



INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI PLAN STEERING COMMITTEE

(Virtual Meeting, 29 July 2020)

23rd AFI PLAN STEERING COMMITTEE MEETING

Agenda item 04 – Presentations by Partners on contributions towards AFI Plan goals

AFI-CIS REPORT - 2019

(Presented by AFCAC)

SUMMARY

This paper provides highlights of the 2019 AFI CIS Report.

Action required

The Steering Committee is invited to:-

- a) Note the information provided;
- b) Support initiatives to increase the total number of qualified CIS inspectors in all geographical regions of Africa;
- c) Support initiatives to establish an AFI CIS toolkit upon which a database of generic regulations and technical guidance material for CIS inspectors will be provided.

1. Introduction

The AFI-Cooperative Inspectorate Scheme (AFI CIS) was established to assist African States improve their safety oversight capabilities. The scheme was launched in year 2012 and it consists of a pool of qualified inspectors, selected from AFCAC member States, to carry out specific technical assistance missions. The main objectives of the AFI CIS program are:

- to assist AFI States to resolve safety oversight deficiencies and in particular significant safety concerns (SSCs);
- to improve effective implementation (EI) of the critical elements of AFI States' safety oversight system;

The Scheme which is managed by AFCAC, provides African States with an opportunity to share the limited human resources as they collaboratively promote aviation safety. Since its inception in

year 2012, twenty-eight (28) assistance missions were conducted, which contributed to the resolution of SSCs and increase of EI.

2. 2019 Performance

- a. AFCAC conducted seven (7) AFI CIS missions in 2019 while some of the planned missions were deferred to 2020. The table below shows States that benefitted from AFI CIS technical assistance missions.

Beneficiary State	No. of missions conducted	Funding	AFI CIS Assistance offered	ICAO Verification	EI Status (Dec 2018)	EI Status (Dec 2019)
Comoros	2	EU-ASA/ State	AIR/OPS/ AGA/ ANS	Audit (Nov 2019)	20.3%	35.15%
Sierra Leone	2	EU-ASA	AIR/ OPS	ICVM Pending	18.36%	18.36%
Burundi	2	State	AIR/OPS/ AGA	ICVM (5 to 14 Nov 2019)	26.77%	46.1%
Senegal	1	State	AIR/ OPS	Audit (11 to 21 Feb 2019)	64.26%	67%

- b. The missions conducted in 2019 covered all audit areas except AIG (Aircraft Accident Investigations) and they were based on ICAO Self-Assessment Protocol Questions (PQs). All missions were funded by the EU-ASA project. Three (3) of the States (i.e. Comoros, Burundi and Senegal) went through the ICAO audits during the year under review resulting in a combined EI increase of 37%. As shown in the table above, Comoros increased its EI status from 20.3% in 2018 to 35.15% in 2019 and Burundi also increased its EI status from 26.77% to 46.1%. AFI CIS technical assistance missions for Sierra Leone will continue through year 2020 until an ICVM or full audit is conducted.
- c. AFCAC's Triennium Strategic Plan 2019 – 2021 called for an increase of the level of assistance to African member States. To fulfil this requirement, AFCAC requested States to designate more AFI CIS inspectors in April 2019 and as a result, 107 candidates applied. AFCAC, in collaboration with ICAO ESAF, MID, PARIS and WACAF established an inspector selection process which was to be used as a basis to shortlist candidates who meet the minimum entry requirements for AFI CIS inspectors. The AFI CIS induction program for new CIS inspectors was initiated and it will be executed during year 2020 depending on availability of resource persons at the ICAO Regional Offices. At least 40 additional inspectors are to be recruited to expand the roster of AFI-CIS inspectors.

3. Challenges

- a) The main challenge faced during implementation of the AFI CIS program was the duplication of efforts by entities that provide similar assistance missions. However, efforts are being made to improve the coordination and collaboration between ICAO Regional Offices, AFCAC and African RSOOs, as the annual coordination meeting between them

are regularly organized for the development of coordinated assistance missions. Furthermore, Partners conducting assistance programme in Africa, are invited to coordinate their activities with ICAO, AFCAC and concerned RSOOs.

- b) All AFI-CIS missions carried out were based on guidance material provided by the AFI CIS experts. This arrangement poses major quality control challenges as material provided to recipient States is not traceable to AFCAC. The absence of AFI CIS technical assistance tools i.e. generic regulations and technical guidance material and the associated platform to share experiences is a set back to the AFI CIS program.
- c) Only a limited number of AFI CIS missions were conducted in 2019, some of them were funded by EU-ASA Project.

4. Conclusion

- a) The EI status for African States shows that 38.46% (or 21 States) are still below 60% EI target. This means that there is still a lot work that needs to be conducted through the AFI CIS program. The low utilization of the AFI CIS program needs to be addressed by increasing the total number of qualified CIS inspectors available in all geographical regions of Africa.
- b) In order to ensure quality and efficiency of the AFI CIS program, there is need to establish an AFI CIS toolkit or platform upon which a database of generic regulations, technical guidance material such as mission programs and checklists are deposited and accessible even remotely.
- c) There is need to eliminate duplication of efforts by promoting better coordination, there is need for adequate funding to ensure that African States are assisted to increase their EI status to 60% or above.