SECOND SAFETY PARTNERSHIP MEETING (SPM/2)
Montréal, Canada, 23 September 2013

SUMMARY OF DISCUSSIONS

1.   **AGENDA ITEM 1: OPENING OF THE MEETING**

1.1   The second Safety Partnership Meeting (SPM/2) was held at ICAO Headquarters in Montréal, Canada, on 23 September 2013, as a follow-up to the first meeting held in November 2012, where it was agreed between ICAO and its safety partners to hold a meeting twice a year during major events.

1.2   Forty-six (44) participants attended the meeting representing twenty-four (18) States, ten (10) international organizations and three (3) aircraft manufacturers, which are included in the Appendix A.

1.3   The Director of the Air Navigation Bureau (D/ANB) of ICAO opened the event, highlighting that the objective of the meeting was to promote sharing information on global assistance activities, experiences and challenges faced, strengthening strategic partnerships on aviation safety assistance with key aviation stakeholders through close collaboration, cost-effectiveness, operational benefits and better results of assistance efforts.

1.4   D/ANB chaired the meeting, supported by the Deputy Director, Safety Management and Monitoring (DD/SMM) and the new Chief of the Implementation Support and Development - Safety (C/ISD-SAF) Section. Participants were to review and identify priorities for the assistance programme.

1.5   The Power Point presentation provided by D/ANB on the following agenda items is included in Appendix B.

2.   **AGENDA ITEM 2: STATE OF GLOBAL AVIATION SAFETY**

2.1   ICAO presented safety indicators related to the state of global aviation safety being used in all ICAO regions as drivers to improve safety outcomes through coordinated monitoring, analysis standardization and implementation initiatives.

3.   **AGENDA ITEM 3: GASP AND COMMON PRIORITIES**

3.1   The meeting received information on how the Global Aviation Safety Plan (GASP) objectives are being addressed with the varying needs of States, stressing the implementation of effective safety oversight systems as a priority and a prerequisite to the implementation of State Safety Programmes (SSPs) in the near term (2017), followed by the full implementation of the ICAO SSP framework by States in the mid-term (2022) and the implementation of predictive risk analysis in the long term to support future air navigation systems.

4.   **AGENDA ITEM 4: EVOLUTION AND PLANS FOR RASGS**

4.1   D/ANB informed that most Regional Aviation Safety Groups (RASGs) have established regional priorities and targets, with two of them in the final process of adoption. The priorities, metrics, targets and results will be available through the new ICAO regional performance dashboards from March 2014. Shared information and safety intelligence will integrate data from multiple sources and aviation domains to provide a holistic, multi-dimensional view of safety.

5.   **AGENDA ITEM 5: PRESENTATION ON THE NEW SCAN WEBSITE**

5.1   D/ANB presented the new ICAO SCAN website (www.icao.int/safety/scan) to the meeting, as a sole source of information regarding technical assistance and cooperation projects. The network allows better coordination of aviation safety projects, displaying comprehensive information in order to better focus resources towards prioritized needs, as well as to reduce duplication of efforts in the different ICAO regions.

6.   **AGENDA ITEM 6: WHAT CAN WE COLLABORATE ON TOGETHER?**

6.1   D/ANB delivered information on today's safety priorities and on the common efforts deployed by ICAO together with its safety partners to resolve complex problems related to the main causes of accidents and incidents. Runway Safety (RS), Controlled Flight into Terrain (CFIT) and Loss of Control In-Flight (LOC-I) were reminded as global priorities and RS was cited as an example of how a coordinated response is being deployed through safety products such as regional seminars, workshops, surveys and handbooks, as a result of safety enhancement initiatives and detailed implementation plans proposed and coordinated through the RASGs. Updated and detailed information was provided on specific achievements at different regional and State levels such as RASGs, regional safety oversight organizations, successful State assistance, Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) and the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan).

6.2   The partners shared their experiences and views about proposed ideas and solutions to address implementation problems and to achieve better results. The following is a consolidated list of conclusions from the main areas of interest emphasized by the participants.

6.2.1   *Standardization*

6.2.1.1   There is a need to align audit data from different sources [ICAO, the Federal Aviation Administration (FAA), the International Air Transport Association (IATA), the European Aviation Safety Agency (EASA) and the Airports Council International (ACI), etc.] in order to avoid duplication of efforts when assessing the level of safety in a State.

6.2.2   *Collaboration*

6.2.2.1   The collaboration between international organizations such as IATA, ACI, CANSO and the Flight Safety Foundation (FSF) in their current programs on RS, LOC-I and CFIT, should be enhanced to include training, exchange of safety information as well as on emerging initiatives.

6.2.2.2   Stakeholder's interests and priorities, properly coordinated through ICAO, will effectively lead to positive results. This presents an opportunity to create momentum based on the partner's will to improve the assistance to States in aviation safety.

6.2.2.3   Priorities and lessons learned from well-established programs such as the FAA Aviation Safety Information Analysis and Sharing (ASIAS) System and the Commercial Aviation Safety Team (CAST) should be shared among regional safety groups in order to save time and efforts.

6.2.2.4   ICAO should keep reviewing and identifying contributions and capabilities of different partners in order to increase their contribution to agreed safety priorities.

6.2.2.5   International safety programmes from the FAA and EASA are working closely on sharing information and increasing transparency. Interested parties (e.g., ICAO, EASA) can now join an FAA- IASA assessment to learn from that experience.

6.2.3   *Resources*

6.2.3.1   ICAO should identify common priorities with partners to direct the assistance needed from donors to States and determine the right opportunities for investment that can translate into effective results. Only the proper combination of needs and skills will lead to successful and efficient assistance interventions.

6.2.3.2   For assistance projects to succeed, governments at all levels have to show high motivation and political will before getting support and funds from safety partners and donors.

6.2.3.3   The partners should maintain focus on projects that can lead to concrete results. By first identifying needs, establishing priorities and targets, and then linking the partners with the appropriate assistance capabilities available, the overall contributions will be more effective in resolving State's safety issues.

6.2.4   *Safety Information Exchange*

6.2.4.1   70% of the world traffic is shared among 15 States, most of which do not rely on updated legislation to properly protect and share safety data.

6.2.4.2   The safety partners should support the improvement of State's legal frameworks that include SIP Task Force's best practices on source protection and facilitation of data sharing.

6.2.4.3   Developing confidence among all industry players for sharing information in a safe and protected environment is an important common global challenge. Sensitive data could be de-identified and hosted in ICAO databases, in a secure environment under a UN protection.

6.2.4.4   States would greatly benefit if safety information were made available by ICAO.

6.3   The principal donors and collaborators in safety assistance programs coordinated with ICAO were presented in order to promote their efforts and to encourage other potential partners to get involved in new projects.

6.4   In summary, the safety partners which participated in the meeting agreed upon the following prerequisites for the provision of collaborative assistance to States:

• Good governance and political will for implementation

• Aviation should be a priority in national development strategy and plans

• Prioritised efforts based on a safety risk based approach and predictive analysis

• Safety information sharing and joint missions

• Collaboration to avoid duplication

• Contributors of inputs to assistance provided should be those in the best position to do so effectively

• High probability of successful results and sustainability

• Beneficiaries are all stakeholders in system – regulator, service providers and users

6.5   The meeting discussed a proposal to establish a broad-based Steering Committee for the top 10 safety partners to provide global strategic direction to and harmonisation for regions and prioritise collaborative initiatives to provide assistance for safety improvements, similar to a Global Aviation Safety Team.   This group would also provide guidance for the potential future Global "Aviation Safety Information Analysis and Sharing System" and preparations for the High Level Safety Conference to be held in January 2015.

7.   **AGENDA ITEM 7: ANY OTHER BUSINESS**

7.1   D/ANB acknowledged and thanked the participants for their interest and growing support to the safety partnership initiative which has shown tangible results since the SPM/1 meeting held in 2012.

7.2   The next meeting (SPM/3) is planned to be held in ICAO Headquarters during the week of 19 May 2014, in conjunction with the Loss of Control In-Flight Symposium.

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APPENDIX A

SECOND SAFETY PARTNERSHIP MEETING (SPM/2)

ATTENDANCE LIST

PARTICIPANT	State/Organization	E-MAIL
Mr. Andrew Tiede	ANC	atiede@icao.int
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Ms. Nicole Girard	Canada	lisa.lanthier@tc.gc.ca
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APPENDIX B

SECOND SAFETY PARTNERSHIP MEETING (SPM/2)

SAFETY PARTNERSHIP BRIEFING PRESENTATION

INTERNATIONAL CIVIL AVIATION ORGANIZATION
A United Nations Specialized Agency

Collaboration in Providing Assistance to Enhance Aviation Safety in Priority States

Nancy Graham

Director, Air Navigation Bureau

2nd SAFETY PARTNERSHIP MEETING (SPM/2)
23 September 2013

SPM/2 - Agenda

- **Agenda Item 1 - Opening of the meeting**

- **Agenda Items 2, 3, 4**
  - State of Global Aviation Safety
  - GASP and common priorities
  - Evolution and plans for RASGs

- **Agenda Item 5 - Presentation on the new SCAN website**
  - Assistance provided by ICAO and Partners since 1st meeting
  - Assistance Project Proposals in need of funding

- **Agenda Item 6 - What can we collaborate on together?**

- **Agenda Item 7 - Any other business**

Agenda Item 2

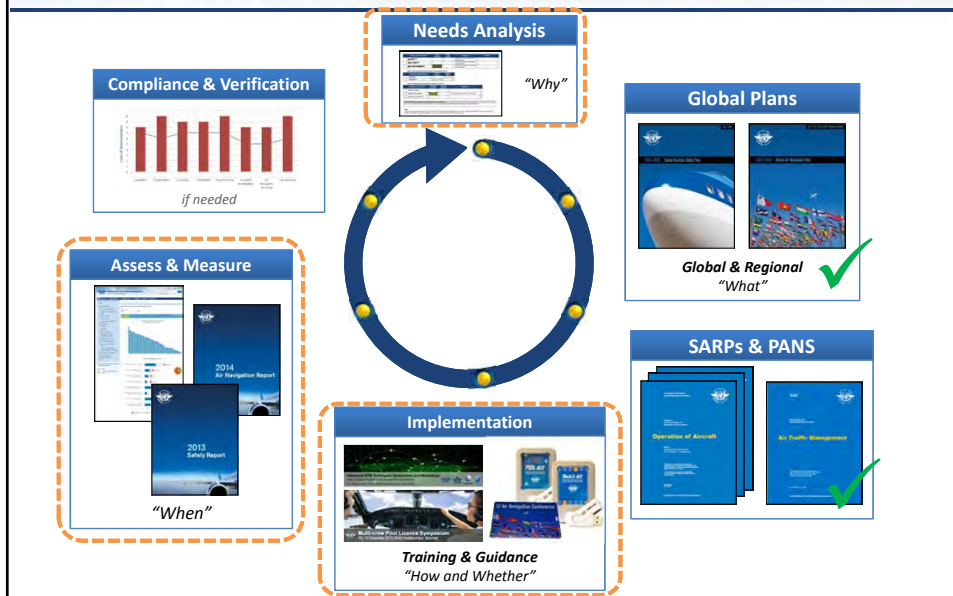# STATE OF GLOBAL AVIATION SAFETY

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State of Global Aviation Safety

✈ The ICAO *State of Global Aviation Safety* is intended to provide Member States and aviation stakeholders with a comprehensive overview of ICAO's contributions through its leadership in affecting aviation safety outcomes

✈ ICAO constantly strives to improve aviation safety outcomes through the following coordinated activities:

- **Monitoring** of key safety trends and indicators.
- **Safety Analysis**.
- **Policy and Standardization** initiatives.
- **Implementation** of programmes to address safety issues.
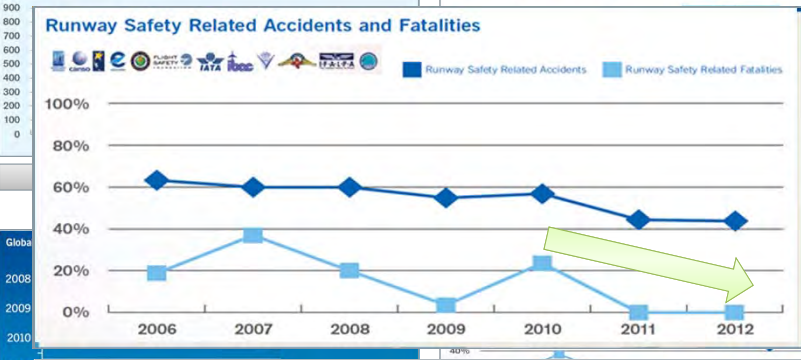
State of Global Aviation Safety

2013 Edition

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State of Global Aviation Safety

Fatality Trends: 2006–2012

Accident Statistics and Accident Rates: 2012

Runway Safety Related Accidents and Fatalities

Runway Safety Related Accidents — Runway Safety Related Fatalities

RUNWAY SAFETY CONTINUES TO IMPROVE

GLOBAL ACCIDENT RATE IS SIGNIFICANTLY LOWER

RUNWAY SAFETY CONTINUES TO IMPROVE

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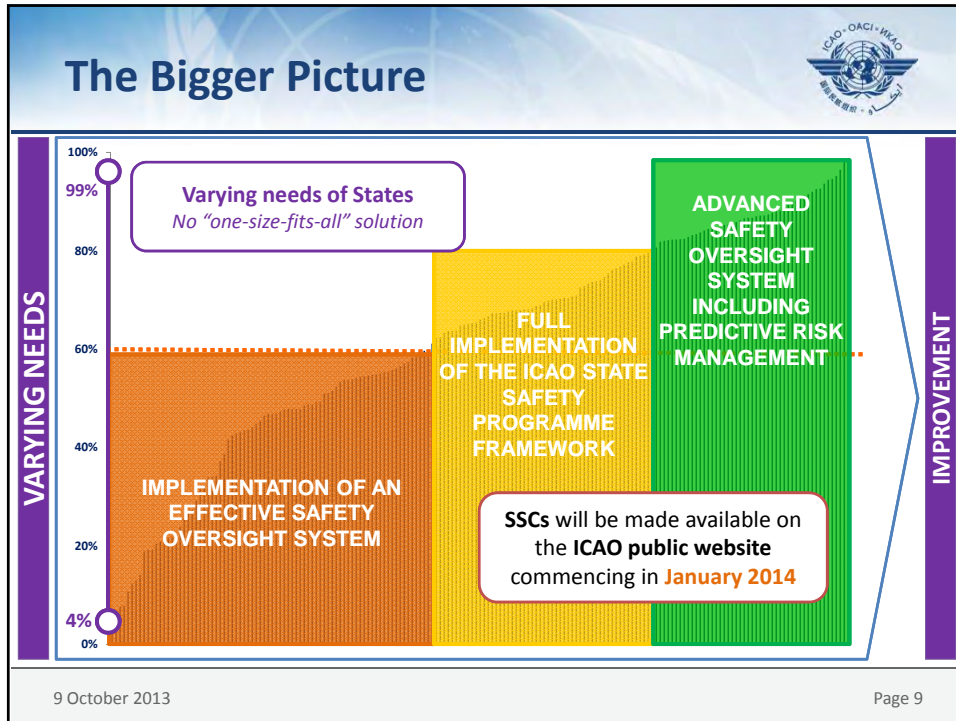Agenda Item 3

GLOBAL AVIATION SAFETY PLAN (GASP)

GASP Update Characteristics

→ Continuity with the previous GASP Global Safety Initiatives

→ Recognition of the differences among Member States including:

- Safety oversight maturity
- Traffic volume and growth
- Operational safety issues

→ The need to prioritize safety initiatives

The Bigger Picture

VARYING NEEDS

100%
99%
80%
60%
40%
20%
4%
0%

Varying needs of States
No "one-size-fits-all" solution

ADVANCED SAFETY OVERSIGHT SYSTEM INCLUDING PREDICTIVE RISK MANAGEMENT

FULL IMPLEMENTATION OF THE ICAO STATE SAFETY PROGRAMME FRAMEWORK

IMPLEMENTATION OF AN EFFECTIVE SAFETY OVERSIGHT SYSTEM

SSCs will be made available on the **ICAO public website** commencing in **January 2014**

IMPROVEMENT

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GASP Objectives

Near-term

2017

- All States establish effective safety oversight systems

- States with effecitve safety oversight (over 60% EI) fully implement SSP

- States / Stakeholders support RASGs with the sharing of safety information

Mid-term

2022

- All Member States fully implement the ICAO SSP Framework

- RASGs incorporate regional monitoring and safety management programmes

Long-term

2027

- Member States implement safety capabilities as necessary to support future Air Navigation Systems

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Agenda Item 4

EVOLUTION AND PLANS FOR REGIONAL AVIATION SAFETY GROUPS (RASGS)

The Basics
Establishing Priorities and Targets

- **RASGs *already* adopting GASP and regional priorities, metrics and targets**
    - ✓ **AFI** Region adopted in total (during Ministerial Meeting in 2012)
        - Key safety initiatives for AFI Plan
    - ✓ **MID** Region adopted in total (during the DGCA meeting in May 2013)
    - ✓ **APAC** Region adopted in total (during RASG-APAC/3 and DGCA/50 in July 2013)
    - ✓ **Pan America** (partially adopted, in progress)
        - RASG-PA/6 in June 2013 agreed to adopt by October 2013 (postponed until early 2014)
        - NAM/CAR Regions: Within the current target timeframes
        - SAM Region: Pre-agreement at Safety Directors Meeting (Lima, October 2013), to be agreed at DGCA meeting (Bogotá, December 2013)
    - ✓ **EUR-NAT** (partially adopted, in progress)
        - EU/NAT plans are within the current target timeframes
        - IE-REST/2 (Safety Team) in Sept 2013; RCOG in Dec 2013; RASG/EUR/3 to approve Feb 2014

- **Priorities, metrics, targets and results to be reported in the *regional performance dashboards* from *March 2014***

The Intermediate
State Safety Programme

- **State safety policies and objectives**
  - Establishing the legislative framework, organizational responsibilities, and enforcement policies
- **State safety risk management**
  - Implementing safety management system (SMS) requirements and performance metrics for aviation service providers
- **State safety assurance**
  - A data-driven approach to safety oversight, requiring the analysis and exchange of safety information
- **State safety promotion**
  - Training, communication and dissemination of safety information

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The Advanced
Safety Intelligence

- **ICAO Safety Intelligence**
  - Integrates data from multiple aviation domains: normal ICAO reporting channels, industry partners, and 3rd party suppliers
  - The continued evolution of the "Safety Index" concept, which initially focused on aggregation of compliance data sources
  - Aims to provide a holistic, multi-dimensional view of safety

- Evolving safety intelligence to facilitate the **sharing of information**
  - ICAO aims to establish a framework for the governance and management of a global information sharing network.

- Moving aviation risk assessments beyond compliance / audit data, and towards **integration** with **multiple types of operational data**

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Regional Progress
Near Real-time Information

- **Safety Dashboard for Africa**
  - *Beta version now live:*
    www.icao.int/safety/pages/regional-targets.aspx?region=Africa
  - Shows the progress of Africa against the **Abuja Ministerial Safety targets**
  - Shows the ICAO safety audit results of States by **regional grouping** - by UN Africa, WACAF, ESAF, and RASG-AFI *(more groupings in full release)*
  - Ability to **drill-down on each target** to see specific details on metric used
- Remaining Dashboards: **March 2014**

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Agenda Items 5 and 6

NEW SCAN WEBSITE
WHAT CAN WE COLLABORATE ON TOGETHER?

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Today's Safety Priorities

1. RUNWAY SAFETY

Working together to resolve a complex problem

– ICAO Runway Safety Programme **matrix organisation** launched with agreed mandate and expected outcome
– **Partners** agree for ICAO to continue to lead coordination
– **Achievements** – guidance material, events, web site, RSTs at airports
– **Future work plan** being prepared with input and agreement from Partners (not just regional seminars)

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Future Runway Safety Events

ICAO/CASSOA/AVIASSIST Runway Safety Seminar for East African Community (EAC) States
Entebbe, Uganda, 4 to 8 November 2013

ICAO/IATA/Eurocontrol EUR/NAT Regional Runway Safety Seminar
Istanbul, Turkey, 6 to 8 November 2013 – *pending CANSO & IFATCA speakers*

ICAO/FSF/AAPA Regional Runway Safety Seminar - APAC - Kuala Lumpur, Malaysia,
18 to 20 November 2013 – *pending IFALPA, CANSO & IFATCA speakers*

ICAO/IATA MID RRSS (12th & last of 2nd cycle) – **UAE, April 2014** and/or FSF proposal to co-host RRSS in UAE immediately after ISS (11 - 13 November 2014)

Future RRSSs as required by RASGs and delivered by the ICAO Regional Offices with more advance notice of dates and locations for RSP partners

Runway Safety to be included in agenda for **Global High Level Safety Conference** –
19 - 23 January 2015

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Runway Safety Programme
Next Steps

- Review and update **runway safety products**
- Update **RSP web site** with runway safety products
- Confirm **2014 events** calendar
- Review **RST survey results** for analysis
- Revise and publish final **RST Handbook**
- Develop and agree schedule and priorities for **work plan 2014 – 2015** (inputs and outputs)
- Develop and agree on **RS taxonomy, indicators, metrics, targets & reporting**
- Study **iKit** proposal

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Regional Aviation Safety Group – Pan America (RASG-PA) - Main Achievements to Date

1. **First RASG in the World (est. 2008):** with ICAO, States, International Organizations and Industry working together in successful partnership
2. **First Regional Annual Safety Report (ASR) in the World:** Publication of RASG-PA ASRs 2010, 2011, 2012, 2013 Editions
3. **First of its kind in the World:** Publication of the Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources
4. **First Outside of the U.S.**: Signed MOU with the U.S. Commercial Aviation Safety Team (CAST) to share ASIAS data
5. Supported the creation of a Regional Accident/Incident Investigation Organization by Central American States
6. **Main International Safety Forum in the Region:** four Pan American Aviation Safety Summits delivered
7. **Data-driven/Results Oriented Work Plan:** Implementation of RASG-PA Safety Enhancement Initiatives (SEIs) and their associated Detailed Implementation Plans (DIPs) focused on mitigating RE, CFIT & LOC-I risks
8. Implementation of Runway Safety Teams (RSTs) in the CAR and SAM Regions
9. **Unique in the CAR/SAM Region:** FOQA Data Sharing Programme (PASO) in Central America
10. Delivery of RASG-PA Aviation Safety Seminars/Workshops
11. Dedicated website www.rasg-pa.org

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RASG-PA Focus 2014 - 2016

1. Align RASG-PA work programme with new GASP
2. Support the roll-out of new GASP
3. Support ICAO Safety Initiatives
4. Continue risk mitigation activities for RE, CFIT & LOC-I through developing SEIs and DIPs, and delivering Seminars/Workshops
5. Develop and continue RASG-PA Aviation Safety Projects
6. Monitor/act on new occurrences categories as required
7. Improve coordination with GREPECAS to address safety issues with a multidisciplinary approach
8. Contact and share information, experiences and tools with other RASGs

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Regional Safety Oversight System (SRVSOP) - South America and Cuba

- *Created in 1998 with MoU between ICAO and LACAC*
- *Members: Argentina, Brazil, Bolivia, Cuba, Chile, Colombia, Ecuador, Panamá, Paraguay, Peru, Uruguay, Venezuela and AIRBUS*
- *ICAO RD Lima Project Coordinator*
- *Multinational process for aviation common regulations development and maintenance*
  - *31 Regulations developed and maintained current so far*
  - *6 Manuals for Safety Inspectors (AIR, OPS, PEL, CATC, AGA, etc)*
  - *17 Advisory Circulars (PBN, AIR, OPS, PEL)*
  - *8 Job aids for inspectors*
- *Multinational processes for certification and surveillance of service providers*
- *Assistance to States*
- *Cost/Benefit Study showed benefits of USD 13 million in 5 years of operation*
- *Since 2002 there have been:*
  - *64 working meetings with an attendance of 1328 participants, and*
  - *90 courses with a total of 1900 people trained.*

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SRVSOP
Future plans (next 2 years)

- *Multinational certification of Civil Aviation Training Centres and Medical Examination Centers*
- *Development of capacity for surveillance of ANSP to lower USOAP LEI in ANS including:*
  - *Regulations*
  - *Safety Inspector Manuals*
  - *Training Courses*
  - *Multinational surveillance activities*
  - *Panel of ANS Experts*
- *Maintenance of core processes already in place for keeping current Latin American Aviation Regulations (LARs)*

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Assistance Required in Haiti

- ICAO USOAP CSA Audit conducted in December 2012
- State still preparing CAP with support from CASSOS (RSOO)
- RO monitors the situation of the State closely
- Assistance being provided
  - RO providing advice and technical missions
  - RO CASC Secretariat & coordination which maintains an Action Plan
  - Air Transport Economic Study ongoing
  - SSP/SMS workshop planned Nov 2013
  - AOC senior management workshop planned 2014
  - Partners: MINUSTAH; WMO; IATA; IDB; WBG
- Limited progress with the implementation of the most urgent critical projects required to resolve high priority safety deficiencies
- Highest priority and urgent requirements remain the following:
  - VHF air-ground radio communications equipment
  - Air Traffic Control Tower
  - DVOR/DME at Port-au-Prince International Airport

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COOPERATIVE DEVELOPMENT OF OPERATIONAL SAFETY AND CONTINUING AIRWORTHINESS PROGRAMMES (COSCAPs)

COSCAPs-SOUTH EAST ASIA and NORTH ASIA

✈ Assistance recipient organization:	CAAs of Member States (11/SEA, 4/NA)
✈ Assistance Budget:	USD 360,000 - 400,000 (annual funding) contributed mostly by Member States
✈ Funding and Donor(s) :	Airbus, Boeing, US/FAA, EASA, Transport Canada, ENAC
✈ ICAO Assistance Objectives:	- Implementation of ICAO SARPs in Member States - Resolution of safety deficiencies resulting from ICAO USOAP audits
✈ Assistance Results/Achievements:	- Assisting in Resolution of SSC in Philippines (SEA) - Assisting in ICAO audit programme, including Continuous Monitoring Approach (CMA) - Provision of training for CAA staff in areas of Runway Safety, Aerodrome inspections, Airworthiness, Flight Operation and PBN Approval courses.
✈ Assistance Start/End Dates:	From 2001 until 2015 (expect to be extended)
✈ ICAO involved:	TCB, ANB and Regional Office in Bangkok

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THE PHILIPPINES

THE PHILIPPINES

(APAC)

OCT 2009: CSA USOAP audit identified an **SSC** and **62% EI**

JUN 2011: Letter sent by the President and the SecGen

OCT 2012: ICVM identified a 2nd **SSC** and **69% EI**

OCT12 - FEB13 Coordination ICAO HQs, COSCAP-SEA, Singapore*

4 COSCAP-SEA assistance missions conducted

FEB 2013: ICVM resolution of **SSCs** through capacity-building and validated **59% EI**.

MAR 2013: SSC resolution letter and EB distribution

DISCUSSION POINTS

- Good example of assistance coordination led by ICAO HQs, RO and COSCAP
- MARB States with political will may follow this model

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NEPAL

RECIPIENT STATE (S): NEPAL	
Project title: Enhancement of Safety Oversight System	
STATE INFORMATION:	- **USOAP CSA Audit in May 2009** - **Overall EI 46 %, Poorest Critical Elements (4, 8)** - **ICVM conducted in July 2013 (poor results)**
TARGET TECHNICAL AREAS:	**OPS, AIR and PEL**
ESTIMATE COST (USD):	**700,000 (TBD)**
OBJECTIVES AND ACTIVITIES:	**Resolution of safety deficiencies identified by ICAO USOAP audits, priority given to AOC certification**
EXPECTED OUTCOMES:	**Compliance with ICAO SARPs, resulting in resolution of deficiencies related to AOC; and** **Capacity building of safety oversight**

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Comprehensive Regional Implementation Plan for Aviation Safety in Africa

AFI PLAN

INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

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

2008: Launched to address aviation safety-related deficiencies in the AFI Region.

2011: Transition of leadership to the RDs in Dakar and Nairobi

Objectives:
- Assistance through the development of ICAO Plans of Action to address serious safety deficiencies including SSCs.
- Assistance to meet regional safety targets and address emerging safety issues
- Support in the establishment and strengthening of RSOOs
- Training activities

Results:
- Support in the resolution of 13 SSCs in 10 African States
- Notable improvements in the areas of PEL, OPS and AIR

Collaborating partners:
- AFCAC, France, Morocco, United States

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AFI Plan

AFI PLAN

2012: The Ministerial Conference on Aviation Safety in Africa, held in Abuja, Nigeria, adopted the Abuja Ministerial Targets

2013: Abuja Ministerial Targets were endorsed by the Assembly of Heads of States of the African Union

2013: AFI Plan Steering Committee expanded the Plan to be in alignment with the Abuja Ministerial Targets including the technical areas of ANS, AGA and AIG.

Future needs:

- Effective implementation of the expanded AFI Plan
- Continuous engagement of relevant authorities responsible for civil aviation in Africa
- Significant support from ICAO and aviation safety partners
- Considerable financial investments

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AFCAC AFI COOPERATIVE INSPECTORATE SCHEME (AFI-CIS)

AFI COOPERATIVE INSPECTORATE SCHEME (AFI-CIS)	
✈ **Background and Objective:**	- Established in Dec 2010 following the decision of the 22nd AFCAC Plenary - Pooling safety experts within the region to provide assistance to States in resolving safety deficiencies identified by ICAO USOAP - Managed by AFCAC with support from ICAO
✈ **Participating States:**	32 States signed MOU with AFCAC (as of March 2013)
✈ **Funding:**	- Contributions from participating/recipient States - AFCAC has funded most missions due to lack of funding by recipient States
✈ **Activities:**	14 assistance missions conducted to 7 States to include initial and follow-up missions (as of July 2013)
✈ **Expected outcomes:**	- Resolution of safety deficiencies, in particular significant safety concerns (SSCs) - In conjunction with AFI Plan, help States to achieve Abuja Safety Targets
✈ **ICAO involved:**	Regional Offices in Nairobi and Dakar and HQ

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AOC INSPECTOR OJT PROJECT

RECIPIENT STATE (S): STATES IN NEED OF AOC INSPECTOR OJT

Project title: Provision of AOC Inspector On-the-Job-Training

BACKGROUND/OVERVIEW:	- Current GSI training or equivalent provides little hands-on experience with AOC certification process to trainees - Many AOC inspectors lack ability to put their knowledge into practice during the process - Contributing States provide instructors, while beneficiary States provide venues and selected trainees
TARGET TECHNICAL AREAS:	AOC Certification Process (OPS, AIR and PEL)
ESTIMATE COST (USD):	100,000 (based on 2 beneficiary States and 4 instructors from 2 contributing States)
OBJECTIVES AND ACTIVITIES:	- Provides tangible skills required for AOC inspectors - Conduct OJT for AOC inspectors at beneficiary States in accordance with the States' national regulation related to AOC
EXPECTED OUTCOMES:	- Trainees to obtain additional skills for AOC - Assistance in resolution of AOC related deficiencies

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MAURITANIA

MAURITANIA (WACAF)	**APR 2008**: CSA USOAP audit resulted in **32% EI** **JUN 2011**: Letter sent by the President and SG **APR 2012**: ICVM validated **58% EI** **SEP 2012**: ICVM validated **70% EI**
	Improvements 2012: ISO 9001:2008; 9 GSI Inspectors; Secondment from France and SAFA OJT with Spain **DEC 2012**: EC removed Mauritania and its certified carriers from the EU Safety List **SEP 2013:** Online USOAP validation updated to **74% EI**

DISCUSSION POINTS

Excellent example of effective assistance in partnership with donor States and Organizations, including ICAO, France and Spain
Mauritania continues working towards the enhancement of its safety oversight system
The State has nominated the DG to be the AFI-RASG Chairperson and launched assistance to Comoros

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RWANDA

RWANDA (ESAF)	**Nov 2007**: CSA USOAP audit identified an **SSC** and **21% EI**
	JUN 2011: Letter sent by the President and the SecGen
	Oct 2011: ICAO Plan of Action accepted
	2011 – 2012: 12 ROST missions conducted
	Nov 2012: ICVM identified resolution of **SSC** through capacity-building and validated **44% EI**
	Nov 2012: SSC resolution letter and EB distribution

DISCUSSION POINTS

- Good example of assistance provided by Regional Office Safety Team (ROST) in accordance with ICAO Plan of Action for Rwanda
- State demonstrated its political commitment to work with ICAO to resolve the safety deficiencies

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SOUTH SUDAN

SOUTH SUDAN (ESAF)	**MAY 2011**: State requested ICAO's assistance to accommodate increase in air traffic at Juba airport
	Late May 2011: ICAO ATM experts from HQ and RO were dispatched to provide assistance by developing plan for installation of essential equipment and handling air and ground traffic:
	- Technical support from ASECNA, Kenya and France
	- Financial support of USD 1M from United States
	9 JUL 2011: State, with multilateral assistance, was successful in handling over 55 aircraft at Juba airport
	9 JUL 2011: Independence from Sudan

DISCUSSION POINTS

- Excellent example of multi-agency coordinated assistance in partnership with donor States and Organizations, including the United Nations Country Team, to satisfy an immediate need

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DEMOCRATIC REPUBLIC OF CONGO (DRC) PROJECT PROPOSAL

RECIPIENT STATE (S): DEMOCRATIC REPUBLIC OF CONGO (DRC)

Project title: **Resolution of Issuance of AOC Certification**

STATE INFORMATION:	- **USOAP CSA Audit in SEP 2006** - **Overall EI 12 %, Poorest Critical Elements (8, 7)** - **ICVM conducted in JAN 2013 with EI 27%**
TARGET TECHNICAL AREAS:	**OPS, AIR and PEL**
ESTIMATE COST (USD):	**160,000**
OBJECTIVES AND ACTIVITIES:	**Resolution of safety deficiencies identified by ICAO USOAP audits, priority given to AOC certification**
EXPECTED OUTCOMES:	**Compliance with ICAO SARPs, resulting in resolution of deficiencies related to AOC**

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New SCAN web site

✓ Revamped website

✓ Updated data

✓ Public

http://www.icao.int/safety/scan/Pages/default.aspx

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Summary

How can we collaborate more and better *together*?

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North American Central American and Caribbean (NACC) Office MexicoCity

South American (SAM) Office Lima

ICAO Headquarters Montreal

Western and Central African (WACAF) Office Dakar

European and North Atlantic (EUR/NAT) Office Paris

Middle East (MID) Office Cairo

Eastern and Southern African (ESAF) Office Nairobi

Asia and Pacific (APAC) Office Bangkok

Thank you

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