



WORKING PAPER

ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 29 Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms

**PROGRESS IN THE IMPLEMENTATION OF THE
AFRICAN ANSPs PEER REVIEW PROGRAMME**

(Presented by the 54 Contracting States², Members of the African Civil Aviation Commission (AFCAC))

EXECUTIVE SUMMARY

This paper presents actions undertaken by African Air Navigation Services Providers (ANSPs) and the launch of their Peer Review Programme in February 2015 by the ICAO Council President.

Action required: The Assembly is invited to:

- a) take note of the information provided in this paper;
- b) request ICAO to continue to provide its support to the African ANSP Peer Review Programme, in coordination with the African Air Navigation Services Providers Steering Group;
- c) urge African ANSPs to work together to strengthen the African ANSP Peer Review Programme to enhance safety and efficiency of air transport operations in Africa.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Objectives.
<i>Financial implications:</i>	Financial implications of AFI plan
<i>References:</i>	Annex 19 Abuja Safety Targets

1. INTRODUCTION

1.1 At the initiative of the President of the Council, a meeting of the African Air Navigation Services Providers (ANSPs) was held in Montréal on February 2015, to discuss the need to identify ways and means of addressing some challenges the air navigation services are facing in the Africa-Indian Ocean (AFI) Region.

¹ English and French versions provided by AFCAC.

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

1.2 One year later, a Steering Group with a view to developing a regional framework and a mechanism for improving ANS safety performance in Africa, including peer review was created. It is composed of the following members: ASECNA (Chair), Air Traffic Navigation Services (ATNS), South Africa (Vice-Chair), CANSO (Member and Secretariat), Ghana, Kenya, Mozambique and Nigeria ANSPs (Members), ICAO (Member) and the African Civil Aviation Commission (AFCAC) (Observer). It was agreed that ICAO would continue to play an active role in supporting the initiative through the AFI Regional Offices.

2. DISCUSSION

2.1 The main objectives of the initiative are to:

- a) establish and maintain a uniform level of safety for the AFI Region;
- b) assist ANSPs in fulfilling their international obligations related to air navigation services, including: air traffic services (ATS), the design of flight procedures, aeronautical information service (AIS), mapping, meteorology (MET), communications, navigation, and surveillance (CNS), search and rescue (SAR) and safety management system (SMS); and
- c) pooling toolkits, human resources and available training and integrating safety and quality reviews within a safety and quality assurance programme specific to the ANSPs in order to reduce certification costs.

2.2 The mission activities are based on cross reviews by independent teams of experts from other ANSPs and other bodies of civil aviation; sharing of experiences and best practices; mutual assistance; and data protection.

2.3 ANSP visited, will develop corrective/preventive action plans accordingly; and regular monitoring and assessment of the status of implementation of these corrective/preventive action plans will be shared with other ANSPs.

2.4 The review experts will be selected from among ANSPs and other civil aviation entities, using comprehensive guidance material under development with the support of ICAO and relevant industry best practices of stakeholders such as CANSO.

2.5 The benefits of the African ANSP Peer Review initiative include the following:

- a) pooling of internal monitoring capabilities and cost reduction;
- b) sustainability of the results of the review due to the independence of the system;
- c) effective preparation of ANSPs in the process towards safety oversight/certification by civil aviation authorities;
- d) assurance on the continuous improvement of the safety and quality of air navigation services in the AFI Region; and
- e) assurance of a minimum level of safety oversight of ANSPs in States where the national authorities face some difficulties (No ANSP Left Behind in the oversight process).

2.6 Status of Implementation activities by African ANSPs.

Since the launch of the process, the following actions have been completed:

- a) Reviews have been conducted based on the CANSO Standard of Excellence in SMS (SoE) in several countries which is based on Annex 19: Safety Management.
- b) East Africa Community (EAC) partner States i.e Kenya, Tanzania, Uganda, Rwanda, South Sudan and Burundi have adopted the peer review as part of the EAC calendar and have conducted three (3) peer review missions in collaboration with CANSO.
- c) ATNS and ASECNA have made a reciprocal review following agreed tasks.
- d) A common peer review manual has been developed by ICAO and adopted by ANSPs during a meeting called in 2018 in Sierra Leone.
- e) A workshop was conducted in Abidjan by ICAO to disseminate the manual and provide training to ANSPs to be able to conduct review based on the adopted manual.
- f) Two ANSPs (Ghana and Madagascar) were identified as pilot ANSPs to evaluate the use of the manual.
- g) The steering committee (composed of ASECNA, ATNS and CANSO) met in June 2019 in South Africa and convey for new dates for the review of Ghana and Madagascar ANSPs. After this review a workshop is planned in November 2019 to evaluate the use of the manual for peer review. The lessons learnt will guide the 2020 peer review planning.

3. CONCLUSION

3.1 ICAO should continue supporting the African ANSP Peer Review Programme. Therefore, the AFI Plan Project on the implementation of the African ANSP Peer Review Programme can set up a team to recruit the experts from ANSP to be used for the review.

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