



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

***TWENTY-FIRST AFI PLAN STEERING COMMITTEE MEETING***  
***Niamey, Niger, 17 July 2018***

**Agenda Item 3: Review of the Status of Implementation of AFI Plan Projects**

*(Presented by AFI Plan Secretariat)*

<b>EXECUTIVE SUMMARY</b>
<p>This paper presents an update on the status of implementation of the AFI Plan projects which were approved by the AFI Plan Steering Committee at its 17<sup>th</sup> and 20<sup>th</sup> meeting in May 2016 and December 2017.</p> <p><b>Action:</b> <i>The Steering Committee is invited to:</i></p> <ul style="list-style-type: none"> <li>a) Note the information contained in this paper;</li> <li>b) Consider the request for supplementary funding for the Sierra Leone SAFE Project; and</li> <li>c) Provide further instruction and guidance as deemed necessary.</li> </ul>



## 1. INTRODUCTION

1.1. The Steering Committee at its 17<sup>th</sup> and 20<sup>th</sup> meeting approved funding for projects related to Aerodrome Certification, ANSP Peer Review, SSP Implementation, Search and Rescue (SAR) organization, Accident and Incident Investigation (AIG) and Fundamentals of Safety oversight (FSO).

1.2. This paper presents an update on the status of implementation of these projects and in particular, the progress made since the 20<sup>th</sup> meeting of the AFI Plan Steering Committee.

## 2. AFI PLAN PROJECTS IMPLEMENTATION PROGRESS – SUMMARY REPORT

2.1 During its 20<sup>th</sup> meeting, the Steering Committee reviewed the progress made in the implementation the four (4) AFI Plan projects which were approved at its 17<sup>th</sup> meeting and noted with satisfaction that the projects were progressing. In addition, the meeting reviewed and approved two new projects on Accident and incident Investigation (AIG) and

Fundamentals of Safety Oversight (FSO). Accordingly, the Steering Committee requested the AFI Plan Secretariat to continue coordinating and monitoring implementation of these projects and to report back on progress archived to its 21<sup>th</sup> SC meeting.

### **Aerodrome Certification**

2.2 The aerodrome certification project designed to support 16 African states to certify at least one of their International aerodromes was launched in August 2016, in both ESAF and WACAF Regions. In accordance with the project schedule, meetings with Directors General of CAAs and CEO of Airports of the beneficiary States as well as supporting States were conducted to sensitize them on the importance of the project and secure the required support. Following the high level meetings three aerodrome certification workshops were conducted in Accra, Lomé and Nairobi for the benefit of Regulatory and airport personnel of both supporting and beneficiary States.

2.3 In accordance with the outcomes of the workshops, beneficiary States prepared and submitted their action plans to the two Regional Offices. Most States are progressing in the implementation of their plans, although some are behind schedule. Implementation assistance and progress monitoring missions were conducted by the project team. So far 8 international Airports in 7 beneficiaries States (Abidjan, Bamako, Lagos, Abuja, Niamey, Kigali, Manzini and Windhoek) have been certified. Three other international Airports in 3 States (Libreville, Dakar and Maputo) will very soon be certified. On the basis of the lessons learned so far and intensive engagement of the project team planned for 2018, improved implementation progress is expected by the end of 2019.

2.4 Finally, as endorsed by the SC /20 meeting, two States/airports that newly met the 60% EI eligibility criterion, namely: Benin/Cotonou and Equatorial Guinea/Malabo were added to the project in 2018. States were officially informed through letters addressed to the Ministers who responded positively.

### **State Safety Programme (SSP)**

2.5 The SSP implementation project was initially developed to support twenty-four (24) eligible States on the basis of the establishment of a sound safety oversight system as evidenced by their attainment of the 60% EI. Such States are encouraged to further promote aviation safety by embracing safety management principles with a view to proactively address emerging safety risks by using consistent, data-informed approaches to implement smarter, system-level, risk-based safety oversight. The project was launched for a duration of 24 months with the following beneficiary States: Botswana, Burkina Faso, Cabo Verde, Cameroon, Cote d'Ivoire, Ethiopia, Gambia, Ghana, Kenya, Madagascar, Mali, Mauritania, Mauritius, Morocco, Namibia, Niger, Nigeria, Senegal, South Africa, Sudan, Togo, Tunisia, Uganda, and Zimbabwe.

2.6 Within the framework of the project, beneficiary States are being provided with safety management training to their regulatory and service provider staff involved in the

implementation of SSP and SMS with an understanding of operational safety management processes and practical examples.

2.7 Since the 20<sup>th</sup> SC meeting the SSP Project Document was revised to incorporate newly eligible States as well as the revised approach to SSP implementation on the basis of satisfactory implementation of SSP Pre-requisite Protocol Questions. In addition, SSP gap analyses were conducted in Kenya, Botswana, Zambia and Zimbabwe. Also remote guidance and assistance provided to States monitoring the state performance on OLF.

### **Search and Rescue (SAR) Organization**

2.8 The ESAF project adopted a series of recommendations, as part of post implementation actions by the beneficiary States, to ensure continuity in SAR improvement as follows:

- a) That a similar project be developed with the objective of assisting the remaining twelve ESAF States to establish their SAR organizations and strengthen cooperation at Regional level.
- b) States were urged to follow-up directly with their State counterparts and arrange for signing of their SAR agreements developed during the workshop held in Nairobi based on the agreed timelines and to inform ICAO ESAF Office of such progress. All remaining SAR LoAs are to be signed by end of 2018 but numerous challenges are still being experienced at national level within the States, with regard to high level coordination of the LoAs with other entities responsible to support SAR operations.
- c) States were urged to use Regional Economic Communities (RECs) frameworks such as, COMESA, EAC, IOC and SADC to pursue signing of SAR agreements where high level intervention is necessary and to request for and provide assistance in search and rescue for States with limited resources and infrastructure.

2.9 In the case of WACAF some States have started implementation of the plans of action which were developed with the assistance of the SAR experts team. The Regional Office in collaboration with AFCAC has been working to facilitate cooperation among States towards the signing of SAR Agreements and multilateral MoUs. Some States have also requested ICAO assistance for the organization of national Seminars and Workshops in order to create the appropriate broad level national awareness which is critical for an effective SAR regime.

2.10 In an effort to meet the SAR target of assisting States to establish and effective SAR operations in the AFI region, a second AFI wide SAR project is being formulated for consideration by the next AFI Plan Steering Committee.

2.11 The phase 2 project proposal was formulated after careful review of the challenges encountered and the lessons learned in the implementation of phase 1, consultation with AFCAC regarding the implementation of the Lomé Declaration and Action Plan, and discussions with the Director General of Senegal CAA (ANACIM) who is also the

APIRG chairman as well as the Lead Champion appointed by the sixth meeting of Directors General of CAAs in Africa to coordinate Air Navigation Capacity and Efficiency including the responsibility for States to establish effective and operational SAR organization by Developing SAR National Plan; and Concluding SAR Agreements/MoUs.

### **Air Navigation Service Providers (ANSP) Peer Review**

2.12 During the 39th session of the ICAO Assembly a working Paper (A39-WP456) was presented by ASECNA on behalf of African ANSPs. The Assembly was informed that the African Air Navigation Services Providers (ANSPs) Peer Review Programme was launched in February 2015 by the ICAO Council President. The Assembly was also informed that the aim of this initiative which is to establish a regional framework of cooperation and peer review mechanism to improve air navigation operational performance in Africa, and some ANSPs have initiated trials and drawn useful lessons.

2.13 The Terms of reference of the ANSP Peer Review Programme Coordination Team of Executives have been established in June 2015. Immediately following on the 18th AFI Plan SC meeting, an AFI ANSPs Coordination Meeting chaired by ICAO Council President was held on 1st October 2016 in Montreal, and formulated recommendations concerning the way forward.

2.14 A successful follow up meeting on these recommendations which was held in Freetown, Sierra Leone, 3-5 May 2017, developed and endorsed a Programme Reference Manual as well as a Cooperation Framework and a Roadmap for 2017-2018, to govern the implementation of the African ANSP Peer Review Programme, among other cooperation activities in the areas of air navigation services. The next steps include selection and training of reviewers, conduct of pilot reviews, development and implementation of corrective action plans and project evaluation. Accordingly, the training of reviewers has been coordinated with ASECNA and CANSO and conducted from 25-27 April 2018, Abidjan, Cote d'Ivoire.

### **Accident and incident Investigation (AIG)**

2.15 The formulation of the AIG project takes into account the Decision of the 38th Assembly on the expansion of the AFI Plan activities to cover all safety-related areas including aircraft accident and incident investigation (AIG). Accordingly the AIG project presented and approved at the 20<sup>th</sup> SC meeting were initiated and Nigeria and Ethiopia have accepted to host two workshops to be conducted from 28 to 31 August 2018 in Legos and 3 to 6 September 2018 in Addis Ababa as part of the project. Accordingly, invitation and programme were sent to AFI states and other preparatory coordination is ongoing.

### **Fundamentals of Safety Oversight**

2.16 The AFI Plan Steering Committee at its 20<sup>th</sup> SC meeting approved the Fundamentals of Safety Oversight (FSO) Project for implementation within the AFI Plan framework and in line with ICAO "No Country Left Behind" initiative. The project aims to support beneficiary States to establish the Fundamentals of Safety Oversight (FSO) system

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vis-à-vis the Critical Elements (CE) of a State Safety oversight system. In this regard, the AFI Plan will support beneficiary States to enhance their safety oversight capability with particular emphasis on the implementation of CE1 through CE5.

2.17 Accordingly, the project prioritized to assist and support twelve (12) beneficiary States within the AFI Region including Burundi, Central African Republic, Comoros, Djibouti, Eritrea, Guinea, Guinea-Bissau, Lesotho, Liberia, Sao Tome and Principe, Seychelles, and Swaziland.

2.18 The implementation of the project has been initiated and the project document presented to the beneficiary States for their acceptance and commitment to implement the project's recommendations with the effective involvement and commitment of the respective Civil Aviation Authorities.

### **3. Supplementary AFI Plan funding for Sierra Leone SAFE Project**

3.1 Sierra Leone had had 3 SSCs in AGA, ANS and PEL which were all finally resolved in November 2015 after over two years. The State however only marginally improved its EI level from 15% to 18.71% in the last 5 years. In view of the need to assist the State strengthen its safety oversight capacity, Sierra Leone was identified in 2016 for SAFE Funding based on a project proposal. The scope and objective of the project is to resolve its aviation safety related deficiencies and to strengthen its safety oversight capabilities in a sustainable manner in the areas of ORG, ANS and AGA. The project is in 2 phases, the first of which is to establish a safety oversight system over a duration of 2 months, whilst the second phase will involve implementation i.e. Certification and Licensing, for an additional 2 month period.

3.2 The estimated cost of the project is US\$254,000. However, of this amount, only US\$134,000 was available from SAFE. As a result, the project could not be implemented over the years. A tender process was initiated recently through SAFE which recommended for a negotiation in a bid to reduce the proposed budget to an affordable level with State counter-part contribution on accommodation and transportation. In order to cover the shortfall, a request was received by the AFI Plan Secretariat through ANB for financial support in the range of US\$60,000. A further request is to be submitted to SAFE for an additional CAD50,000

3.3 The request is hereby submitted for the consideration of the Steering Committee.

### **4. Action required: The Steering Committee is invited to**

- a) Note the information contained in this paper;
- b) Consider the request for supplementary funding for the Sierra Leone SAFE Project; and
- c) Provide further instruction and guidance as deemed necessary.

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