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Agenda Item 32: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms

DEDICATED SUPPORT TOWARDS BUILDING SAFETY OVERSIGHT CAPABILITY FOR AFRICAN STATES UNDER AFI-CIS PROGRAMME

(Presented by the African Civil Aviation Commission (AFCAC) on behalf of 54 African States²)

EXECUTIVE SUMMARY

The paper discusses proposals for dedicating support towards building safety oversight capability for African member States under the AFI-CIS Programme.

ICAO Resolution A37-8 urges Contracting States to develop and further strengthen regional and sub-regional cooperation in order to promote the highest degree of aviation safety. Successful regional cooperation requires an approach that acknowledges the experience, knowledge, and capability that exists within other States. This has been considered in the AFI region by working together to develop Safety Oversight capability for the benefit of all States under the AFI-CIS Programme.

<i>Strategic Objectives:</i>	This working paper relates to Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
<i>Financial implications:</i>	Additional resources towards capacity building initiatives for strengthening safety oversight systems under the AFI-CIS Programme.
<i>References:</i>	Assembly Resolution A 39-14, <i>Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets</i> Doc 10004, <i>Global Aviation Safety Plan</i> ICAO Key Initiative, <i>No Country Left Behind</i>

¹ English and French versions provided by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, 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, Zimbabwe.

1. INTRODUCTION

1.1 The AFI-CIS was established to enable the creation of a pool of available qualified inspectors, selected from within the AFI Region, to assist AFI States to resolve their safety oversight deficiencies and, as the case may be, their significant safety concerns (SSCs) particularly with respect to certification and surveillance.

1.2 Since the beginning of the Programme, appreciable successes have been recorded with regards to resolving some key safety oversight deficiencies within the AFI region. However, given its envisioned capabilities, further measures would be required for the cooperative scheme to achieve greater efficiency and productivity. The paper seeks to draw attention to the progress made and recommends the way forward in maximizing the capabilities of the scheme and fully realizing its objectives.

2. DISCUSSION

2.1 AFI CIS was established in the light of concerns expressed over the AFCAC/ICAO joint meeting on the improvement of aviation safety in Africa held in May 2010 in Chad, and to support efforts towards a realization of the agreed objectives including: i) A target of a minimum of 10% unit reduction annually in the lack of effective implementation of the critical elements of a States safety oversight system, over the next two years; and ii) To remove all African States from the ICAO Audit Results Review Board (ARRB).

2.2 Since its inception in year 2012, at least thirty-five (35) assistance missions in 23 different States were conducted, which contributed to the resolution of SSCs and increase of EI. Through the AFI CIS Programme, 14 out of 15 SSCs have so far been removed by 2021.

2.3 So far, 33 out of 54 member States reached the target of 60% EI with an average EI of 57.82% (In the year 2012, the average EI for Africa was 44% and only 13 States were above 60% EI). This reflects a huge increase of 13.82% EI when comparison is done between 2012 and 2021.

2.4 In its efforts to further strengthen the scheme, AFCAC has been involved in a number of partnership programmes with regional and international organizational and donor agencies. These agencies include European Union Aviation Safety Agency (EASA) and the African Development Bank (AfDB) in the AFI region.

2.5 AFCAC collaborated with its international partners in order to provide financial support to sustain the AFI-CIS programme during the 2019 to 2021 triennium and the following organizations pledged financial support:

- EU-Africa Safety in Aviation (EU-ASA) Project - The EU-ASA Project funded AFI-CIS expert missions and the AFI-CIS induction workshop for the 2019 – 2021 period; and
- African Development Bank (AfDB) - In the framework of the AfDB Institutional Support to AFCAC for Implementation of the SAATM project, and in order to achieve its real and full potential, the Project included provisions for technical assistance to SAATM member States CAAs, airlines and airports in order to improve their safety

performance and their level of effective implementation of ICAO SARPs. These target CAAs are being assisted through on-going AFI-CIS technical assistance programs.

2.6 AFCAC in collaboration with ICAO ESAF/WACAF Regional Offices and EU-ASA project hosted the 3rd AFI-CIS Induction and Refresher workshop held from 22 to 31 March 2021. The EU-ASA Project funded the workshop while ICAO Regional Offices provided Resource Persons who conducted the workshop. A total of 70 AFI-CIS inspectors from 21 African member States participated in the workshop.

2.7 Due to the threat of COVID-19, AFCAC supported internal innovation in which remote technical assistance missions and automated platform for use by AFI-CIS experts and member States were conceptualized.

2.8 AFCAC has in recent years worked in close collaboration with Regional Safety Oversight Organizations (RSOOs) to ensure that safety oversight support given to States is better coordinated between both Organizations, under the AFI CIS scheme. This resulted in the effective use of resources while preventing unnecessary duplication of efforts. In this regard, annual work programmes of relevant entities are jointly reviewed to ensure proper integration in the conduct of initial assistance and follow-up missions and to achieve greater synergy in output delivery.

2.9 To make the AFI-CIS programme more efficient and user friendly, further improvement measures are being considered in the following areas:

- Provision of standardized generic regulations for CIS inspectors;
- Automated toolkit consisting of onsite and off-site work program development and implementation and on-line platform for use by experts and member States;
- Expand the scope to include AIG and SSP/SMS areas;
- Provide further training to increase the number of qualified AFI-CIS inspectors for all member States;
- Provide tangible safety oversight system improvements – such as online systems for surveillance and certification;
- Provide tangible safety oversight system improvements to member States – such as on-line systems for surveillance and certification; and
- Increase the funding for the AFI-CIS programme to ensure a bigger scope and continuity of the activities of the scheme.

3. CONCLUSION

3.1 AFI CIS has proven to be an effective and veritable mechanism for deployment of support in the resolution of safety oversight deficiencies to member States in the AFI region. It has clearly demonstrated the benefits of a regional cooperative approach and has proven to be a viable, practical, efficient and cost-effective measure to enhance the safety and efficiency of Air Transport in Africa.

4. **RECOMMENDATION**

4.1 The Assembly is invited:

- a) note the significant increase in the AFI-CIS Programme capacity; and
- b) support the strengthening of AFI-CIS Programme.;

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