



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

FIFTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA - INDIAN OCEAN (RASG-AFI/5)

(Accra, Ghana, from 29 July to 2 August, 2019)

Agenda Item 3: ICAO “No Country Left Behind (NCLB)” Initiative Fundamentals of Safety Oversight (FSO) Project

(Presented by Secretariat)

SUMMARY
This paper presents an update on the implementation of the AFI Plan Fundamentals of Safety Oversight (FSO) Project, which was approved by the AFI Plan Steering Committee at its 20th meeting in December 2017. Action required by the meeting is at Paragraph 4
REFERENCE(S): • Comprehensive Regional Implementation Plan for Aviation Safety in Africa • FSO Project Documents
Related ICAO Strategic Objective(s): This Working Paper relates to the Safety Strategic Objective of ICAO.

1. INTRODUCTION

1.1 The AFI Region has in the recent past progressively achieved steady continuous improvement in the effective implementation (EI) of the critical elements (CEs) of a State’s safety oversight system. However, significant challenges remain, including the need to resolve the remaining Significant Safety Concerns (SSCs) in one State (Eritrea), to increase the EI for each State to at least 60%, and to increase the AFI States’ group average currently at 54.01 % to at least the world average, currently 68.24 %.

1.2 The AFI Plan Steering Committee at its 20th SC meeting approved the Fundamentals of Safety Oversight (FSO) Project to be implemented 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. Specifically, the FSO Project aims to prioritize,

assist and support States within the AFI Region that have significant challenges to discharge their safety oversight responsibilities. The criterion for selecting FSO beneficiary States is an EI score of 40% initially until attainment of the 60% EI threshold target, which is one of the Abuja safety targets by the end of 2019.

1.3 The FSO beneficiary States as of May 2019 are Burundi, Central African Republic, Comoros, Djibouti, Eritrea, Eswatini, Guinea, Guinea-Bissau, Lesotho, Liberia, Libya, Sao Tome and Principe, Seychelles, Sierra Leone, Somalia, and South Sudan. The current group average EI for these States is 18.83%, which is below the current world average of 64.99%.

2. DISCUSSION

2.1 Under the FSO project, the selected States are assisted to enhance and establish the fundamentals of a State safety oversight system as a means to achieve the Abuja Safety target of at least 60% EI, by the end of 2019.

2.2 In the process, ICAO conducts high level and ROST missions to the States in order to gather information, and to provide advice and assistance. Technical experts from other States, including AFCAC (under AFI-CIS) and Regional Safety Oversight Organizations (RSOOs) are also engaged for the execution of the project, as appropriate.

2.3 The project prioritises the establishment CEs to ensure that fundamental safety oversight systems are put in place in the beneficiary States by the end of 2019, including:

- a) the rulemaking process, including development and/or amendment of primary aviation legislation (CE-1) and specific operating regulations (CE-2);
- b) the establishment of an appropriate State civil aviation system and its safety oversight functions (CE-3);
- c) the establishment and implementation of an appropriate system to ensure competent technical personnel, including development and implementation of an adequate training programme and associated plans that address initial, recurrent and specialized as well as on-job-training (OJT) training for national technical/inspectorate staff (CE-4); and
- d) the availability and adequacy of technical guidance, tools and the provision of safety-critical information (CE-5).

2.4 Subject to the availability of funds and duration of the project, the scope of the project may also provide assistance with the implementation CEs, including licensing, certification, authorization and approval (CE-6), surveillance (CE-7) and resolution of safety concerns (CE-8) related processes.

2.5 The project will mainly be implemented through coordinated approaches, including:

- a) the use of the OLF and information obtained through other means, including previous ROST missions, ICAO assistance projects and assistance programmes conducted by other assistance partners, in order to accomplish a gap analysis and derive a detailed work plan tailored to each State;
- b) the monitoring through the OLF and by correspondence with the State, and analyzing progress achieved and providing guidance and support, as appropriate;

- c) the conduct of on-site ROST missions to assess and verify actual implementation and provide support, as needed;
- d) the conduct of appropriate courses in accordance with ICAO Training Policy, as well as seminars and workshops, preferably in collaboration with champion States that have demonstrated robust safety oversight systems in order to benchmark and share best practices; and
- e) the coordination with ICAO HQ with the view to recommending conduct of CMA activities, including ICVM, off-site validation, or IVAs, as appropriate, in order to formally validate progress achieved and update EI accordingly.

3. CONCLUSION

3.1 It is noteworthy that significant progress has been achieved, evident by the steady increase of State EIs and non-emergence of new SSCs.

3.2 However, more efforts and resources are still needed to assist States, especially those that have never been audited and those with EIs lower than the 40% threshold, to establish and maintain robust and sustainable safety oversight systems, which are critical for cushioning them from related high safety risks.

3.3 Consequently, increased and sustained funding by the AFI Plan is essential to maintain or even increase the momentum of the prevailing progress.

4. ACTION BY THE MEETING

4.1 The Meeting is invited to:

- a) note the progress achieved under the FSO Project; and
- b) urge the AFI Plan to maintain and intensify provision of financial resources to progress the work of the FSO Project.

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