



**WORKING PAPER**

**ASSEMBLY — 39TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 14: Technical Assistance Programme**

**AFRICA AND INDIAN OCEAN REGION – COOPERATIVE INSPECTORATE SCHEME TO SUPPORT IMPROVEMENT OF AVIATION SAFETY**

(Presented by the African Civil Aviation Commission (AFCAC))<sup>2</sup>

**EXECUTIVE SUMMARY**

This paper presents the Africa and Indian Ocean Region – Cooperative Inspectorate Scheme (AFI-CIS). The Scheme is one of the positive outcomes of the AFI Plan established by AFCAC in conjunction with ICAO to assist AFI States in safety oversight responsibilities and in particular in certification and surveillance functions. AFI-CIS creates a pool of qualified inspectors, selected from within the AFI Region, to assist AFI States to resolve their safety oversight deficiencies with special attention to States with significant safety concerns (SSCs) and/or low Universal Safety Oversight Audit Programme (USOAP) EI results.

**Action:** The Assembly is invited to:

- a) note the achievements of the AFI-CIS Programme as a regional safety initiative;
- b) request ICAO to continue its support to the AFI-CIS Programme; and
- c) encourage Contracting States, other international organizations and industry development partners to support this initiative.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	
<i>References:</i>	

<sup>1</sup> English and French versions provided by AFCAC.

<sup>2</sup> 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, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, 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, Swaziland, Togo, Tunisia, Uganda, United Republic Of Tanzania, Zambia, Zimbabwe

## 1. INTRODUCTION

1.1 The ICAO Universal Safety Oversight Audit Programme (USOAP) results of many AFI States have revealed significantly low levels of effective implementation (EI) of the critical elements of a safety oversight system. As a result, AFI States form the majority of States currently under consideration by the ICAO Monitoring and Assistance Review Board (MARB) due to the low levels of effective implementation of the critical elements of a safety oversight system.

1.2 The AFCAC/ICAO Joint Meeting on the Improvement of Aviation Safety in Africa, held on 13 May 2010 in N'Djamena, Chad, resolved to take concrete action aimed at improving the situation. The meeting adopted a list of objectives, to be achieved within the next following two years. The agreed objectives were stated as follows:

- a) a target of a minimum of 10 per cent unit improvement annually in the level of effective implementation of the critical elements of a State's safety oversight system, over the following two years; and
- b) to remove all African States from the ICAO Monitoring and Assistance Review Board (MARB) list within the following two years.

1.3 The meeting was cognizant of the challenges in actualizing the stated objectives and mindful of the difficulties faced by individual States especially in the area of recruitment and retention of a sufficient number of qualified inspectors. In an effort to circumvent this situation, which could be a possible obstacle in the realization of these objectives, the AFCAC/ICAO Joint Ad hoc Meeting on Improvement of Aviation Safety in Africa held in Dakar, Senegal, 17–19 August 2010, endorsed the establishment of an AFI Cooperative Inspectorate Scheme (AFI-CIS).

1.4 The AFI-CIS was established by the creation of a pool of available qualified inspectors, selected from within the AFI Region, to assist AFI States to resolve their safety oversight deficiencies and, as the case may be, their significant safety concerns (SSCs) particularly with respect to certification and surveillance. With the expansion of the AFI Plan to cover AGA and ANS, the AFI-CIS Programme scope has also been expanded to cover these areas.

1.5 The Scheme is also aimed at closing many of the gaps identified by the gap analyses carried out under the AFI Plan. The implementation of the AFI-CIS has provided AFI States with access to a pool of qualified and experienced safety inspectors that would assist in the resolution of many of the safety related deficiencies and significant safety concerns. This would therefore facilitate the removal of AFI States from the MARB list. AFCAC will intensify the assistance missions under the AFI-CIS Programme to the priority States with very low EIs in cooperation with ICAO and taking into consideration the No Country Left Behind initiative (NCLB). In this regard, the AFI-CIS constitutes a well appropriate programme for the NCLB initiative.

## 2. DISCUSSION

2.1 The AFI-CIS is composed of inspectors selected from within the AFI Region. As a result, the programme has enabled the development and retention of a better-trained and experienced cadre of inspectors from within the region. Other benefits include improved incentives for inspectors by offering them opportunities to apply their knowledge and experience in a wider scope while supporting optimum use of inspector training programmes.

2.2 AFCAC signed a Memorandum of Understanding (MOU) with each State participating in the project, detailing the duties, responsibilities and inputs of each stakeholder. The MOU serves as an agreement between AFCAC and States, both donating and receiving inspectors. It also provides the basis for utilization of national inspectors selected under the scheme. AFI-CIS inspectors will remain in the employment of their States. However, States will undertake to make available for AFI-CIS missions those of their inspectors selected under the Scheme. As of 30 June 2016, 37 AFI States and 1 RSOO have signed the MOU.

2.3 The Agreement also specifies the responsibilities of AFCAC as the implementing agency and ICAO Regional Offices in providing the technical support to AFCAC in the implementation of the project. In addition, the Agreement outlines the responsibilities of each of the regional bodies (COSCAPs and RSOOs) participating in the Programme.

2.4 With respect to the approach to be used for resolving safety oversight deficiencies and significant safety concerns, the AFI-CIS Programme adopted a prioritized action plan in the following order: resolve SSC findings; remove AFI States from the MARB list; and resolve safety oversight deficiencies in general and improve EIs.

2.5 As of 31 May 2016 AFCAC has conducted under the framework of the AFI-CIS Programme 21 assistance missions in the AFI Region. The AFI-CIS assistance missions provided to priority AFI States has contributed to increase the effective implementation (EI) of the critical elements and to resolve SSCs. Between July 2012 and June 2016, the number of States throughout the AFI Region, with EI of 60 per cent and above increased from 14 to 24 and the number of SSCs also declined from 20 to 4.

### 3. CONCLUSION

3.1 The AFI-CIS Programme has contributed for the resolution of the SSCs and the improvement of EIs. ICAO, RSOO and partners are invited to support and collaborate with AFCAC to enhance the AFI-CIS Programme by providing among others training to AFI-CIS inspectors.

3.2 AFCAC will intensify the assistance missions under the AFI-CIS Programme to the priority States with very low EIs in cooperation with ICAO and taking into consideration the NCLB.

3.3 With the expansion of the AFI-CIS Programme to cover aerodromes, air routes and ground aids (AGA) and air navigation services (ANS), the availability of qualified inspectors will be necessary.

— END —