



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### THIRD MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA AND THE INDIAN OCEAN REGION (RASG-AFI/3)

Yamoussoukro, Cote d'Ivoire (03 – 04 December 2015)

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#### Agenda Item 6: ICAO No Country Left Behind (NCLB) and Assistance to AFI States

#### COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SAFETY IN AFRICA (AFI PLAN) and OTHER SAFETY INITIATIVES

*(Presented by the Secretariat)*

#### SUMMARY

This paper aims to highlight the contributions being made by ICAO and other safety partners towards the improvement of aviation safety in Africa and the Indian Ocean (AFI) region through effective and systematic implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) and other related safety initiatives.

**Required Action:** The meeting is invited to:

- a) note the information contained in this paper;
- b) support efforts towards ensuring the continuation of AFI Plan activities beyond 2016;
- c) to recognize and further encourage the efforts being made by ICAO and its safety partners; and
- d) note the related information contained in other Discussion Papers.

#### REFERENCE(S):

Report of the AFI Plan SC15 meeting  
Doc 9958, *Assembly Resolutions in Force* (as of 4 October 2013)  
Abuja Declaration on Aviation Safety in Africa  
AFCAC Plenary Resolutions

**Related ICAO Strategic Objective(s):** This working paper is related to the Safety Strategic Objective of ICAO.

## **1. INTRODUCTION**

1.1 During the past several years, the low level of aviation safety and high accident rates in Africa has attracted the attention of ICAO and its safety partners thus resulting in many safety initiatives and projects geared towards improvement of aviation safety in the region.

1.2 The Comprehensive Regional Implementation Plan for Africa (AFI Plan) was endorsed by the 36th Session of the ICAO Assembly and established by the Secretary General on 1 January 2008. The programme has since been providing assistance to States with a focus on the establishment and maintenance of effective and sustainable safety oversight systems; resolution of identified safety deficiencies; and enhancement of aviation safety culture of African aviation service providers. From its original scope of AIR, OPS and PEL, the programme was subsequently extended to include AGA, AIG and ANS.

1.3 Since the integration of the AFI Plan activities into the Regional Offices' regular work programmes in January 2011 and the establishment of the Regional Office Safety Teams (ROSTs), assistance has been delivered through state-specific ICAO Plans of Action.

1.4 The programme continues to register significant gains towards the attainment of the Abuja safety targets (Improvement of Effective Implementation, resolution of SSCs, etc) by States; establishment and strengthening of regional safety oversight and accident investigation organizations (RSOOs/RAIOs); and building of capacity through various training activities.

## **2. DISCUSSION**

2.1 As an output of the assistance missions conducted by the ROSTs, ICAO Plans of Action have been developed for thirty-two priority States including those identified with significant safety concerns (SSCs) and currently on the Monitoring and Assistance Review Board (MARB), as well as for States with low levels of effective implementation (EI) of the critical elements of a safety oversight system. The Plans are developed in coordination with the respective States whilst taking into account the available resources and contributions from relevant stakeholders, and have contributed to the attainment of the aviation safety targets with significant improvements to aviation safety in the region.

2.2 For an effective implementation of the ICAO Plans of Action, associated project proposals have been developed on the basis of the accepted Plans and posted on the ICAO Safety Collaborative Assistance Network (SCAN) website <http://www.icao.int/safety/scan>

2.3 Assistance is also provided to States through the established RSOOs and COSCAPs (namely BAGASOO, CASSOA, COSCAP-UEMOA etc.). Support is also being provided to those States that are still in the process of establishing RSOOs. In this regard it is worth mentioning that the operationalization of the SADC Safety Oversight Organization (SASO) was approved and the COSCAP-SADC Project, in collaboration with the SADC Secretariat, is

working to facilitate the administrative and logistical processes of setting up the SASO Secretariat. Accordingly, it was agreed that the COSCAP-SADC project will relocate to Swaziland in November 2015 pending operationalization of the SASO by March 2016. Furthermore, the outstanding MOU with UEMOA was signed in May 2015 during the visit of the ICAO Secretary General to Burkina Faso. The signing of the MOU now concludes efforts to ensuring the separation of functions of the respective AAMAC, CEMAC and UEMOA RSOOs.

2.4 With respect to training, the AFI Plan provided support in the establishment of the Association of African Aviation Training Organization (AATO) for the purpose of achieving harmonization and standardization of aviation training in Africa. The Plan has played a crucial role in the recruitment of the Secretary General of the AATO as well as in efforts to secure its headquarters in Addis Ababa, Ethiopia.

2.5 In the area of capacity building, the AFI Plan has conducted numerous training activities including seminars and workshops in various safety related fields. Many States have benefitted from the training activities conducted from 2008 to date. The 37th Session of the Assembly in 2010 highlighted that there is need for Contracting States to take ownership with regards to aviation training thus requiring a change in the role played by ICAO from being a training service provider to a facilitator of training.

2.6 The contributions of various safety partners including the African Civil Aviation Commission (AFCAC), the United States FAA, the European Union and other donor States have in one way or the other led to the overall improvement of aviation safety in the AFI region.

2.7 Since the launch of the AFI Cooperative Inspectorate Scheme (AFI CIS) in 2012 by AFCAC in collaboration with ICAO, thirty-six (36) States have signed the AFI CIS MOU on the basis of which a number of assistance missions have been fielded to assist in addressing safety deficiencies in general, and specifically in the resolution of SSCs and improvement of the level of Effective Implementation of the safety oversight system of States. This has yielded to visible positive results.

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