



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

THIRTEENTH AFI PLAN STEERING COMMITTEE MEETING

(Dakar, Senegal, 29-30 May 2014)

Agenda Item 1: Progress Report by African Civil Aviation Commission (AFCAC)

(Presented by AFCAC Secretariat)

EXECUTIVE SUMMARY

This paper seeks to provide feedback on the progress made since the 12th AFI Plan Steering Committee meeting in relation to AFI-CIS Programme and the monitoring and follow-up mechanism for the implementation of the Abuja Safety Targets with respect to the outcome of the Ministerial Conference on Aviation Safety in Africa which took place in Abuja, Nigeria, from 16 to 20, July 2012.

Action: The Steering Committee is invited to:

- a) Take note of the progress report;
- b) Urge African States to continue implementing the Abuja Safety Targets.

1 INTRODUCTION

1.1 In order to eliminate safety deficiencies and enhance aviation safety in the AFI Region, AFCAC with technical support from ICAO has conducted the following initial and follow up assistance AFI CIS Missions since the twelfth meeting of the Steering Committee.

2 AFI-CIS Missions

2.1 Initial Assistance Mission to the Kingdom of Lesotho was conducted from 25 November to 13 December 2013.

2.2 The proposed AFI CIS mission to Lesotho is in response to a request from the State, through the ICAO Regional Office in Nairobi, for an AFI CIS assistance mission to help address deficiencies from the ICAO USOAP Audit conducted in July 2007 and to prepare them for an ICVM mission.

2.3 Assistance given by the Inspectors include:-

- AOC revalidation process to ensure all the regulatory certification requirements in accordance with the SARPs and Doc 8335;
- Issues relating to the implantation of Critical Elements 6, 7 and 8, was addressed in a workshop approach to confirm with the relevant regulatory requirements;
- Technical guidance material from the SADC Generic Procedures (SGPs) and other Best International Practice were given to LDCA to be domesticated during the preparation of the Civil Aviation Regulation.

2.4 The promulgation of a new Lesotho Civil Aviation Regulations (LCAR) was also recommended and they were provided with SADC Generic Regulations (SGRs) and SADC Generic Procedures (SGPs) as amended.

2.5 **Follow-up Assistance Mission to DRC (16-24 November 2013)**

2.5.1 The main objective of the mission was to monitor and to follow-up on the implementation of recommendations from the previous technical assistance mission which took place in two separate programmes that were conducted from 12 to 23 November 2012 and from 26 November to 7 December 2012.

3 **Contribution towards AFI-CIS**

3.1 AFCAC has been and will continue to emphasize to the States, the need to fund missions. States were requested to cover the cost of missions when deployed to individual States. Some States have indicated their willingness to fund the missions as per the MOU.

3.2 Guinea partially funded the mission; this is the second State that covered the cost of a mission on cost recovery basis after DRC.

4 **Monitoring and Follow-up Mechanism on Aviation Safety Targets**

4.1 AFCAC delivered a Working Paper (WP) during the Second Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/2). The WP explained the continuous requests made by AFCAC to provide the required information to populate the monitoring framework. The meeting then adopted the following Conclusion:

Conclusion 2/2: Monitoring and Follow Up Mechanism for Abuja Safety Targets:-

“States are urged to take ownership of and implement the Abuja aviation safety targets, and in so doing, provide AFCAC with information and data on their implementation status for monitoring purposes, as and when required”.

4.2 AFCAC has at its different meetings created awareness to get the data in order to properly carry out the monitoring of the safety targets. The most recent one being during the CANSO Africa Region Safety Seminar In Uganda 17-19 February 2014, and sensitize participants on the action to be taken in respect to the Abuja Safety Target and AFCAP.

4.3 As of February 2014, only Ethiopia, South Africa, Tanzania and Togo have responded to the request which provides the required information to populate the monitoring framework.

4.4 AFCAC in coordination with Singapore Aviation Academy conducted a Seminar on Safety Management Systems (SMS) Implementation (4-8 November 2013) to address one of the main areas of concern for safety. More than fifty two participants from six African States have attended the Seminar.

5 **Train-the-Trainer Course for the European Co-ordination Centre for Aviation Incident Reporting Systems (ECCAIRS) for the Africa-Indian Ocean Region**

5.1 An invitation Circular letter was sent out to States by AFCAC in coordination with ESAF, WACAF and ICAO Global Aviation Training (GAT) requesting States to nominate potential officers to receive the ECCAIRS training.

5.2 In response to the invitation letter, 27 candidates applied before the deadline for the submission of CV's. All the CVs received were sent to ICAO for necessary action and screening.

5.3 ICAO screened and submitted a list of 12 selected candidates. The selected candidates were informed by a letter to attend the ECCAIRS Train-The-Trainer programme. The training is planned to be conducted in Dakar, Senegal as follows:-.

Part 1 (Online course):

- To be completed by course participants at their own time and pace must end by the 26 May 2014.

Part 2 (Class room training):

- 2-6 June 2014 (Instructional Techniques)
- 9-13 June 2014 (ECCAIRS End-User course), and 11-13 June 2014 (ECCAIRS Technical course).
- June 16 – 20, 2014 (ECCAIRS Train-the-Trainer course) End-User and Technical in parallel.

6 **Engagement of AU**

6.1 Discussions have been under way since the last SC meeting with the AUC and the organization has promised to respond after 11 April 2014.

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