



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

SEVENTEEN AFI PLAN STEERING COMMITTEE MEETING (Malabo, Equatorial Guinea, 30 June 2016)

Agenda Item 3:- Review of the Status of Implementation of the ICAO Plans of Action for States under the review of MARB including priority States.

(Presented by AFI Plan Secretariat)

EXECUTIVE SUMMARY

This paper presents information related to the progress made in the implementation of the ICAO Plans of Action aimed at assisting States under review by the Monitoring and Assistance Review Board (MARB) including priority States.

Action: *The Steering Committee is invited to:*

- a) note the information contained in the paper and its attachment;
- b) note progress made in the implementation of the ICAO Plans of Action; and
- c) provide further guidance and instruction for the effective implementation of the ICAO Plans of Action in line with proposals in column 8 (Action required from the meeting) of **Attachment A**

1. INTRODUCTION

1.1 The Steering Committee, at its 16th meeting, was provided with information on the development and implementation status of the ICAO Plans of Action as at November 2015.

1.2 As required in the ICAO Plans of Action, collaboration is ongoing between ICAO and AFCAC on the implementation of the AFI Cooperative Inspectorate Scheme (AFI-CIS), as well as RSOOs and COSCAPs, to provide assistance to African States in addressing safety deficiencies identified through the ICAO Universal Safety Oversight Audit Programme (USOAP).

1.3 This Discussion Paper highlights the progress further made since the 16th AFI Plan Steering committee meeting in the development, presentation, acceptance and implementation of the ICAO Plans of Action for States under the review of the MARB and other priority States. The paper also highlights the USOAP Continuous Monitoring Approach (CMA) activities, including Comprehensive System Approach (CSA) audits and ICAO Coordinated Validation Missions (ICVMs), off-site validations and Integrated Validation Activities (IVAs) that have already taken place or are scheduled to be conducted during the year 2016.

2. SUMMARY OF PROGRESS: MAY - NOVEMBER 2015

2.1 To date, thirty-two (32) ICAO Plans of Action are being implemented in 13 ESAF and 19 WACAF States. So far, AFCAC has signed the AFI-CIS MOU with a total of 36 member States. The update on the status of implementation of ICAO Plans of Action including other interventions such as AFI-CIS is provided in **Attachment A** to this Discussion Paper.

2.2 The Regional Office Safety Teams (ROSTs) have been active in assisting States in the implementation of their Corrective Action Plans (CAPs) prepared in response to deficiencies identified by ICAO USOAP Audits. Accordingly, since the 16th SC meeting ROST missions were conducted to five States (namely; Angola, Djibouti, Malawi, Tanzania and Zambia) in the ESAF region and seven States (namely; Benin, Chad, Liberia, Sao Tome and Principe, Senegal and Togo including a cost-recovery ROST mission to The Gambia) in WACAF region. During the period under review, State officials, DGs and/or multidisciplinary teams from States were also visited the WACAF and ESAF offices to discuss and work on the effective implementation of their CAPs so as to improve their EIs. The Details of the Activities are indicated in Attachment A. In addition to these, AFCAC conducted one AFI-CIS assistance missions to Malawi.

2.3 Most of the ICAO Plans of Action now have the Abuja Safety Targets incorporated in them and for those States whose implementation timelines have elapsed; revised Plans were developed, presented and accepted by the concerned States. Both in WACAF and ESAF regions, a number of States such as Botswana, Benin, Cameroon, Congo, Chad, Mali, Niger, Equatorial Guinea, DRC, Malawi, Rwanda, Mozambique, Togo, Zambia, etc. have shown progress in improving their EI levels as determined through ICVMs, Off-site Validation exercises, Integrated Validation Activities or updates provided on the USOAP CMA Online framework (OLF). However, despite the efforts being made by the Regional Office some States such as Djibouti, Central African Republic, Guinea Bissau and Lesotho continue to register either minimal progress in the implementation of the original and revised ICAO Plans of Action and/or in updating progress in the implementation of their Corrective Action Plans (CAPs) on the OLF, as required.

2.4 Since the 16th SC meeting three outstanding SSCs were resolved (1 in WACAF and 2 in ESAF). Botswana not only resolved the outstanding AIR and OPS SSCs but also registered significant improvement in EI from 53% to 71.58. The PEL SSC in Sierra Leone was also resolved through corrective actions. As a result, the outstanding SSCs in the AFI region reduced from 7 to 4 in 4 States (Angola Djibouti, Eritrea and Malawi), all in the ESAF region.

2.5 High-level engagement continued with African States including those countries with low EIs and slow progress in the implementation of their ICAO Plans of action. In this regard, the President of the ICAO Council held high-level meetings during the 28th Ordinary Session of the Executive Council and the 26th Ordinary Session of the Assembly of the African Union in Addis Ababa, Ethiopia, in January 2016. These included meetings with four (4) Heads of State (Djibouti, Liberia, Namibia and Nigeria,) and Heads of major regional organizations such as African Civil Aviation Commission (AFCAC), Chairperson and Commissioners of African Union Commission, Executive Secretary of the UN Economic Commission for Africa (ECA), President of the African Development Bank (AfDB), Chief Executive Officer of The New Partnership for Africa's Development Planning and Coordinating Agency (NPCA), etc..

2.6 Likewise, the Secretary General of ICAO also made visits to Senegal and Burkina Faso from 29th April- 03 May 2016 and held important meetings and discussions with high-level officials in Government and regional Organizations relating to aviation matters. During her visit to Burkina, the Secretary General visited UEMOA and signed with the President of the Commission a Plan of Action for Cooperation in various fields of aviation, similar to the ones already signed with ECOWAS and ECCAS Regional Economic Communities. The ESAF and WACAF Offices have also maintained continuous engagement with the States in terms of monitoring progress in the implementation of Standards and Recommended Practices (SARPs) as well as providing appropriate assistance in this respect.

2.7 ICAO Technical Cooperation Bureau (TCB) assistance projects identified in various phases of the ICAO Plans of Action, have been initiated, implemented, and/or are currently under consideration in the following States: Angola, Benin, Central African Republic, Cameroon, Chad, Comoros, Congo, Djibouti, Equatorial Guinea, Mauritania, Mozambique, Rwanda, Swaziland and Uganda. In the case of Burundi, CASSOA, the East African Community RSOO, has been engaged in providing assistance to the State. In Malawi and Zambia, EU/EASA assistance projects have been on-going in addition to assistance to some of the Central African States. The African Development Bank (AfDB) has also been assisting Sao Tome and Principe in capacity building.

2.8 The USOAP activity plan prepared by CMO for 2016 has identified priority States tentatively scheduled for USOAP CMA activity: an Audit, ICVM and/or Off-site Validation. The 2016 plan lists the following ESAF States: Namibia, Zambia, United Republic of Tanzania and South Africa; while in the WACAF region: Togo, Liberia, Senegal, Nigeria and Guinea are listed. In addition to the scheduled activity plan of CMO a number of cost-recovery ICVMs are to be expected, as States are eager to receive official validation of their implementation progress. Additional off-site validations and IVAs have also been programmed by the Regional offices in consultation with priority States targeted for 60% EI by the end of 2016.

2.9 With respect to the three key AFI Plan goals targeted for December 2016 i.e. 60 % EI for 70 % of the States, zero SSCs and certification of 45% of international Airports, the situation as at 30th June 2016 is as follows;

- Twenty-one States (43.75% of AFI States) have attained 60% EI (i.e. twelve States (50% WACAF) and nine States (37.5% ESAF)
- A total of four (4) SSCs remaining and
- A total of 23 % International Airports are certified

2.10 The original goal of certifying 45% of international airports posed a special challenge as this would involve over 40 airports. This is not considered realistic in the time frame and moreover it is more reasonable, in line with the NCLB aspirational goals, to build capacity for certification by States. The target was therefore strategically redefined to require certification of at least one international airport in 45% of States.

2.11 The Regional Offices will continue to coordinate effort and implement the proposed projects in order to capture further progress made towards attainment of the above goals in the by the end of 2016..

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