



COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SAFETY IN AFRICA (AFI PLAN)

TWENTY-FIFTH AFI PLAN STEERING COMMITTEE MEETING

Agenda Item 2: Continuation of the AFI Plan

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This paper recommends the continuation of the AFI Plan beyond 2024 in an effective and systematic manner in all safety and air navigation capacity and efficiency related areas, and in full alignment with the ICAO Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP), will contribute to accelerate efforts being made by African States to achieve the goals and targets set by these global Plans.

Action: The Steering Committee is invited to:

- a) Support the continuation of AFI Plan activities beyond 2024 as part of the work programme of the ICAO Regional Offices, covering all safety and air navigation capacity and efficiency related areas, including aviation infrastructure planning;
- b) Call on States, international and regional organizations, financing institutions, and industry to continue supporting the programme; and
- c) Accordingly discuss the appropriate steps to be taken for the development of a related working paper for the upcoming 41st Session of the ICAO Assembly, in accordance with Resolution A38-7 on the AFI Plan.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives
<i>References:</i>	Doc 9754, Global Air Navigation Plan Doc 10004, Global Aviation Safety Plan Doc 10140, Assembly Resolutions in Force (as of 4 October 2019) The revised Abuja Aviation Safety and Air Navigation Service targets Reports of the AFI Plan Steering Committee meetings

1. BACKGROUND

1.1. The Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) was endorsed by the 36th Session of the ICAO Steering Committee and established by the Secretary General on 1 January 2008 to address civil aviation safety deficiencies in the Africa-Indian Ocean (AFI) region. The programme has since been providing assistance to States with a focus on the establishment of effective and sustainable safety oversight systems through the implementation of the eight critical elements of a State safety oversight system; and fostering of aviation safety culture in Africa.

1.2. In 2015, the ICAO Evaluation and Internal Audit Office (EAO) evaluated the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) with a view

to providing an independent review of the programme performance in accordance with the original Programme Document. The evaluation looked at the relevance, design, management and governance of the programme since its inception and made a number of recommendations to ensure effective and continued implementation of the programme. One of the key recommendations called for the review and amendment of the AFI Plan Document to ensure that it remains relevant and in line with the changing dynamics of the programme, taking into account its continuation beyond 2016.

1.3. Accordingly, the Programme Document was reviewed and updated for the planning horizon covering 2017-2020 and approved by the AFI Plan Steering Committee (SC) at its 20th meeting. At its 24th meeting, the AFI Plan Steering Committee further extended the programme until 2024.

1.4. ICAO Assembly Resolution A38-7 on the AFI Plan requested the Council, inter alia, to ensure the continued leadership role of ICAO in coordinating activities, initiatives and implementation strategies aimed specifically at implementing priority projects to achieve sustainable improvement of flight safety in the AFI Region and to allocate resources to the relevant regional offices accordingly; and to monitor and measure the status of implementation in the AFI Region throughout the triennium and to report to the next ordinary session of the Assembly on the progress made.

1.5. In accordance with the Assembly Resolution, a report on the progress made in the implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) and its associated work programmes were presented to A39 and subsequently regular oral reports presented on the performance of the Plan to the ICAO Council after each Steering Committee Meeting.

1.6. In this respect, the meeting may wish to note that the ICAO Office of Internal Oversight (OIO) will conduct an evaluation of the AFI Plan as part of its approved work programme for this Assembly year 2022. The aims of the evaluation are to examine the relevance, effectiveness, efficiency and sustainability of the AFI Plan in achieving its objectives, identify lessons, best practices, and provide recommendations for improvement. The report of the evaluation and its relevant recommendations will be presented to the ICAO Council.

2. DISCUSSION

2.1 On the basis of the focus areas of the AFI Plan and in accordance with its annual work programme, many assistance activities were conducted by the Regional Office Safety Teams (ROSTs), laying the groundwork for the development of ICAO Plans of Action for priority States identified with significant safety concerns (SSCs), low levels of effective implementation (EI) and/or that are on the ICAO Monitoring and Assistance Review Board (MARB) list.

2.2 Specific assistance activities envisaged under the ICAO Plans of action were carried out jointly by the Regional Office Safety Teams (ROSTs), the Africa Indian-Ocean Cooperative Inspectorate Scheme (AFI-CIS) of the African Civil Aviation Commission (AFCAC) and Regional Safety Oversight Organization (RSOOs) as well as other partners. ICAO has played a leading role in coordinating these activities in order to avoid duplication of efforts and waste of resources, including the regional prioritization and coordination of all regional safety-related initiatives by the Regional Aviation Safety Group of the AFI region (RASG-AFI), and through the annual coordination meetings of the ICAO ESAF-WACAF Regional Offices with AFCAC, RSOOs, Regional Economic Communities (RECs) and other partners.

2.3 Over the years, significant progress have been achieved in enhancing aviation safety in Africa as a result of the considerable work and activities undertaken by ICAO through the AFI Plan. The programme continues to register significant gains towards the attainment of the Abuja safety targets, including: the improvement of the level of effective implementation (EI) of the Critical Elements of States' safety oversight systems; resolution of significant safety concerns (SSCs); the

certification of aerodromes used for international operations, establishment and strengthening of regional safety oversight and accident and incident investigation organizations (RSOOs/RAIOs); and capacity building through various training activities.

2.4 In addition to the traditional State support mechanism, the AFI Plan has adopted a project-based approach over the past six years by developing and launching specific projects (*DP/02 refers*). Since 2016, seven projects were developed, presented to and approved by the AFI Plan SC and are currently being implemented in the areas of Aerodrome Certification, Search and Rescue (SAR), Air Navigation Service Providers (ANSPs) Peer Review programme, State Safety Programme (SSP) implementation, Aircraft Accident and Incident Investigation (AIG), the Fundamentals of Safety Oversight (FSO) and Aeronautical Information Management (AIM), so as to further assist States in achieving a sustainable aviation safety oversight level in the region. These projects were revised and aligned with the scope and timeframe of the programme to help achieve the broad and specific programme objectives.

2.5 With respect to ANS, the main goal of the Peer Review programme is to assist ANSPs to continuously improve the safety and quality of air navigation services in view of the limited ANS regulatory oversight in the African region. Accordingly, a Programme Reference Manual as well as a Cooperation Framework and a Roadmap were developed and endorsed to govern the implementation of this programme, among other ANS cooperation activities. This positive development significantly enhanced the membership of the programme. Currently, 35 States fully support activities pertaining to the attainment of the Abuja Safety and Air Navigation Targets in this continental programme.

2.6 Efforts made over time in attaining the revised Abuja Aviation Safety and Air Navigation Services targets and achieving sustainable safety improvements have already shown tangible results. Following validation of the evidence of implementation of the USOAP corrective actions plans (CAPs), a number of African States have registered significant improvements in their safety oversight systems as evidenced by the increase in their EI scores. Between July 2012 and April 2022, the number of States throughout the AFI region with a level of EI of 60 per cent and greater, increased from 14 to 31 and the number of States with SSC declined from 20 to only one in one area namely certification of air operators (OPS).

2.7 The various project implementation activities have also supported States to enhance their safety oversight capacity in specific areas. The aerodrome certification project so far enabled to certify 14 international Airports in 13 eligible States. This achievement raised the percentage of certified aerodromes in Africa from 22.05 per cent in 2016 to 31.78 per cent as at 31 March 2022. Some of these States, including their airport operators and industry, have been able to build capacity and are in the process of certifying additional international airports within their territory.

2.8 In addition to the ongoing projects, a new project on capacity building for aviation professionals in the AFI region was initiated to develop sustainable professional personnel to carry out effective regulatory and oversight responsibilities in each ICAO Strategic Objective.

2.9 In support of the qualification and training of States' technical staff, the AFI Plan has conducted numerous activities including training programmes, seminars and workshops in various safety-related fields. Over 2,300 personnel from African States have benefited from these activities conducted from 2008 to date. Furthermore, another project was initiated during the COVID-19 pandemic to increase online training enrolments of aviation professionals from Civil Aviation Authorities (CAAs) in Least Developed Countries (LDCs) in Africa to sustain the knowledge, skills, and overall competencies of relevant CAA staff on a number of key operational and/or technical areas. As a result, over 110 participants from 28 States were trained under this initiative.

2.10 The 2017 Ezulwini Ministerial Declaration on Regional Safety Oversight Organizations in Africa called for the conduct of a specific study for supporting and strengthening AFI

RSOOs. In accordance with this Declaration and taking into account the results of the Global RSOO evaluation conducted by ICAO in 2017 as well as the new Global Aviation Safety Oversight System (GASOS) framework, a consultant was recruited under the AFI Plan to conduct a strategic planning study to support and strengthen RSOOs in Africa. The study was presented during a validation workshop and the final recommendations of the study are ready for consideration and approval by this meeting. The implementation of this strategy is expected to enhance the effectiveness and sustainability of the RSOOs in the region.

2.11 The Aviation Infrastructure for Africa Gap Analysis was conducted in 2019 in response to ICAO Council Decision C-DEC 24/7 on the implementation of the Declaration and Framework for a Plan of Action for Development of Aviation Infrastructure in Africa. The objective of the gap analysis was to carry out a State-by-State evaluation and determine the current status of implementation of aviation infrastructure based on global, regional and national requirements, taking into account existing traffic levels, demand and capacity in the African region. This exercise involved all African States and covered aspects related to airports, air navigation services, and aircraft fleet capacity and equipment. A longer-term gap analysis is expected to serve as basis, provide inputs for the preparation of regional and national aviation master plans, and ensure that the development of aviation infrastructure continues to comply with ICAO Standards and Recommended Practices and respond adequately to traffic and capacity demands.

2.12 The gap analysis was conducted within the context of operationalizing the Single African Air Transport Market (SAATM), a flagship project of the Agenda 2063 of the African Union.

3. CONCLUSION

3.1 Although significant progress in enhancing aviation safety in Africa has been achieved as a result of the considerable work and actions undertaken through the AFI Plan in collaboration with aviation partners, it is evident that the current situation demands additional efforts, resources and time not only to retain and sustain the achievements attained so far, but also to enhance these achievements through provision of additional assistance to States to strength their safety oversight capacities. The achievement of the revised Abuja Safety and ANS targets is critical to the attainment of the GASP and GANP goals in the region. Therefore, there is need for continued assistance to States through the AFI Plan in collaboration with aviation safety partners, particularly to ensure inclusion of all aviation safety and air navigation capacity and efficiency related activities, including infrastructure planning.

3.2 In view of the above context and considering the revised AFI Plan work programme for the year 2021-2024 which was approved during its 24th meeting, the Steering Committee's recognition that the continuation of the AFI Plan at least to the next two triennia beyond the current planning horizon of 2024 is essential; and accordingly discuss the appropriate steps to be taken for the development of a related working paper for the upcoming 41st Session of the ICAO Assembly, in accordance with Resolution A38-7 on the AFI Plan.

4. ACTION BY THE MEETING

4.1 The Steering Committee is invited to:

- d) Support the continuation of AFI Plan activities beyond 2024 as part of the work programme of the ICAO Regional Offices, covering all safety and air navigation capacity and efficiency related areas, including aviation infrastructure planning;
- e) Call on States, international and regional organizations, financing institutions, and industry to continue supporting the programme; and
- f) Accordingly discuss the appropriate steps to be taken for the development of a related working paper for the upcoming 41st Session of the ICAO Assembly, in accordance with Resolution A38-7 on the AFI Plan.

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