



WORKING PAPER

ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 24: Technical Assistance Programme

**IMPACT OF THE AFI PLAN AND REVISED ABUJA SAFETY TARGETS IN THE
IMPLEMENTATION OF SAFETY PROGRAMMES AND
ACTIVITIES IN THE AFRICAN CONTINENT**

(Presented by the African Civil Aviation Commission on behalf of 54 Member States¹)

EXECUTIVE SUMMARY

This paper presents on the impact of the framework and methodology for programming of activities under the Africa-Indian Ocean (AFI) Plan, the complementary revised Abuja Safety Targets, and the role of States, Regional Safety Oversight Organizations (RSOOs), Regional Economic Community (RECs), and AFCAC in ensuring the 54 African States comprehensively implement the programme in support of ICAO.

For purposes of implementing the AFI Plan, the region designed and initiated several projects under ICAO based on realistic regional safety improvement needs as observed from the effective implementation of safety oversight system, global safety initiatives and existing capacity requirements at continental and individual States perspectives. The paper also discusses the role of African States, AFCAC, and RSOOs in harnessing cooperation and collaboration with ICAO towards resolving identified deficiencies and thus improve overall safety oversight capabilities through coordinated implementation of AFI Plan and the revised Abuja Safety Targets.

Action: The Assembly is invited to:

- a) take note of the impact of the AFI Plan and Revised Abuja Safety Targets in addressing deficiencies in the various safety related domains;
- b) appreciate the enhanced collaboration and cooperation among ICAO, States, AFCAC, RSOOs, and RECs in the implementation of safety programmes and activities under the AFI Plan; and
- c) approve the continuation of the AFI Plan as a key framework for addressing safety related deficiencies in the African Continent under cooperative mechanism among ICAO, States, AFCAC, RSOOs and RECs.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
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¹ Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cabo Verde, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Eritrea, 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, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia and Zimbabwe.

<i>Financial implications:</i>	
<i>References:</i>	AFI Plan Procedure Document

1. INTRODUCTION

1.1 The Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) was endorsed by the 36th Session of the ICAO Assembly for the purpose of addressing civil aviation safety deficiencies in the Africa Indian Ocean (AFI) region. The programme has since been assisting States with a focus on the establishment and implementation of effective and sustainable safety oversight systems; resolution of identified safety deficiencies; and fostering of aviation safety culture in Africa.

1.2 Subsequently, the ICAO Council resolved that the Programme activities should be implemented through ICAO Regional Offices' regular Work Programme in line with identified focus areas of concern. As the AFI Plan evolved, the Regional Offices (ICAO Eastern and Southern African Office, Nairobi (ESAF) and Western and Central African Office, Dakar (WACAF) observed the need to include into the safety programme not only the African States, but also the Regional Safety Oversight Organizations (RSOOs) and the African Civil Aviation Commission (AFCAC). The main purpose was to consolidate and harness efforts of the various bodies with similar safety objectives. As part of the AFI Plan modus operandi, ICAO together with Member States, RSOOs, and AFCAC, organizes and conducts AFI Aviation Week events to deliberate and make decisions on various issues under the AFI Plan safety programme.

1.3 Among the most important salient features is the versatility of the AFI Plan that ensures its effectiveness in resolving the safety issues in the continent and remains relevant taking into consideration the dynamics in civil aviation safety. The review of the AFI Plan was conducted by the Steering Committee to align the programme with emerging safety issues under GASP and ensure the effectiveness of the programme beyond 2024. In light of this, the focus areas have been refined to meet regional needs. It is at this juncture that the States, AFCAC, RSOOs, and RECs are taking part in the implementation of the planned activities under the AFI Plan.

2. DISCUSSION

2.1 Over the last decade, the AFI Plan and its programme of activities based on the initial and reviewed focus areas have contributed immensely to the improvement of the overall safety health of African States. The AFI Plan has sustained substantial benefits and outcomes towards the implementation of the Revised Abuja Safety Targets including the improvement of Effective Implementation (EI) of the Critical Elements of States safety oversight system, establishment and strengthening of regional safety oversight and accident and incident investigation organizations (RSOOs/RAIOs); and capacity building training in various safety related domains as well as resolution of safety issues in areas of greater needs.

2.2 To achieve effective deliverables of activities, the AFI Plan has adopted the project management principle to clearly initiate, implement, and evaluate deliverables against stated objectives. From the Agenda and deliberations of the seventh AFI Week held in Abuja from 16 to 20 May 2022, the following project proposals and structures have been identified for continued implementation by ICAO in support of the States, RSOOs, RECs, and AFCAC:

- a) Aerodrome Certification Project;
- b) State Safety Programme (SSP) Project;
- c) Aeronautical Information Management (AIM) Project;
- d) Air Navigation Service Provider Peer Review Project; and
- e) Fundamentals of Safety Oversight (FSO) Project.

2.3 The conceptualization, design, and initiation of the project was based on tangible information emanating from the regional needs as can be assessed from the effective implementation of safety oversight system, global safety objectives and developing required capacities at continental and individual States perspectives. Apparently, the States, AFCAC, and RSOOs have roles to play in cooperation and collaboration of ICAO in resolving the deficiencies and thus improving safety oversight capabilities through compliance with ICAO Standards and Recommended Practices (SARPs).

2.4 It is apparent that marked improvements have been achieved in enhancing aviation safety in Africa as a result of the coordinated and objective work and actions undertaken in the implementation of the AFI Plan and the revised Abuja Safety Targets. However, it is recognized that efforts that are more concerted are required to protect the gains made so far and to maintain continuous improvement among ICAO, States, AFCAC, RSOOs, and RECs in the African continent.

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