



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

FIFTEENTH AFI PLAN STEERING COMMITTEE MEETING

(Maputo, Mozambique, 19 May 2015)

Agenda Item 3: **AFI regional framework of cooperation and peer review to improve air navigation performance**

(Presented by AFI Plan Secretariat and ASECNA on behalf of
the African Air Navigation Services Providers Steering Group)

EXECUTIVE SUMMARY

In 2013, the scope of the AFI Plan was extended to include Air Navigation Services (ANS), Aerodromes and Ground Aids (AGA), and Aircraft Accident Investigations (AIG). Subsequently, the 14th Meeting of the AFI Plan Steering Committee adopted a selected subset of performance indicators developed by the AFI Planning and Implementation Group (APIRG) to measure ANS safety and efficiency in the region.

This Discussion Paper provides information related to the initiative of African Air Navigation Services Providers (ANSPs) to establish a regional framework of cooperation and peer review mechanism to improve air navigation performance in Africa.

Action: The AFI Plan Steering Committee is invited to:

- a) Take note of the information provided in this paper;
- b) Support the African ANSP Safety and Quality Assurance (ASQA) Programme; and
- c) Request the AFI Plan Secretariat to provide a progress report on the implementation of the ASQA Programme during the 16th meeting of the AFI Plan Steering Committee.

ICAO Strategic Objectives: This paper relates to strategic objectives A (Aviation Safety) and B (Air Navigation Capacity and Efficiency)

1. INTRODUCTION

1.1 A meeting of the African ANSPs was held in Montreal on 4 February 2015, to discuss the need to identify ways and means of addressing some challenges the air navigation services are facing in the Africa-Indian Ocean (AFI) region. The meeting was convened by the President of the ICAO Council as a result of the following issues:

- a) current safety levels in the provision of Air Navigation Services in Africa;
- b) the need for a mechanism to monitor the performance of ANSPs globally;
- c) ICAO's concern over the lack of effective regulatory oversight of air navigation services in many African States; and
- d) lack of an industry safety review scheme for air navigation services (ANS), akin to those provided by IATA (IOSA) and ACI (APEX).

1.2 The meeting emphasized the importance of effective oversight with a clear delineation between regulator and air navigation services provider (ANSP) functions, and recalled that it was recognized around the world that this could be further enhanced by cooperation between ANSPs themselves, particularly in enhancing quality assurance. It was further noted that airlines had become well acquainted with the notion of regulatory oversight, and also with self-regulated oversight, such as IOSA certification, which had provided tangible and measurable benefits and, in turn, assisted the certification and regulatory authorities in their responsibilities.

1.3 Participants were urged to address safety issues in a pragmatic manner, building on existing good practices; and the need to advance cooperation between air navigation service providers to foster enhanced quality of service in air navigation was emphasized in the spirit of the Almadies/Dakar Declaration (2002), Gauteng Declaration (2005) and Cotonou Declaration (2010) adopted by the three previous meetings of African ANSPs.

2. DISCUSSION

Outcome of the ANSP Coordination Meeting, Montreal, 4 February 2015

2.1 The meeting established a Technical Group to be assisted by ICAO, comprising ANSPs from Ghana, Nigeria, South Africa and ASECNA and CANSO, as well as any other volunteering ANSPs, and tasked with developing a regional framework of cooperation and peer review, as well as terms of reference to benchmark performance in specific areas and to identify best practices that could be shared to improve air navigation performance. The Technical Group was requested to submit a Discussion Paper on its work to the Fifteenth Meeting of the AFI Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) Steering Committee, scheduled for 19 May 2015 in Maputo, Mozambique.

2.2 The meeting agreed that the Technical Group would meet in Madrid, Spain on 7 March 2015 prior to the CANSO Global ATM Congress to which several AFI ANSPs were expected to participate.

Outcome of the ANSP Coordination Meeting, Madrid, 7 March 2015

2.3 The Technical Group effectively met as scheduled in Madrid, on 7 March 2015.

2.4 The meeting took cognizance of the CANSO Standard of Excellence (SOE) in Safety Management Systems and the CANSO Safety Management System Implementation Guide which provide a comprehensive, step-by-step standard that ANSPs can use to implement safety management systems and increase levels of safety maturity. CANSO indicated that these documents are fully aligned with the International Standards and Recommended Practices (SARPS) contained in Annex 19 (Safety Management) to the Convention on International Civil Aviation.

2.5 However, it was highlighted by ICAO that the SOE was focused on Annex 19 – Safety Management and that a number of other aspects would need to be covered to support a review process for all ANS sub-areas and to provide what would be akin to the eight critical elements of the Universal Safety Oversight Audit Programme (USOAP).

2.6 The Technical Group also reviewed the draft Terms of Reference (ToR) – prepared by the Agence pour la Sécurité de la Navigation Aérienne en Afrique et a Madagascar (ASECNA) - for an African ANSP Safety and Quality Assurance (ASQA) Programme. It was agreed that these draft ToR be submitted to States/ANSPs for further consideration through the ICAO mechanism.

2.7 The meeting noted that having adequate expertise and financial resources were crucial to achieving an effective Peer Review system, and agreed that a project management approach should be adopted.

Decisions

2.8 Following discussions, the meeting agreed to the formulation of the following Decisions:

Adoption of the CANSO Standard of Excellence, Safety Management System Implementation Guide and Draft Terms of reference for an African ANSP Safety and Quality Assurance (ASQA) Programme

- a) The CANSO Standard of Excellence , Safety Management System Implementation Guide and Safety Maturity Survey be adopted as well as other documents yet to be identified to support an ASQA Programme;
- b) The draft Terms of Reference of the ASQA presented by ASECNA be adopted in principle;
- c) The documents in (a) and (b) above be harmonized together with other relevant ICAO documentation to develop a consolidated document and processes for a regional framework for cooperation and a mechanism for peer review.

Mechanism for peer review – Establishment of an African ANSP Steering Group

- a) The African ANSP Steering Group (referred to as AASG) develops a regional framework and a mechanism for improving ANS safety performance in Africa, including peer review, using a project management approach.
- b) The African ANSP Steering Group be established with the following members:

1. ASECNA - Chair

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2. ATNS - Vice-Chair,
 3. CANSO - Member and Secretariat
 4. ICAO - Member
 5. Other Members: Ghana, Kenya, Mozambique and Nigeria
 6. Observer - AFCAC

Note: The Steering Group would give consideration to other members wishing to join the group.

Priority issues to be addressed by the cooperation mechanism

2.9 The meeting noted the subset of APIRG air navigation services performance indicators selected by the AFI Plan Steering Committee, proposed as a ‘priority list’ which included the implementation of elements of the ASBU Block 0 modules for the region. It also considered the issue of reliable communications between ANSPs as being critical to the success of the process. Furthermore, the meeting proposed the establishment of a suitable mechanism aimed at improving ANS safety management performance in Africa, including effective peer review, noting that collaboration between ANSPs will be crucial to the success of the quality assurance process, and agreed that the process might include, in the form of a gap analysis, a review of ANSPs performance against the set of agreed capacity building metrics.

2.10 The meeting noted that ICAO would continue to play an active role in supporting the initiative through the AFI Regional Offices.

Next meetings of African ANSPs

2.11 As a follow up the Madrid 7 March 2015 meeting, a coordination meeting of African ANSPs will be hosted by CANSO on 12 June 2015 in Durban, South Africa.

2.12 Additionally, the Fourth meeting of all African ANSPs is also expected to take place in South Africa in 2016, and to be hosted by the Air Traffic and Navigation Services (ATNS) Company of South Africa. The Third meeting was hosted by ASECNA in Cotonou, Benin, in November 2010.

3. CONCLUSION

3.1 The AFI Plan Steering Committee is invited to:

- a) Take note of the information provided in this paper;
- b) Support the African ANSP Safety and Quality Assurance (ASQA) Programme;
and
- c) Request the AFI Plan Secretariat to provide a progress report on the implementation of the ASQA Programme during the 16th meeting of the AFI Plan Steering Committee.

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