



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 3: Overview of the status of Implementation of the 2022 RASG-AFI Work
Programme, Updates on the progress of RASG-AFI Projects**

(Presented by the by the Secretariat)

SUMMARY
This paper provides an update on the status of implementation of the 2022 RASG-AFI Work Programme and updates on progress of RASG-AFI Projects. Action to be taken by the Meeting is provided at paragraph 3 of this Paper.
REFERENCE(S): RASG-AFI/7 Report
Related ICAO Strategic Objective(s): Safety

1. INTRODUCTION:

This working paper highlights the status of implementation of 2022 RASG-AFI Work Programme and related projects, activities and initiatives, aimed at improving the overall level of safety in the RASG-AFI region including progress made since the virtual RASC/7 meeting held in October 2021, while outlining underlining challenges and proposing some recommendations.

2. DISCUSSION:

2.1 Fundamentals of Safety Oversight (FSO) Project

2.1 The AFI Plan Fundamentals of Safety Oversight (FSO) project aims to support eligible States to establish the fundamentals of safety oversight system vis-à-vis the Critical Elements (CE) of a State safety oversight system. In this regard, the project is geared to assist

eligible States to enhance their safety oversight capability with particular emphasis on the implementation of the establishment CEs (i.e. CE-1 through CE-5).

2.2 Accordingly and following its revision in May 2022, the project is envisaged to assist and support nineteen (19) eligible States within the AFI Region i.e. Angola, Burundi, Central African Republic, Chad, Comoros, Djibouti, Eritrea, Eswatini, Guinea, Guinea-Bissau, Lesotho, Liberia, Libya, Malawi, Sao Tome and Principe, Seychelles, Sierra Leone, Somalia, and South Sudan.

2.3 The FSO project was revised and approved during the 25th AFI Plan Steering Committee (AFI Plan SC/25) meeting held in May 2022 in Abuja, Nigeria as part of the AFI Aviation Week.

2.4 Subsequent to the revision of the project, FSO assistance missions have been conducted to the following eligible States:

- Sao Tome and Principe (4-8 July 2022),
- Sierra Leone (18 to 22 July, 2022)
- Angola (21-25 February 2022)
- Comoros (8-10 August 2022)
- Djibouti (24-26 August 2022)
- Eritrea (27-29 July 2022)
- Eswatini (16-20 May 2022)

2.5 Since the inception of the FSO Project, assistance activities have been conducted to most of the eligible States. However, limited progress towards increasing the validated scores of effective implementation (EI) of the Critical Elements (CEs) of a State safety oversight system has been registered mainly due to the limited number of USOAP CMA activities conducted in the concerned States.

2.6 The figure below illustrates the safety performance in terms of EI of FSO-eligible States. Two of the eligible States, namely Somalia and South Sudan are not included because they have never been audited under USOAP.

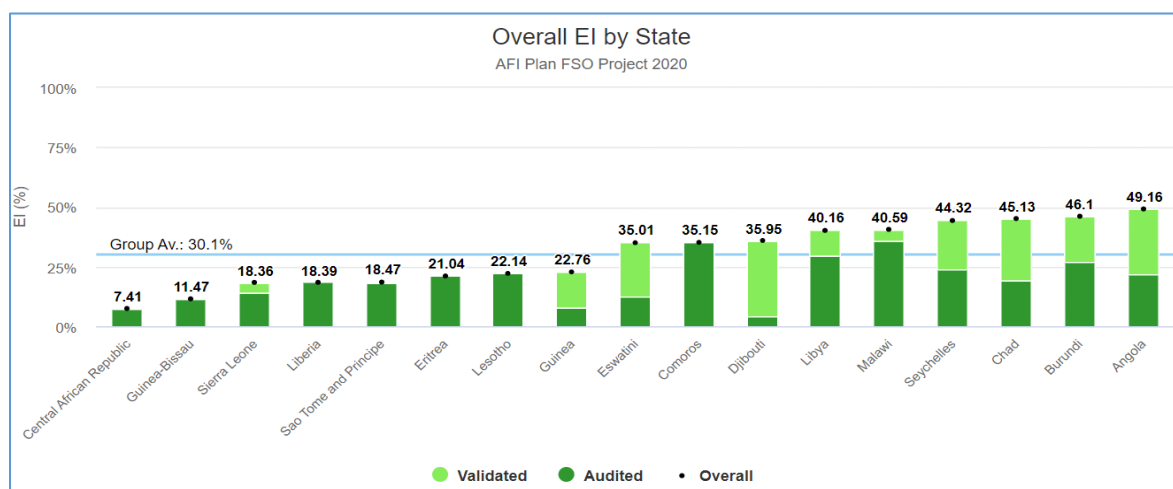


Figure: EI by State: AFI Plan FSO Project

2.2 Accident and Incident (AIG) Project

- 2.2.1 **2.2.1** Under the “Establishment of Basic Aircraft Accident and Incident Investigation (AIG) Oversight Systems in AFI States” project, a series of workshops were conducted on the implementation of AIG related SARPs to States’ investigators and support staff. The knowledge and skills imparted through the workshops and seminars laid a foundation for States to further improve.
- 2.2.2 Although the AFI Region has achieved steady continuous improvements with regards to the effective implementation of the critical elements of a state’s safety oversight system since 2010, significant deficiencies remain in all areas overall, including the area of aircraft accident and incident investigation. To demonstrate the gravity of the matter, group average EI in AIG for the AFI States is 42.32 % compared to the World of 55.05 % as at 16 April 2022. This demonstrates a lack of effective aircraft accident and serious incident investigation capability, including inadequate qualified personnel, technical guidance and tools to effectively discharge their aircraft accident and incident investigations obligations envisaged under the Convention on International Civil Aviation and related Annex 13.
- 2.2.3 In line with the AFI Plan mandate to support States in enhancing their safety oversight capability, mitigate safety risks and reduce incident and accident rates, the new “Aircraft Accident and Incident Investigation (AIG) Systems Enhancement Project” aims to prioritize, assist and support identified eligible States within the AFI Region, specifically those with poor or low performance with regards to their overall safety oversight and investigation capabilities.
- 2.2.4 To assist the Africa-Indian Ocean (AFI) region reduce the rate of aviation accident occurrences in line with the global accident rate and considering the traffic volume of RASG-AFI, the Project Review Committee – ICAO Voluntary Funds (PRC-IVFs) allocated in 2019, an amount of USD 77K received from Qatar in 2018 and USD 139K received in 2019 from Saudi Arabia to AFI States to enhance Accident and Incident Investigation in AFI States. As at 6 January 2022, the Fund Balance report stated that these two contributions were unspent.
- 2.2.5 The Aircraft Accident and Incident Investigation (AIG) Systems Enhancement Project Document is in Appendix 1 to this WP.

2.3. State Safety Programme (SSP) Project

- 2.3.1 The State Safety Programme implementation project was initially launched in February 2017 for a duration of 24-months and developed under the AFI Plan to support the establishment of a sound safety oversight system in twenty-four (24) States and ensure compliance with provisions of Annex 19 requirements.
- 2.3.2 To continue assisting RASG-AFI States in the implementation of the SSP, the revised AFI Plan SSP Project was approved by the AFI Plan Steering Committee during its 25th meeting held in Abuja, Nigeria in May 2022. The overall objective of the revised AFI Plan SSP project is to assist AFI States that meet the eligibility criteria to implement SSP through a phased approach that ensures States implement first

the foundation of an SSP and then progress into the implementation of an effective SSP. In addition, the project aims to establish cooperative mechanisms for coordination, collaboration, and exchange of information on SSP/SMS implementation.

2.3.3 The eligible States under this revised project includes Cote d'Ivoire, Ethiopia, Gabon, Ghana, Kenya, Madagascar, Mauritania, Rwanda, South Africa and Togo. States that do not fulfil the eligibility criteria for this project will be assisted under Regional Office regular activities or other AFI-Plan projects on the implementation of a safety oversight system.

2.3.4 Currently the Regional offices are coordinating with States to provide and/or update the information on their SSP focal points and release of selected Subject Matters Experts that will support the implementation activities. The next phase will entail the establishment of collaboration groups, development of guidelines and tools for the launching meeting to present the project and initiate the SSP project implementation.

2.3.5 The table below shows the SSP implementation status for the RASG-AFI States, based on the information reported by the States on the ICAO iSTARS, August 2022:

SSP implementation status for RASG-AFI States		
SSP Level of implementation	# of States	% of States
L0 - States not started a GAP analysis	11	22.9%
L1 - States started a GAP analysis	12	25%
L2 - States with Gap Analysis Completed	7	14.5%
L3 -States with Implementation Plan defined	17	35.4%
L4 -States fully implemented their SSPs	1	2%
Overall SSP Foundation PQ	67.13%	

2.3.6 Although some progress have been achieved, SSP implementation remains one of the main challenges faced by States in the AFI Region. From the table above, it is evident that more efforts and resources from States and continuing support of ICAO, AFCAC, RSOOs, RAIOS and industry are required to ensure that States meet the Annex 19 requirements and achieve the established goals and targets in the Global Aviation Safety Plan (GASP) and Abuja Safety targets related to the SSP.

2.4 Aerodrome certification project – Inputs to be provided

2.4.1 The revised AFI Aviation Safety and Air Navigation Targets provide for the Certification of all international Aerodromes by the end of 2022. The AFI Plan Aerodrome Certification project was initially launched in 2016 with the aim to assist States in the certification of their international aerodromes.

2.4.2 Despite the efforts that have been made to support States to certify at least one international aerodrome, the percentage rate of the certified aerodrome in Africa is far from the target set to be achieved by end of 2022. The project was therefore revised in May 2022 to extend the duration of the project by 28 months

2.4.3 Accordingly to its revision in May 2022, the project is envisaged to assist and support eligible States to complete the certification process for the following airports: Luanda/Angola,

Windhoek/Namibia, Victoria-Mahe/Seychelles, Entebbe/Uganda, Yaoundé/Cameroon, Banjul/Gambia, Gaborone/Botswana, Malabo/Equatorial Guinea

2.4.4 The revision of the project also enabled the integration of the airports of Pointe-Noire/Congo, Conakry /Guinea, Lungi/Sierra Leone, Kinshasa/DRC, and Djibouti/Djibouti into the project.

The figure below illustrates the progress of the certification of aerodromes in the AFI region over the last 5 years :

	ESAF					WACAF				
	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021
Total Number of Aerodromes	66	66	63	63	63	54	54	54	54	54
# of Aerodromes certified	6	13	16	23	28	3	8	10	13	14
% of Aerodromes certified	9.1%	19.7%	25.4%	36.51%	44.4%	6%	15%	19%	24%	26%
# of States with at least one international aerodrome certified	9	9	11	12	12	3	6	8	11	12

3. ACTION BY THE MEETING:

- 3.1. The meeting is invited to:
- Urge States to review SSP Foundation PQs, to conduct SSP gap analyses, update the GAP Analysis tool on iSTARS SPACE and develop the Implementation plan.
 - Urge State to allocate the required resources to meet Regional and Global targets related with the SSP implementation.
 - Urge States to nominate or update the contact details on their Focal Points and release their subject matter experts to support on regional efforts towards the implementation of SSP and actively participate on the exchange of information related with SSP/SMS implementation.
 - intensify technical assistance to States with special emphasis on the performance of State self-assessments and, when applicable, develop and implement corresponding corrective action plans (CAPs);
 - consider and approve the proposed project; and
 - authorize the utilization of RM Fund for the implementation of the AIG Project.

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