than 10

2-4 How would you describe your experience or that of your colleagues from the Aerodrome Inspector Course? (Please tick only one answer)

Obtained insightful information on new concepts Consolidated already known concepts

2-5 Obtained nice to know information Did not learn anything new No added value

How would you rate the content of the AFI Plan Aerodrome Inspector training course?

(Classification: 5 = Excellent / 4 = Good / 3 = Average / 2 = Poor / 1 = Unacceptable)

2-6		5	4	3	2	1
a)	Training topics are relevant	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	The training material is:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	The topics presented can be applied in actual case	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	The level of information is	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	Time provided for presentations and discussions was adequate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

How would you rate the presenters/instructors of the AFI Plan Aerodrome Inspector training course?

	5	4	3	2	1
a) Facilitate comprehension of the different topics by the presenters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Facilitate group dialogue, participation and teamwork	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Motivate participants in the seminar topics	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Maintain order and control timetable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Make adequate use of the seminar material and facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2-7 If the answer to Q2-1 is NO, please explain why (please tick only one answer)

Not needed or No added value perceived did not know about it
 Other (please specify)

–

2-8 Would you recommend that ICAO continue to provide Aerodrome Inspector training course in the future?

Yes No

If YES, how often? (Please tick only one answer)

once every 2 years Once a year More than one per year

If NO, why? (Please tick only one answer)

States/region have now sufficient capacity No added value
 Prefer training courses only other (please specify)

Is the duration (13 days) of the Aerodrome Inspectors Course adequate?

Yes No

If NO, how many days? (Please tick only one answer)

two weeks three weeks Other (please specify)

2-9 **What suggestions can you offer to improve the Aerodrome Inspectors Course?**

Part 3 – Implementation of Aerodrome Certification Requirements

3-1 **How would you rate the Aerodrome Inspector courses provided under AFI PLAN and their contribution to the implementation of Aerodrome certification requirements in your State?**
 Significant Moderate Little No value added

3-2 **Has your State implemented the Aerodrome certification requirements? (Please tick one)**
 YES NO

If the answer is NO, please proceed directly to Q3-5

3-3 **If the answer to Q3-2 is YES, were the Aerodrome certification requirements implemented (Please tick one)?**

Prior to the course As a result of the insight information gained during the course

3-4 **What are the difficulties you have encountered in implementing the aerodrome certification requirements?**

- 3-5 If the answer to Q3-2 is NO, what are the reasons for not implementing the Aerodrome certification requirements?**
- Not needed or No added value perceived Another system is in place
- Access to the Model procedures/Documentation
- Do not know about it other (please specify)

3.6 What suggestions can you offer to improve the Aerodrome Inspectors Course and the assistance to States for the implementation of the aerodrome certification requirements?

Additional Comments

3-7 Please provide any additional comments you may have on the implementation of the AFI Plan activities related to Aerodrome Inspector training courses over the period 2008-2011

3-8 Please provide any additional comments you may have on what further could be done to enhance the provision of Aerodrome Inspector training courses beyond 2012

Thank you for your time and participation

Appendix C – List of Respondents

AFI Plan Survey Report 2012

ESAF STATES

1. Angola
2. Botswana
3. Burundi
4. Ethiopia
5. Kenya
6. Lesotho
7. Mozambique
8. Namibia
9. Rwanda
10. Somalia
11. South Africa
12. Swaziland
13. Seychelles
14. Tanzania
15. Uganda
16. Zambia
17. Zimbabwe

WACAF STATES

18. Benin
19. Burkina Faso
20. Cameroun
21. Chad
22. Republic of Central Africa
23. Gabon
24. Liberia
25. Mali
26. Senegal
27. Togo

EURNAT States

28. Algeria

Organization

29. ASECNA

Programme of Activities 2013

Focus Area 1 – Enabling States to establish and maintain an effective and sustainable safety oversight system		
Activity	Objective	Programme 2013
Development of State (Regional) Safety Programmes and the conduct of SSP training	<ul style="list-style-type: none"> Assist States to develop and implement State Safety Programmes. 	<ul style="list-style-type: none"> On request from States and on-cost recovery basis.
BAG member States (Cape-Verde, Gambia, Ghana, Guinea, Liberia, Nigeria, Sierra-Leone)	<ul style="list-style-type: none"> Establish an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation Agency for the BAG States. 	<ul style="list-style-type: none"> Support to BAGASOO to continue in 2013 to ensure sustainability. Further support required to ensure the actual establishment of BAGAIA.
CEMAC member States and Sao Tome and Principe (Cameroon, Chad, Central African Republic, Congo, Equatorial Guinea, Gabon, Sao Tome & Principe)	<ul style="list-style-type: none"> Establish an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation Agency for the CEMAC States and Sao Tome and Principe. 	<ul style="list-style-type: none"> Follow-up the establishment of the Regional Safety Oversight Organization and Accident Investigation Agency.
East Africa Community (EAC) Partner States (Burundi, Kenya, Rwanda, Uganda, Tanzania)	<ul style="list-style-type: none"> Strengthen the existing EAC Civil Aviation Safety and Security Oversight Agency (CASSOA). Establish an EAC Regional Accident Investigation Agency (EAC-RAIA). 	<ul style="list-style-type: none"> Upon request, support to realize the effective establishment of EAC-RAIA. Support CASSOA in the implementation of the States Safety Programme in line with the implementation plan adopted in 2011.
SEVEN Partners States (Djibouti, Egypt, Eritrea, Ethiopia, Libya, Somalia and Sudan)	<ul style="list-style-type: none"> Establish an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation Agency for the Seven Partners States. 	<ul style="list-style-type: none"> Follow-up and support the establishment of the Regional Safety Oversight Organization and Accident Investigation Agency.
SADC member States (Angola, Botswana, DRC, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, Zambia, Zimbabwe)	<ul style="list-style-type: none"> Establish an effective and sustainable Regional Safety Oversight Organization (RSOO) and Regional Accident Investigation Agency for SADC member States (SADC-RAIA). 	<ul style="list-style-type: none"> Support in the establishment of the RSOO.
UEMOA member States and Mauritania (Benin, Burkina Faso, Cote d'Ivoire, Guinea Bissau, Mali, Mauritania, Niger, Senegal, Togo)	<ul style="list-style-type: none"> Establish an effective and sustainable Regional Safety Oversight Organization (RSOO) and an independent Regional Accident Investigation Agency for UEMOA member States and Mauritania (UEMOA-RAIA). 	<ul style="list-style-type: none"> Follow-up the establishment of the Regional Safety Oversight Organization and Accident Investigation Agency.
Focus Area 2 – Assist States to resolve identified deficiencies within a reasonable time		

Activity	Objective	Programme 2013
Training strategies for aviation safety in Africa (SP AFI RAN Meeting Recommendation 5/8), includes harmonization and standardization of training courses and cooperation among African Aviation Training Institutes	<ul style="list-style-type: none"> Implementation of the framework adopted by the 3rd Pan-African Aviation Training Coordination Conference for the harmonization of aviation training in Africa. 	<ul style="list-style-type: none"> Support the AATO interim council and provide secretariat functions until establishment.
Government Safety Inspectors (GSI) training courses	<ul style="list-style-type: none"> Provide the Airworthiness and Operations GSI courses in English and French. Provide Personnel Licensing GSI courses. Provide Aerodrome Inspectors training courses. 	<ul style="list-style-type: none"> 1 GSI Operations Course (English). 1 GSI Operations Course (French). 1 GSI Airworthiness Course (English). 1 GSI Airworthiness Course (French). 1 Aerodrome Inspectors Course (English). 1 Aerodrome Inspectors Course (French). 2 GSI PEL Courses (with the support of US Safe Skies for Africa and subject to availability of FAA academy as the technical implementation partner). 1 Bilingual State Safety Oversight Organization Course.
Seminars, workshops and safety-related training courses other than GSI, SSP and SMS	<p>To develop African capabilities in safety-related areas of the air transport system, including areas such as:</p> <ul style="list-style-type: none"> Accident and incident investigation; Transport of dangerous goods by air; ECCAIRS; Aviation Medicine. 	<ul style="list-style-type: none"> One Accident and incident investigation workshop. One Safe Transport of dangerous goods by air. One Aviation Medicine workshop. ECCAIRS on request from States and on-cost recovery basis.
Direct support to States on the MARB list to resolve identified deficiencies		
Provide direct support to African States in their effort to resolve identified deficiencies	<ul style="list-style-type: none"> Assist States in implementing their corrective action plans. 	<ul style="list-style-type: none"> Continue implementation through ROST the activities under the short term period of the action plan. Support the interventions under AFI-CIS and other partners. Coordinate with the States the building of safety oversight capacities in line with the near term period of the ICAO Plan of Action.
Focus Area 3 – Enhance aviation safety culture of African service providers		
Activity	Objective	Programme 2013
<ul style="list-style-type: none"> Conduct Safety Management Systems courses (service providers as well as instructors) Support the development of service providers SMS 	<ul style="list-style-type: none"> Enable aviation service providers to develop and implement their respective Safety Management Systems (SMS). 	<ul style="list-style-type: none"> On request from States or as detailed in the ICAO Plan of Action, provide appropriate training and participate in regional safety initiatives as may be required.