ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**EIGHTH MEETING OF THE STEERING COMMITTEE OF THE REGIONAL
AVIATION SAFETY GROUP
FOR AFRICA-INDIAN OCEAN (RASC/8)**

From 29 to 30 August 2022

Agenda Item 7: Development of a RASG-AFI strategy to assist low-performing States
to enhance safety oversight capabilities

*(Presented by the
Secretariat)*

SUMMARY
This Paper presents a RASG-AFI strategy to assist low performing States to enhance safety oversight capabilities, thereby meeting their ICAO obligations as signatories to the Chicago Convention. Action to be taken by the Meeting is provided in Section 3 of the Paper.
REFERENCE(S): • AFI-Plan • 'No Country Left Behind (NCLB)' Initiative • ICAO Business Plan 2023-2025
Related ICAO Strategic Objective: This Working Paper relates to the ICAO Strategic Objective on SAFETY.

1. **INTRODUCTION**

1.1. The Africa-Indian Ocean (AFI) Region has been making steady and continuous improvements with regard to the effective implementation of the Critical Elements of a State's safety oversight system. However, some States continue to face specific political, socio-economic, and cultural challenges that hinder their progress towards improving their safety oversight capacity thus, affecting the progress towards achieving the set aviation targets.

1.2. The main impediments that hinder   States to effectively discharging their obligations under the Chicago Convention include; low commitment of States to make aviation a priority for economic development, poor aviation legislative and organizational framework and lack of adequate resources (financial, human); etc.

1.3. Furthermore, in the ESAF and WACAF regions, the limited proficiency of States' personnel in ICAO working languages, could have a negative impact on effectiveness of States ability to perform their oversight responsibilities and ICAO capability to provide the necessary technical assistance. This is mostly prevalent in States with national official languages other than the 5 (five) ICAO recognized languages.

1.4. With a view to complement the efforts of States towards improving their safety oversight systems, ICAO has launched several initiatives including the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan), the 'No Country Left Behind (NCLB)', the Aviation Safety Fund (SAFE), etc. Under the AFI Plan, several projects have been developed and at various stages of implementation. Notably, the Fundamentals of Safety Oversight (FSO); Aircraft Accident and Incident Investigation (AIG); Aerodrome Certification; and State Safety Programme (SSP). Details of these projects are contained in another Working Paper to be delivered during this meeting.

1.5. Furthermore, in line with the 'No Country Left Behind (NCLB)' initiative, the States' specific needs shall be adequately addressed in improving the relevance, consistency, efficiency, and effectiveness of the ICAO implementation support provided and ICAO prioritizes assistance to States in the effective implementation of ICAO SARPs, plans and policies. Therefore, it is crucial to establish a strategy to support challenged States in meeting their obligations under the Chicago Convention and to ensure proper interpretation and transposition of the ICAO SARPs and associated documentation.

2. DISCUSSIONS

2.1 ICAO prioritizes the continuous improvement of global civil aviation safety in support of the Safety Strategic Objective, the Global Aviation Safety Plan (GASP) goals and targets, and the NCLB initiative. In this regard, States with insufficient resources need effective implementation support of various forms from the region. Such initiatives call for financial support from aviation and development partners through the Resource Mobilization Fund (RMF) mechanism, with a focus on human capacity building through adequate training of aviation personnel.

2.2 The current average USOAP score for States in RASG-AFI States that have undergone USOAP activities is 56.95% which is below the world average of 69.32%. 13 of the States are under the European safety list (operational restrictions within the European airspace) and only 10 RASG-AFI States achieved the current GASP target of 75% target. An analysis of the USOAP CMA results revealed that States with an EI below 40% (considered as low-performing States) in CE-4 related to training and qualification of technical personnel did not reach the 75% EI target. To address the anomaly, specific projects and activities are ongoing to assist the implementation of the SARPs, with particular attention to States with common challenges in terms of ICAO-recognized languages.

2.3 Regarding language challenges and considering the case of Portuguese speaking States in the ESAF and WACAF regions, there is a common language issues/challenges which if addressed could improve their safety oversight system. The overall safety oversight level of Effective Implementation for the five Portuguese-speaking States (Angola, Cabo Verde, Guinea-Bissau, Mozambique, Sao Tome and Principe) is 44.48%, which is far below the established GASP target of 75% and only one of these States (Cabo Verde) has achieved a level of effective implementation above the set GASP target. It is therefore of paramount importance that implementation support and assistance targeting the RASG-AFI Portuguese speaking States be given attention, with a focus on each State's specific needs and solicit support/collaboration of experts from other Portuguese speaking States with high EI score.

2.4 In general, a strategy to assist States with low level of effective implementation of the Safety Oversight System is also essential with a focus on key aspects of provision of technical assistance in the weakest areas to enhance the safety oversight implementation in the State; selection of candidates for recruitment to guarantee the integrity of the process; guidance to States on the identification of safety oversight activities to be delegated to regional organizations or other States.

2.5 To foster a robust state oversight systems in the RASG AFI States, it is critical that efforts are made to achieve sustainable State political will and commitment, develop efficient funding and assistance scheme to build/enhance national capacity on safety oversight areas, and establish strong Organizational and training systems, including procurement of safety tools (hardware and software).

3. ACTION BY THE MEETING

3.1. The meeting is invited to:

a) note the information provided in this working paper.
b) provide advice and further guidance; and recommend to the RASG-AFI to:

c) further develop the proposed strategy to assist all RASG-AFI low-performing States to support efforts to achieve global and regional aviation safety targets;
d) urge ICAO especially the ESAF and WACAF Regional Offices, to establish a strategy to support and assist RASG-AFI Portuguese-speaking States in collaboration with high performing Portuguese speaking States.

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