



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

FIFTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA - INDIAN OCEAN REGION (RASG-AFI/5)

(Accra, Ghana, from 29 July to 2 August 2019)

Agenda Item 3: Update on AFI Plan Activities and Projects

Regional Office Safety Teams (ROST) Assistance Missions, Coordination, Effectiveness and Impact

(Presented by Secretariat)

SUMMARY

This paper presents an update on the status of implementation and coordination of activities of the Regional Office Safety Teams (ROST) within the framework of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) as well as their effectiveness and impact on the improvement of safety oversight systems of AFI States.

Action required by the meeting is at Paragraph 4.

REFERENCE(S):

- AFI Plan Steering Committee Meeting Reports
- Revised ROST Terms of Reference
- ROST Implementation Guidelines
- ICAO State-specific Plans of Action

Related ICAO Strategic Objective(s):

This Working Paper relates to the Safety Strategic Objective of ICAO.

1. INTRODUCTION

1.1 Pursuant to the approval of the Steering Committee of the AFI Comprehensive Implementation Plan (ACIP), predecessor to the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan), for the establishment of Regional Office Safety Teams (ROSTs) within the Eastern and Southern African (ESAF) and Western and Central African (WACAF) Regional Offices, the ICAO Secretary General established the ROSTs in 2009 within the afore-mentioned Regional Offices.

1.2 The ROSTs were established with clearly defined Terms of Reference (ToRs) and the broad objective of assisting States in building capacity and resolving outstanding USOAP related safety deficiencies thereby improving their overall safety oversight systems.

1.3 In line with the recommendations/outcomes of the evaluation of the AFI Plan Programme conducted by the ICAO Evaluation and Internal Audit Office (EAO) in 2015, the ROST ToRs were subsequently revised in view of the expanded scope of technical areas of the AFI Plan, Assembly Resolution 38-7 and the evolving needs of the region; and aligned with current best practices, in order to ensure effective implementation of the work programmes of the AFI Plan.

2. DISCUSSION

2.1 The ROSTs were established to provide appropriate support to States in their efforts to resolve deficiencies identified through the ICAO Universal Safety Oversight Audit Programme (USOAP) activities, and through the gap analysis process undertaken under the AFI Plan.

2.2 The assistance under the ROST framework is provided in terms of the order of priority starting with the need to resolve any Significant Safety Concerns (SSCs), address USOAP related safety deficiencies with the eventual focus on the improvement of the rate of effective implementation (EI) of the critical elements of a State's safety oversight system and to implement State Safety Programme (SSP) and related Safety Management System (SMS) by the industry. The ROST assistance activities are coordinated with relevant stakeholders including AFCAC/AFI CIS, RSOOs/COSCAPs and concerned States to ensure effective implementation and for the purpose of avoiding duplication of efforts related to safety activities.

2.3 AFI Plan Assistance activities including workshops, seminars, training and ROST activities are based on an annual AFI Plan work programme approved by the Steering Committee that has been established in coordination with the Regional Offices and relevant stakeholders taking into account the established regional targets, priorities and goals set by the AFI Plan Steering Committee. Furthermore, the two ICAO regional offices (ESAF and WACAF), African Civil Aviation Commission (AFCAC), Regional Economic Communities (RECs) and Regional Safety Oversight Organizations (RSOOs) meet annually at the beginning of the year and coordinate their implementation strategies to optimally allocate resources and effectively support States.

2.4 As an outcome of the ROST assistance missions, States have been presented with ICAO State-specific Plans of Action aimed at securing high-level commitment in the implementation of identified actions and/or development of specific projects. In total, ICAO Plans of Action have been presented to and accepted by 38 AFI States and are at various stages of implementation.

2.5 Accordingly, in 2019 ROST assistance missions have so far been conducted to twenty (20) States in the ESAF and WACAF regions (namely Angola, Burundi, Chad, Comoros, Congo, Cote d'Ivoire, DRC, Gabon, Ghana, Guinea, Lesotho, Liberia, Malawi, Mauritania, Namibia, Nigeria, Senegal, Seychelles, Sierra Leone and Zimbabwe).

2.6 To ensure greater effectiveness, impact, efficiency and accountability, the AFI Plan Secretariat has developed guidelines for implementation of ROST activities. The guidelines have taken into account the Recommendations of the 2015 ICAO EAO AFI Plan evaluation exercise; the revised ROST ToRs; relevant Decisions and Recommendations of meetings of the AFI Plan Steering Committee; Regional Targets/priorities; and outcomes of the Annual ICAO-AFCAC-RSOO-RECs coordination meetings.

3. CONCLUSIONS

3.1 It is noteworthy that States have achieved significant progress in improving their safety oversight systems through support provided under the ROSTs and relevant stakeholders as evidenced by the steady increase of State EIs, the non-emergence of new SSCs and the initiation of the conduct of SSP gap analyses and definition of SSP implementation plans for some States.

3.2 However, more efforts and resources are still required to continue to adequately support States to improve and maintain robust safety oversight systems.

3.3 Consequently, increased and sustainable funding of the AFI Plan and its activities is essential to maintain and/or increase the momentum of the prevailing trend.

4. **ACTION BY THE MEETING**

4.1 The Meeting is invited to:

- a) note the progress made by AFI States in the improvement of their safety oversight systems with the support of the ROST Assistance activities; and
- b) urge ICAO, through the AFI Plan and development partners, to maintain and provide the necessary support to AFI States in their efforts to improve their safety oversight systems.

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