



**Twenty-Second Meeting of the AFI Planning and Implementation Regional Group
(APIRG/22) & Fifth Meeting of the Regional Aviation Safety Group for AFI region
(RASG-AFI/5)**

(Accra, Ghana, 29 July – 2 August 2019)

Agenda Item 3: ICAO “No Country Left Behind (NCLB)”

1.1 UPDATE ON THE AFI PLAN ACTIVITIES AND PROJECTS

(Presented by the Secretariat)

SUMMARY	
This paper provides an update on the implementation of the AFI Plan projects, which were approved by the AFI Plan Steering Committee at its 17th and 20th meetings in May 2016 and December 2017, respectively.	
Action: The meeting is invited to:	
a) Note the information contained in this paper; b) Recognize and encourage the efforts being made by ICAO through implementation of various projects aimed at progressively improving safety in Africa; and c) Call on AFI States to maintain their commitment and support towards the implementation of the AFI Plan and its objectives; and d) Examine and consider the various AFI Plan activities and projects for alignment with the relevant activities in the APIRG and RASG-AFI Work Programmes.	
Strategic Objectives	This Working Paper relates to the Safety Strategic Objective of ICAO.

1. INTRODUCTION

1.1 The Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) was created and endorsed by the 36th Session of the ICAO Assembly and established by the Secretary General on 1 January 2008. The programme, which was initially launched with a focus on the traditional areas of Personnel Licensing (PEL), Operation of Aircraft (OPS) and Airworthiness of Aircraft (AIR), is aimed at addressing safety oversight deficiencies and reducing the rate of accidents in the AFI region. The programme was subsequently expanded, in March 2013, to include the additional areas of Air Navigation Services (ANS), Aerodromes and Ground Aids (AGA) and Aircraft Accident Investigation (AIG).

1.2 With a view to enhance the implementation of the programme, the Secretary General

established, in January 2009, the Regional Office Safety Teams (ROSTs) within the Eastern and Southern African (ESAF) and Western and Central African (WACAF) Regional Offices, with clearly defined Terms of Reference (ToR) and the broad objective of assisting States in building capacity and resolving outstanding USOAP-related safety deficiencies.

2. DISCUSSION

2.1. The AFI Plan has since adopted a project approach for enhanced assistance delivery to selected beneficiary States. In this regard, the Steering Committee approved, during its 17th and 20th SC meetings, three AFI Plan projects namely; Aerodrome certification, State Safety Programme (SSP) establishment and implementation and the Fundamentals of Safety Oversight (FSO), amongst others.

2.2 In addition, the meeting reviewed and approved projects on Accident and incident Investigation (AIG), Search and Rescue (SAR) and Air Navigation Service Providers (ANSP) Peer Review. Accordingly, the Steering Committee requested the AFI Plan Secretariat to continue coordinating and monitoring implementation of these projects and to report on progress achieved to subsequent meetings of the AFI Plan SC.

ROST Assistance Missions

2.3 The Regional Office Safety Teams (ROSTs) have been active in assisting States in the implementation of their Corrective Action Plans (CAPs) prepared in response to deficiencies identified by ICAO USOAP Audits. Accordingly, ROST missions were recently conducted to six States (namely; Angola, Zimbabwe, Lesotho, Burundi, Comoros and Malawi) in the ESAF region, and ten (10) States (namely: Chad, Congo, Cote d'Ivoire, DRC, Gabon, Ghana, Liberia, Mauritania, Nigeria and Senegal) in the WACAF region.

2.4 The increased assistance and engagement with States resulted in a corresponding improvement of EIs in both ESAF and WACAF regions. Accordingly, thirty (30) African States have now achieved EI above 60%.

State Safety Programme (SSP)

2.5 The State Safety Programme (SSP) implementation project was initially developed to support twenty-four (24) eligible States based on the establishment of a sound safety oversight system as evidenced by their attainment of the 60% EI. Such States are encouraged to further promote aviation safety by embracing safety management principles with a view to proactively address emerging safety risks by using consistent, data-informed approaches to implement smarter, system-level, risk-based safety oversight. The project was launched for a duration of 24 months with the following beneficiary States: Botswana, Burkina Faso, Cabo Verde, Cameroon, Cote d'Ivoire, Ethiopia, Gambia, Ghana, Kenya, Madagascar, Mali, Mauritania, Mauritius, Morocco, Namibia, Niger, Nigeria, Senegal, South Africa, Sudan, Togo, Tunisia, Uganda, and Zimbabwe.

2.6 Within the framework of the project, beneficiary States are being provided with safety management training to their regulatory and service provider staff involved in the implementation of SSP and SMS with an understanding of operational safety management processes and practical examples.

2.7 Since the 20th SC meeting, the SSP Project Document was revised to incorporate newly eligible States as well as the revised approach to SSP implementation based on satisfactory

implementation of SSP Pre-requisite Protocol Questions. In addition, SSP gap analyses were conducted in Cabo Verde, Cameroun, Cote D'Ivoire, Equatorial Guinea, Gambia, Kenya, Mali, Mauritania, Botswana, Togo, Zambia and Zimbabwe. In addition, remote guidance and assistance provided to States through monitoring of their performance on the Online Framework (OLF).

Aerodrome Certification

2.8 The aerodrome certification project designed to support 16 African states to certify at least one of their International aerodromes was launched in August 2016, in both ESAF and WACAF Regions. 4 other airports were added to the Project at the States' request at this first phase.

2.9. In accordance with the project schedule, meetings/teleconferences with Directors General of CAAs and CEO of Airports of the beneficiary States as well as supporting States were conducted to sensitize them on the importance of the project and secure the required support. Following the high level meetings, aerodrome certification workshops were conducted in Accra, Lomé and Nairobi for the benefit of Regulatory and airport personnel of both supporting and beneficiary States.

2.10 In accordance with the outcomes of the workshops, beneficiary States prepared and submitted their action plans to the two Regional Offices. Most States are progressing in the implementation of their plans, although some are behind schedule. Implementation assistance and progress monitoring missions were conducted by the project Team. So far, assistance provided led to the certification of 12 international Airports (Abidjan, Bamako, Lagos, Abuja, Niamey, Libreville, Dakar, Maputo, Lusaka, Kigali, Manzini and Windhoek) in eleven beneficiary States.

2.11 The current percentage of certified aerodromes in the AFI region is 24,83%. This has been impacted by additional international aerodromes published by States. In fact, many international aerodromes published in the eANP are neither used for international operations, nor compliant with SARPs. The percentage of AFI States that have developed aerodrome certification capacities by 2019 is 45,83%.

2.12 Finally, given the progress made by some States in achieving their 60% EI targets, new States/airports recently joined the Project, naming Benin/Cotonou, Equatorial Guinea/Malabo, Congo/Brazzaville & Pointe Noire and Sierra Leone/Lungi (under the Safe fund Project).

Fundamentals of Safety Oversight

2.11 The AFI Plan Steering Committee at its 20th SC meeting approved the Fundamentals of Safety Oversight (FSO) Project for implementation within the AFI Plan framework and in line with ICAO "No Country Left Behind" initiative. The project aims to support beneficiary States to establish the Fundamentals of Safety Oversight (FSO) system vis-à-vis the Critical Elements (CE) of a State Safety oversight system. In this regard, the AFI Plan aim to support beneficiary States to enhance their safety oversight capability with particular emphasis on the implementation of CE1 through CE5.

2.12 Accordingly, the project prioritized to assist and support twelve (12) beneficiary States within the AFI Region including Burundi, Central African Republic, Comoros, Djibouti, Eritrea, Guinea, Guinea-Bissau, Lesotho, Liberia, Sao Tome and Principe, Seychelles, and Swaziland.

2.13 The implementation of the project was initiated with the submission of the FSO project document to the beneficiary States together with a sample letter to be signed by each beneficiary

State confirming formal acceptance of the project and commitment to implement the project's recommendations.

2.14 AFI Plan FSO assistance missions were conducted to Central African Republic (CAR), Guinea, Liberia, Sao Tome and Principe. The FSO assistance missions were coordinated and conducted with the participation of relevant RSOO experts.

2.15 During the 22nd AFI Plan SC meeting, the SC gave approval for the inclusion of Sierra Leone, Somalia and South Sudan as beneficiary States of the FSO project.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information contained in this paper;
- b) Recognize and encourage the efforts being made by ICAO through implementation of various projects aimed at progressively improving safety in Africa; and
- c) Call on AFI States to maintain their commitment and support towards the implementation of the AFI Plan and its objectives; and
- d) Examine and consider the various AFI Plan activities and projects for alignment with the relevant activities in the APIRG and RASG-AFI Work Programmes.