



**AFI Comprehensive Regional Implementation Plan for Aviation Safety in Africa  
Tenth Steering Committee Meeting  
Montreal, Canada, 25-26 October 2012**

Progress Report on the implementation of the AFI-CIS since the Ninth Meeting of the Steering Committee

(Presented by AFCAC)

**Revision No.1**

**EXECUTIVE SUMMARY**

This paper reports on the progress made by the AFI-CIS Programme which was formulated to assist States to ensure the improvement of Aviation Safety in Africa.

**Action:** the Steering Committee is invited to

- a) note the progress made,
- b) provide the necessary assistance on the recommendation.

**1 Introduction**

1.1 In order to eliminate safety deficiencies and enhance aviation safety in the AFI Region, AFCAC, with technical support from ICAO, launched the AFI-CIS project in August 2011. The first AFI-CIS Assistance Missions were conducted to Zambia and Gabon.

1.2 In 2012, two Missions were conducted to Malawi and Guinea Successfully. Follow up Assistance Missions to Guinea and Malawi are planned for 12-23 November 2012, and 05-16 November 2012 respectively. Also, Missions to the Democratic Republic of Congo will take place on 05-16 November 2012 and 26 Nov- 07 Dec 2012.

**2 Zambia Follow-up Mission**

Zambia was the first beneficiary of the AFI-CIS programme. Zambia eventually submitted an update on the 19th of October 2011 on AFI-CIS Mission conducted from 15-31 August 2011. Based on this submission Zambia has been rescheduled for a follow up Mission from 12-23 November 2012, (See Appendix D)

### **3 Malawi Mission**

- 3.1 The primary objective of the Mission was to assist Malawi to address its Safety oversight Significant Safety Concern (SSC).
- 3.2 The secondary Objective of the Mission was to assess Malawi DCA's readiness to undergo an ICAO Coordinated Validation Mission (ICVM), including assisting the personnel with interpretation of ICAO SARPs and guidelines. AFI-CIS Inspectors on the Mission to Malawi covered all the Procedures, Guidelines and Checklists involved in resolving the outstanding Protocol Questions (PQs) contained in the SSC Findings with the Malawian Inspectors.
- 3.3 A Mission Report detailing all the actions taken to resolve the outstanding PQs is attached as Appendix A.

### **4 Guinea Mission**

The objective of the Mission was to assist Guinea address its safety oversight Significant Safety Concern (SSC) related to the issuance of the Air Operator's Certificate, and to assist them in the preparation of the Corrective Action Plan (CAP) with respect to SSCs. A Mission report detailing all the actions taken to resolve the outstanding PQs is attached as Appendix B.

### **5 The revised AFI-CIS Plan of Activities 2012**

- 5.1 The initial Plan of Activities for 2012 was primarily developed on the basis of prioritization of SSC States. As a result, the Plan only targeted the SSC States that have signed the AFI CIS MOU. The Plan also for some States, considered the ICAO schedule of ICVM activities. The initial Plan of Activities for 2012 had included new Missions and Follow-up Missions to Seven States, but due to the unavailability of French speaking Inspectors and specifically shortage of Flight Ops Inspectors, the planned Missions were not accomplished.
- 5.2 Therefore, the Plan of Activities was subjected to repeated changes and amendments which makes it difficult for AFCAC to get Inspectors when needed. As a result, training of more Inspectors in States' specific Protocol Questions is necessary so that when one is not available, another can take his/her place. Furthermore, some States specifically requested that the AFI-CIS Missions be deferred until after their ICVMs which basically contradicts the intent of the Assistance Mission.

### **6 AFI CIS MOU**

- 6.1 As of October 2012, thirty two (32) States and One Regional Safety Oversight Organization (BAGASOO) have signed the AFI-CIS MOU, (see appendix C).

6.2 Signing of AFI- CIS MOU by all SSC States is being followed up by AFCAC through circular letters, emails and phone calls. This has resulted in three more SSC States signing the MOU. These are Guinea, Guinea Bissau and Malawi. A non SSC State Cote d' Ivoire and BAGASOO have also signed the MOU, and COSCAP-UEMOA , is in the process of signing the MOU.

## **7 Coordination with RSOOs**

7.1 AFCAC has coordinated with RSOOs/COSCAPs to promote exchanges on work carried out with the aim of facilitating follow-up activities. This resulted in the joint AFI-CIS/ BAGASOO Mission to Guinea.

In the same vein, a proposed joint AFI-CIS /SADC Mission was envisaged, but due to unavailability of Inspectors from SADC/COSCAP, the proposed joint Assistance Mission has not materialized. It is our hope that this type of coordination will continue with other RSOOs for joint Assistance Missions.

## **8 AFI-CIS Policy and Procedure Manual**

8.1 To further guide the implementation of the AFI-CIS Project, a re-definition of roles and responsibilities assigned to ICAO and AFCAC was done and incorporated into the Policy and Procedures Manual.

## **9 Problems Encountered**

9.1 Lack of feedback from States that have received AFI-CIS Missions has not allowed for the kind of monitoring and implementation of progress on the provided Assistance Missions.

9.2 The lack of French speaking Flight Operations Inspectors has also held up the conduct of some of the Missions as planned.

9.3 Schedules of Missions communicated to States for feedback receive very late responses on the acceptability of planned Mission dates, making it very difficult to coordinate the release of AFI-CIS Inspectors from donor States.

## **10 Recommendations**

The following recommendations emanate from the important lesson learned from the AFI-CIS Missions conducted which will provide an opportunity for improvement that need to be made:

- i. Joint Consultation forum and coordination with RSOOs/COSCAPs is needed to promote exchanges on work carried out with the aim of facilitating follow-up activities.
- ii. Technical assistance from ICAO for the preparation of the programme of AFI-CIS Missions for 2013, the ICAO schedule of ICVMs and other Audits within the AFI region should be taken into account so as to better prepare States for ICVMs in order to decrease the number of MARB listed States or those with SSCs.
- iii. Future scheduling of AFI CIS Missions should be coordinated with ICAO's planned schedule of ICVMs.
- iv. At least two AFI-CIS training will be needed for early 2013 in order to ensure adequate numbers of trained Inspectors under the Scheme with more emphasis given to State specific PQ briefings.
- v. Recommendation to States assisted by the AFI-CIS teams to establish a Working Group to manage the AFI-CIS recommendations from AFI-CIS Missions and to give the required feedback on time as specified in the respective Mission Reports.
- vi. Need to urgently address the shortages of Flight Operations Inspectors specifically French speaking Inspectors.

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