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THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE B

Agenda Item 7: Operational safety risks

7.3: Other implementation issues

**SUPPORT TO THE CONTINUATION OF THE COMPREHENSIVE REGIONAL
IMPLEMENTATION PLAN FOR AVIATION SAFETY IN AFRICA (AFI PLAN)**

(Presented by 54 Contracting States, Members of the
African Civil Aviation Commission (AFCAC)²)

EXECUTIVE SUMMARY

This paper presents the progressive achievements in improving safety in Africa through the implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan). The paper also highlights the project-based approach adopted by the AFI Plan Steering Committee since 2016 by developing and launching specific projects in the areas of aerodrome certification, search and rescue (SAR), air navigation services providers (ANSPs) peer review, State safety programme (SSP)-safety management system (SMS) implementation, accident investigation and the fundamentals of safety oversight. These projects aim at supporting the implementation of the relevant ICAO Standards and Recommended Practices (SARPs) and other requirements by African States. The scope of the plan has been expanded to cover all safety-related areas, including accident investigation (AIG), aerodromes and ground aids (AGA) and air navigation services (ANS); and its continuation contributes to achieve further enhancement of aviation safety in the African Continent.

The assistance provided through the AFI Plan coupled with efforts made by States to effectively implement their ICAO Plans of Action has contributed to a number of African States registering significant improvements in their safety oversight systems as evidenced by the increase in effective implementation (EI) of the critical elements. Between July 2012 and July 2018, the number of States throughout the AFI Region, with EI of 60 per cent and above increased from fourteen to twenty-nine and the number of significant safety concerns (SSCs) also declined from twenty to two.

Based on its recorded achievements, AFCAC and African States support the objectives of the AFI Plan and are convinced that its continuation will contribute to further enhancing aviation safety in Africa as

¹ English and French versions provided by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cap Verde, Central African Republic, Chad, Comoros, Congo, Cote D'Ivoire, Democratic Republic of The Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Republic of Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome And Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic Of Tanzania, Zambia, Zimbabwe.

well as assisting in accelerating and sustainably maintaining progress so far made by the African States.

Action: The Conference is invited to:

- a) note the progress made by the AFI Plan and the commitment of African States in the implementation of the AFI Plan and its objectives;
- b) support the continuation of AFI Plan activities and the project-based approach;
- c) request ICAO, Contracting States, international organizations and industry partners to support the programme and the associated projects; and
- d) encourage other regions to consider adopting an approach similar to the AFI Plan to address safety deficiencies and challenges.

1. INTRODUCTION

1.1 Considering the significant number of accidents and incidents, lack of effective safety oversight systems, lack of autonomous civil aviation authorities and shortage of qualified skilled personnel etc., the Comprehensive Regional Implementation Plan for Africa (AFI Plan) was initiated by ICAO and endorsed by the 36th Session of its Assembly. Subsequently, the Plan was established by the Secretary General on 1 January 2008 to address those deficiencies. Since then, the Plan has been providing assistance to States focusing among others, on the following objectives:

- a) to strengthen civil aviation authorities with respect to their safety oversight capabilities;
- b) to increase compliance with ICAO SARPs and industry's best practices; and
- c) to increase the number of qualified personnel at the industry and oversight levels.

1.2 In March 2013, the AFI Plan was expanded to include air navigation services (ANS), aerodromes and ground aids (AGA) and accident investigation (AIG), taking into account the relatively low levels of effective implementation in these areas as shown by ICAO audit results for States in the Region, while maintaining its primary focus on the areas of personnel licensing and training (PEL), aircraft operations (OPS) and airworthiness of aircraft (AIR).

2. DISCUSSION

Background

2.1 On the basis of the focus areas of the AFI Plan and in accordance with its annual work programme, many activities were conducted to assist States. Through the AFI Plan, specific ICAO Plans of Action were developed and are being implemented in thirty-two priority States. This includes States with significant safety concerns (SSCs), low levels of effective implementation (EI) and/or those in the ICAO Monitoring and Assistance Review Board (MARB) list. In addition, such ICAO Plans of Action are also in use in a few high-performing States that seek to enhance their aviation safety oversight even further. The effective implementation of these plans has contributed to significant improvements in aviation safety in the Region.

2.2 Specific assistance activities envisaged under the ICAO Plans of Action to States have been carried out jointly by the ICAO Regional Office Safety Teams (ROSTs), the Africa and Indian-Ocean Cooperative Inspectorate Scheme (AFI-CIS) of the African Civil Aviation Commission

(AFCAC) and cooperative development of operational safety and continuing airworthiness programme (COSCAPs)/regional safety oversight organizations (RSOOs) as well as similar entities.

2.3 The assistance provided through the AFI Plan coupled with efforts made by States to effectively implement their ICAO Plan of Action has contributed to a number of African States registering significant improvements in their safety oversight systems as evidenced by the increase in effective implementation (EI) of the critical elements. Between July 2012 and July 2018, the number of States throughout the AFI Region, with EI of 60 per cent and above increased from 14 to 29 and the number of SSCs also declined from 20 to 2.

2.4 The AFI Plan continues to provide necessary support for the establishment and operation of Regional Safety Oversight Organizations (RSOOs) and Regional Accident and Incident Investigation Organizations (RAIOs). In line with strengthening and sustaining RSOOs in Africa, a Forum on Regional Safety Oversight Organizations (RSOOs) for Global Aviation Safety, co-organized by ICAO and European Aviation Safety Agency (EASA), was held from 22 to 24 March 2017 in Ezulwini, Swaziland. The Forum comprised two days of global discussions followed by one day dedicated to the Africa Region at the ministerial level. The forum approved a global strategy and action plan for the improvement of RSOOs including a cooperation platform. It also adopted a Ministerial Declaration to support and strengthen RSOOs in the Africa Region for sustainable and effective functioning.

2.5 In line with the provisions of the Ezulweni Ministerial Declaration, the AFI Plan Secretariat is currently working to engage a consultant to conduct a study in order to develop a strategic plan in this regard.

2.6 The AFI Plan assisted in the establishment of the Association of African Aviation Training Organizations (AATO) aimed at harmonizing and standardizing aviation training in Africa. With the support of AFI Plan and other Partners, AATO is in the process to develop the African Training Roadmap expected to be adopted by AFI Plan in 2018.

2.7 In the area of capacity building, the AFI Plan has conducted numerous activities including seminars and workshops in various safety-related fields. Over 2 600 personnel from many African States have benefited from these activities conducted from 2008 to date.

AFI plan projects

2.8 Apart from the traditional State support mechanism, the AFI Plan has adopted a project-based approach by developing and launching specific projects. In 2016 four projects were established in the areas of aerodrome certification, search and rescue (SAR), air navigation services providers (ANSPs) peer review, and SSP-SMS implementation. In 2017, two additional projects were established in the areas of accident investigation (AIG) and the fundamentals of safety oversight (FSO) so as to further assist States in achieving a sustainable aviation safety level.

2.9 The implementation of the projects progressing well and some of the projects such as Aerodrome Certification Project have already led to the new certifications of eight international airports in seven AFI States.

2.10 In order to continue sensitizing and building an effective safety culture in the Region, the Plan has been supporting annual AFI safety symposia since 2014. The first Symposium was held in Dakar, Senegal in May 2014, the second one in Maputo, Mozambique in May 2015, the third one in Malabo, Equatorial Guinea in June 2016, the fourth one in Gaborone Botswana in May 2017 and the fifth

in Niamey, Niger in July 2018. These symposia have been instrumental in exchanging ideas and disseminating information related to emerging safety issues/concerns prevalent in the Region. They have also served as fora for international, regional and State aviation executives as well as safety experts and partners to develop collaborative implementation programmes with plans and actions to address current and future challenges that the continent is facing.

2.11 Despite the significant progress so far achieved in enhancing aviation safety in the AFI Region as a result of the considerable work and actions undertaken through the AFI Plan and aviation partners, AFI States recognize that additional efforts, resources and time are required to fully achieve the revised Abuja safety targets and air navigation services performance indicators.

3. CONCLUSION

3.1 Implementation and support of the AFI Plan together with the efforts made by States have contributed significant improvements in safety oversight systems of States in the AFI Region.

3.2 In terms of achievements, the assistance provided through the AFI Plan coupled with efforts made by States to effectively implement the ICAO Standards and Recommended Practices (SARPs) has contributed to a number of African States to register significant improvements in their safety oversight systems. Most important is the reduction of the number of fatal accidents in Africa since 2012 to now. In addition, there were no fatal commercial flight accidents that occurred in Africa in 2013, 2015, 2016 and 2017.

3.3 In view of these significant achievements, AFCAC and its member States commit to the continuation of the AFI Plan with effective and systematic implementation covering all safety-related areas, and recognize that it will help accelerate and sustainably maintain the progress being made by AFI States in enhancing their civil aviation systems.

3.4 African States support the objectives of the AFI Plan and are convinced that its continuous implementation will further contribute to the enhancement of aviation safety in the AFI Region. Furthermore, the continuation will also contribute to reinforce the safety culture necessary for sustainable safety oversight in the continent.

3.5 Building on the experience gained in the AFI Region, AFCAC and African States recommend that other ICAO regions consider adopting an approach similar to the AFI Plan to address safety deficiencies and challenges.

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