



AFI Plan-SC/18/2016-DP/04
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English only

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

EIGHTEENTH AFI PLAN STEERING COMMITTEE MEETING

Montreal, Canada, 30 November 2016

Agenda Item 2: Propose update of Comprehensive Implementation Plan for aviation Safety in Africa (AFI Plan) and Revised Regional Office Safety Team (ROST) Terms of Reference (TOR)

(Presented by the AFI Plan Secretariat)

EXECUTIVE SUMMARY

This paper presents information related to the updated work programmes of the Comprehensive Implementation Plan for Aviation Safety in Africa (AFI Plan) for the year 2017-2020 and the Revised Regional Office Safety Team (ROST) Terms Of Reference (TOR).

Action: The Steering Committee is invited to:

- a) Note the information contained in the paper;
- b) Consider the attached first drafts of updated AFI Plan document and revised ROST TOR at Attachments A and B to this Paper; and
- c) –Constitute a review team to finalize the draft for presentation at the SC/19 meeting

1. INTRODUCTION

1.1 In 2015 the ICAO Evaluation and Internal Audit Office (EAO) evaluated the Comprehensive Implementation Plan for Aviation Safety in Africa (AFI Plan) with a view to provide an independent review of the programme performance in accordance with the original Programme Document. The evaluation looked at the relevance, design management

and governance of the programme since its inception and made a number of recommendations to ensure effective and continued implementation of the programme.

1.2 The first key recommendation called for the review and amendment of the AFI Plan Document to ensure that it remains relevant and in line with the changing dynamics of the programme subject to its continuation beyond 2016. The second recommendation relates to the revision of the ROST -TORs in view of the expanded technical scope of the Programme, the assistance missions conducted under the ROST framework as well as other changes, such as the new ICAO Training policy, which occurred during the implementation of the ROST following its establishment in January 2009.

This paper presents the first drafts of the Updated Programme document and the revised ROST TORs as Attachment A and B respectively.

2. THE UPDATED AFI PLAN DOCUMENT AND REVISED ROST TORs

2.1 The evaluation conducted in 2015 concluded that AFI Plan is a relevant mechanism for the improvement of aviation safety capability in the region and recommended that the Programme should be continued beyond 2016 for at least the next triennium in order to build on the results achieved so far and to ensure sustainability. The report of the evaluation including the recommendation on the extension of the AFI Plan for the next triennium was subsequently endorsed by the ICAO Council.

2.2 The ICAO Assembly during its 39th Session examined the working paper presented by the Council relating to the extension of AFI Plan and agreed that to further improve aviation safety in Africa, the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) should be continued beyond 2016, including its expanded work programme covering the areas of aircraft accident and incident investigation (AIG), aerodromes and ground aids (AGA) and air navigation services (ANS).

2.3 To this end, the AFI Plan programme document is to be updated in response to the recommendation of the evaluation report and following the decision of the Council and the Assembly on the continuation of the programme. The progress made in aviation safety in the AFI region since the inception of the Programme as well as policy and operational changes such as the introduction of the ICAO Training Policy and the integration of the AFI Plan activities into the work programme of the ICAO Regional Offices, adoption of regional targets, level of maturity of State's etc. need to be considered, amongst other things, in the process of updating the programme document.

2.4 The originally identified focus areas of the AFI Plan including the provision of assistance to States whilst focusing on the establishment and implementation of effective and sustainable safety oversight systems; resolution of identified safety oversight deficiencies; and fostering of aviation safety culture in Africa are still considered relevant and it is therefore suggested that they be maintained in the updated document with minor adjustments.

2.5 However, a new matrix with milestones as well as specific measurable targets that would assist in monitoring progress of implementation and tracking of assigned responsibilities under the AFI Plan is considered necessary.

2.6 In light of the developments since the inception of the AFI Plan notably, the expanded scope of the programme and the subsequent establishment of the ROSTs in 2009 the latter's terms of reference also need to be revised and updated. Such revision should ensure that planning and execution of ROST assistance missions are driven by the annual Goals and targets endorsed by the AFI Plan Steering Committee accompanied by the appropriate implementation strategy.

2.7 In order to ensure coverage and inclusion of all Africa-Indian Ocean (AFI) States, it will be necessary for the ROST concept to be extended and replicated in the other two ICAO Regional Offices of EUR/NAT and MID.

2.8 Lastly, in accordance with the recommendation of the AFI Plan Evaluation Report on the need to conduct a quality check on the ICAO/ROST technical assistance provided to Member States under the AFI Plan, a template matrix should be developed to monitor and ensure that the ROST activities are in line with the annual targets set by the Steering Committee and that the expected results are achieved.

2.9 It is proposed that the Steering Committee constitutes a small review team to work with the Secretariat in incorporating the relevant amendments to finalize the two documents in a consultative process, for presentation to the SC/19 meeting.

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