



ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 23: Technical Assistance Programme

SUPPORT TO THE CONTINUATION OF THE COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SAFETY IN AFRICA (AFI PLAN)

(Presented by the 54 Contracting States², Members of the African Civil Aviation Commission (AFCAC))

EXECUTIVE SUMMARY

This paper presents the progressive achievements in improving safety in Africa through the implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan).

Based on its recorded achievements, AFCAC and African States support the objectives of the AFI Plan and are convinced that its continuation will contribute to further enhancing aviation safety in Africa as well as assisting in accelerating and sustainably maintaining progress so far made by the African States. There is a need to harmonize the various initiatives in the Continent to optimize resources and reduce duplication of efforts.

Action: The Assembly is invited to:

- a) note the progress made by the AFI Plan and the commitment of African States in the implementation of the AFI Plan and its objectives;
- b) support the continuation of AFI Plan activities and the project-based approach;
- c) request ICAO, Contracting States, international organizations and industry partners to support the programme and the associated projects;
- d) request ICAO to harmonize the various initiatives with the AFCAC and partners to avoid duplication of efforts, enhance transparency in the use of resources pledged under the safety plan; and
- e) encourage other regions to consider adopting an approach similar to the AFI Plan to address safety deficiencies and challenges.

Strategic Objectives:

Financial implications:

References:

¹ English and French versions provided by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Cote d'Ivoire, Democratic Republic of the Congo, 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, São Tomé and Príncipe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Tanzania, Togo, Tunisia, Uganda, Zambia, Zimbabwe.

1. INTRODUCTION

1.1 Considering the significant number of accidents and incidents, lack of effective safety oversight systems, lack of autonomous civil aviation authorities and shortage of qualified skilled personnel etc., the Comprehensive Regional Implementation Plan for Africa (AFI Plan) was initiated by ICAO and endorsed by the 36th Session of its Assembly. Subsequently, the Plan was established to address those deficiencies. Since then, the Plan has been providing assistance to States.

1.2 In March 2013, the AFI Plan was expanded to include Air Navigation Services (ANS), Aerodromes and Ground Aids (AGA) and Accident Investigation (AIG), taking into account the relatively low levels of effective implementation in these areas as shown by ICAO Audit results for States in the region, while maintaining its primary focus on the areas of PEL, OPS and AIR.

2. DISCUSSION

Background

2.1 On the basis of the focus areas of the AFI Plan and in accordance with its annual work programme, many activities were conducted to assist States. Through the AFI Plan, specific ICAO Plans of Action were developed and are being implemented in thirty-two priority States. This includes States with significant safety concerns (SSCs), low levels of Effective Implementation and/or those in the ICAO Monitoring and Assistance Review Board (MARB) list. In addition, such ICAO Plans of Action are also in use in a few high-performing States that seek to enhance their aviation safety oversight even further. The effective implementation of these Plans has contributed to significant improvements in aviation safety in the region.

2.2 The Plan calls for specific assistance activities envisaged under the ICAO Plans of Action to States have been carried out jointly by the ICAO Regional Office Safety Teams (ROSTs), the Africa and Indian-Ocean Cooperative Inspectorate Scheme (AFI-CIS) of the African Civil Aviation Commission (AFCAC) and COSCAPs/RSOOs as well as similar entities.

2.3 The assistance provided through the AFI Plan coupled with efforts made by States to effectively implement their ICAO Plan of Action has contributed to a number of African States registering significant improvements in their safety oversight systems as evidenced by the increase in effective implementation (EI) of the critical elements. Between July 2012 and July 2019, the number of States throughout the AFI Region, with EI of 60 per cent and above increased from 14 to 30 and the number of SSCs also declined from 20 to 1.

2.4 The AFI Plan continues to provide necessary support for the establishment and operation of Regional Safety Oversight Organizations (RSOOs) and Regional Accident and Incident Investigation Organizations (RAIOs).

2.5 The AFI Plan assisted in the establishment of the Association of African Aviation Training Organizations (AATO) aimed at harmonizing and standardizing aviation training in Africa. With the support of AFI Plan and other Partners, AATO has developed the African Training Roadmap.

AFI plan projects

2.6 Apart from the traditional State support mechanism, the AFI Plan has adopted a project-based approach by developing and launching specific projects. In 2016, four Projects were established in the areas of Aerodrome Certification, Search and Rescue (SAR), Air Navigation Service Providers (ANSPs) peer review, and SSP-SMS implementation. In 2017, two additional Projects were established in the areas of Accident Investigation (AIG) and the Fundamentals of Safety Oversight (FSO) so as to further assist States in achieving a sustainable aviation safety level.

2.7 The implementation of the projects progressing well end some of the projects such as Aerodrome Certification Project have already lead to additional certifications of twelve international Airports in eleven AFI States.

2.8 Despite the significant progress so far achieved in enhancing aviation safety in the AFI Region as a result of the considerable work and actions undertaken through the AFI Plan and aviation partners, AFI States recognize that additional efforts, resources and time are required to fully achieve the revised Abuja safety targets and air navigation services performance indicators.

3. CONCLUSION

3.1 Implementation and support of the AFI Plan together with the efforts made by States have contributed significant improvements in safety oversight systems of States in the AFI Region.

3.2 In terms of achievements, the assistance provided through the AFI Plan coupled with efforts made by States to effectively implement the ICAO Standards and Recommended Practices (SARPs) has contributed to a number of African States to register significant improvements in their safety oversight systems. Most important is the reduction of the number of fatal accidents in Africa since 2012 to 2018. In addition, there were no fatal commercial flight accidents that occurred in Africa in 2013, 2015, 2016 and 2018.

3.3 In view of these significant achievements, AFCAC and its member States commit to the continuation of the AFI Plan with effective and systematic implementation covering all safety-related areas, and recognize that it will help accelerate and sustainably maintain the progress being made by AFI States in enhancing their civil aviation systems.

3.4 African States support the objectives of the AFI Plan and are convinced that its continuous implementation will further contribute to the enhancement of aviation safety in the AFI Region. Furthermore, the continuation will also contribute to reinforce the safety culture necessary for sustainable safety oversight in the continent.

3.5 In order to optimize the use of available resources and avoid duplication of efforts, there is a need to enhance transparency in the use of resources pledged under the safety plan and harmonize the various initiatives of partners.

3.6 Building on the experience gained in the AFI Region, AFCAC and African States recommend that other ICAO regions consider adopting an approach similar to the AFI Plan to address safety deficiencies and challenges.