



ICAO



INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI AVIATION WEEK – EIGHTH EDITION

(Nairobi, Kenya 21 - 25 August 2023)

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

TWENTY-SIXTH AFI PLAN STEERING COMMITTEE MEETING

Agenda Item 5: AFI CIS Implementation Status Report

(Presented by AFCAC Secretariat)

SUMMARY

This paper presents a report on AFI-CIS activities up to May 2023. AFCAC, through the AFI-CIS Program, supports African member States to enhance their effective implementation of ICAO Standards & Recommended Practises (SARPs) and to improve their EI status to 75% or better.

Action requested

The Meeting is invited to:-

- a) Note the significant increase in the AFI CIS program capacity;
- b) Note increase in EI performance by African member States; and
- c) Urge AFI Plan to provide further support through funding to the AFI CIS program as requested by AFCAC.

REFERENCES:

- AFI CIS Policy and Procedures Manual
- ICAO Doc 10004, Global Aviation Safety Plan (GASP)

1. Introduction

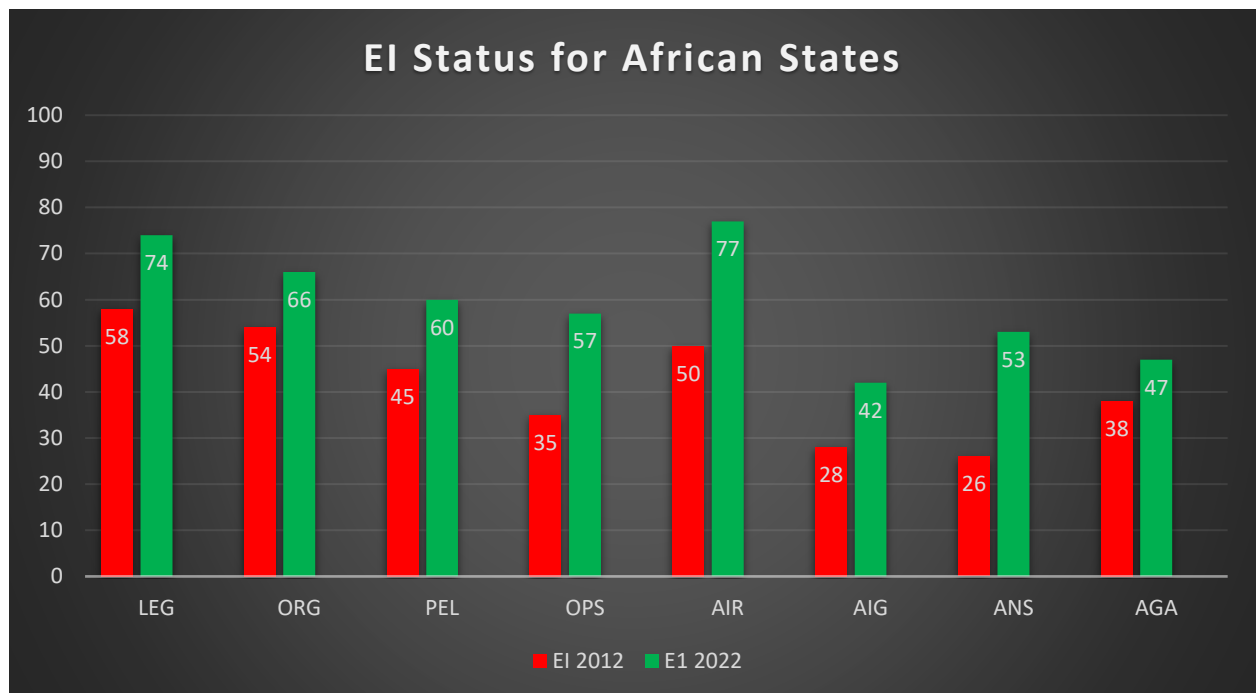
- 1.1. The AFI-CIS is one of the main technical assistance programmes of AFCAC with support from ICAO. The scheme was launched in year 2012 and it consists of a pool of qualified inspectors, selected from AFCAC member States, to strengthen member States' Safety Oversight Systems. The main objectives of the AFI-CIS program are:

- to assist AFI States to resolve safety oversight deficiencies and in particular, significant safety concerns (SSCs); and
- to improve effective implementation (EI) of ICAO SARPs and strengthening of AFI States' Safety Oversight Systems;

1.2. The Scheme provides African States with an opportunity to share the limited human resources as they collaboratively promote aviation safety. Since its inception in year 2012, more than forty (40) assistance missions have been conducted, contributing to:

- a) the resolution of SSCs;
- b) development and implementation of Corrective Action Plans (CAPs) following USOAP CMA Audits; and
- c) general increase of EI in Africa.

The table below summarizes the general increase of EI status for Africa-



2. Discussion

AFI CIS status of implementation

a) Partnership with international organizations

Since year 2019, AFCAC established partnerships with international organizations such as AfDB and EASA through the European Union Africa Safety in Aviation (EU-ASA) project who provide funding for capacity building and provision of technical assistance to member States. A project approach to assistance of member States was adopted to ensure effective assistance missions to yield

tangible results. One of the approaches taken included assisting member States to integrate their safety oversight systems through appropriate IT Tools.

Since the new global target for EI moved from 60% increased to 75%, there is increased need to assist at least **37** African member States to reach 75%. In order to meet the new target, AFCAC submitted a request and funding proposal to the AFI Plan to provide additional funding to facilitate AFI CIS assistance to more States.

b) 4th AFI CIS Induction and Refresher

AFCAC in collaboration with ICAO ESAF/ WACAF Regional Offices facilitated by the EU-ASA project hosted the 4th AFI CIS Induction and Refresher workshop from 20th to 24th March 2023. The EU-ASA Project funded the workshop while ICAO Regional Offices, AFCAC and RSOOs provided Resource Persons who conducted the workshop. A total of 68 AFI CIS inspectors from 28 African member States participated in the workshop and are ready for deployment to assist Member States. Additional domains now incorporated into the AFI CIS Programme include Aircraft Accident and Incident Investigation (AIG), State Safety Programme (SSP) and Dangerous Goods (DG).

c) Technical Assistance Missions

Following the project approach to member States assistance, AFCAC planned and initiated a number of assistance missions as follows:-

Beneficiary State	No. of planned Missions (2021-2024)	No. of missions conducted	Funding	AFI CIS Assistance offered	ICAO Validation	Abuja Safety Target	Impact of AFI-CIS (CAP Implementation)		Progress towards target (% realized)
							Jan 2021	June 2023	
Guinea	3	1 physical - 2021	EU-ASA	AIR/OPS/AGA/AN S/PEL	Off-site Activity	75%	22.76%	24.65%	1.89%
Zimbabwe	3	1 virtual - 2021 1 physical 2021 1 physical 2022	AfDB	AIR/OPS/AGA/AN S/PEL	Off-site Activity	75%	52.52%	69% UC*	16.48% UC*
Liberia	3	1 physical – 2022 1 physical - 2022	AfDB EU-ASA	AIR/OPS/AGA/AN S/PEL	CMA Audit –May 2022	75%	16.5%	27.84%	11.34%
Eswatini	3	1 Physical	EU-ASA	AIR/OPS/AGA/AN S/PEL	Off-site Activity	75%	35.01%	35.16%	0.15%
Sierra Leone	3	1 physical	AfDB	AIR/OPS/AGA/AN S/PEL	ICAO Audit – May 2023	75%	18.36%	77% UC*	58.64% UC*
Chad	3	1 physical - 2022	EU-ASA	AIR/OPS/AGA/AN S/PEL	Pending	75%	44.13%	44.13%	0%
South Sudan	6	3 physical -2022	EU-ASA	AIR/OPS/AGA/AN S/PEL	Pending	75%	-	-	

UC* Subject to confirmation by ICAO.

3. Conclusion

- a) The AFI CIS program has clearly demonstrated the benefits of a regional cooperative approach and has proven to be a viable, practical, efficient and cost-effective approach to enhance the safety oversight systems for member States;
- b) International partners e.g. AfDB, EU-ASA and others enable the AFI CIS to meet its capacity building requirements through training and also provision for technical assistance to member States. Additional funding is required to meet increased requirements to assist more member States as GASP Global average requirement for member States was raised from 60% to 75%. AFCAC has since requested for extra funding from the AFI Plan; and

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