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5TH AFI AVIATION SAFETY SYMPOSIUM OUTCOMES AND WAY FORWARD



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Challenges and Opportunities at the Regional level

Observations;

- It was noted that there is a strong correlation between low EI performance in CE-4 (qualified technical personnel) of less than 30% and the prevalence of SSCs
- With respect to RSOOs, it was agreed that they have been very beneficial in helping to raise the safety bar; however, challenges remain in terms of delegation of functions and working relationships with Member States;
- Challenges in the area of training abound, but significant work has been accomplished
- Standardization by providers of training and between countries being undertaken by the AATO is highly beneficial to harmonizing the level of training/qualifications required for States and industry technical personnel.

Challenges and Opportunities at the Regional level

- Sustainable air transport is possible if and only if there are adequate and competent professionals with quality training.
- ICAO GAT which identified training challenges facing States including, but not limited to, the following:
 - Lack of harmonization of licensing requirements,
 - “Train Regionally” concept currently difficult to implement
 - Lack of harmonization and standardization of curricula
 - Non-recognition of certificates
 - Insufficient resources (financial, human, material)
 - Redundancy of training



Challenges and Opportunities at the Regional level

Proposed actions;

- The AFI Plan Secretariat to continue to coordinate and monitor implementation of the six on-going AFI Plan projects for Aerodrome Certification, State Safety Programme (SSP) Implementation, Air Navigation Services Provider (ANSP) Peer Review, Search and Rescue (SAR); Fundamentals of Safety Oversight (FSO) and AIG;
- Development partners to continue providing support to African States through their implementation assistance activities aimed at improving aviation safety in the region;



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Challenges and Opportunities at the Regional level

- To continue the promotion and the implementation of performance – based navigation flight procedures - a global Air Navigation priority - States have to support the AFPP through payment of annual contributions in a timely manner , in addition to donors' contributions (France, ASECNA, AIRBUS, Tanzania, etc).
- Standardization and harmonization of aviation training must be addressed jointly by AATO, GAT and all stakeholders.



Collaborative Implementation Programme (CIP) – Successes & Challenges of Partner Initiatives

Observations;

- The symposium acknowledged the longstanding cooperation with aviation safety partners for the improvement of safety in Africa.
- Some good examples of positive improvements were demonstrated when collaborative and partnership approaches are applied. Such examples include AFCAC and its AFI-CIS, FAA (training/workshops to States and RSOOs), IATA (assistance to airlines and implementation of IOSA which complements States' oversight system), EASA/SIASA (capacity building to States and RSOOs; but challenges remain in terms of funding necessary to implement collaborative activities.



Collaborative Implementation Programme (CIP) – Successes & Challenges of Partner Initiatives

Proposed actions;

- Continued and improved collaboration between sister programs to further improve Aviation Safety in Africa.
- Collaboration among partners needs to be strengthened through continued engagement and establishing common set of priorities and goals, popularize annual goals, mutual exchange/sharing of information on activities, and Assistance through specific results based activities.



Collaborative Implementation Programme (CIP) – Successes & Challenges of Partner Initiatives

- AFCAC, through the AFI CIS program, to continue it's support to AFI States to enhance their effective implementation on aviation safety – *This program has proven to be an effective tool to resolve identified deficiencies within a reasonable time period. The Scheme provides African States with an opportunity to share the limited human resources they have in the promotion of aviation safety.*
- There is need for increased coordinated support from key stakeholders and partners of African States to ensure that all States with low EIs improve to a level above 60% EI by end year 2019.



Implementation of the GASP/GANP through the Revised Abuja Safety targets

Proposed actions;

- The symposium recognizes the challenges we face, especially in providing training needs and to fulfil training requests in a timely manner. Training related costs for implementation strategies need to improve, including monitoring and measuring mechanisms. Collaboration and harnessing synergies are of upmost importance - *through a platform such as the RASG-AFI?*
- The symposium noted the outcome of the ICAO Regional Safety Management Symposium held in Kigali, Rwanda in May 2018 during which ICAO, States and industry shared knowledge and experience in terms of implementation of ICAO Annex 19 and the revised Safety Management Manual. In particular, emphasis was put on the need for ***different competencies*** to deal with SMS, noting that SMS is a journey and the conventional compliance toolbox need to be refreshed. **RASG-AFI?**



Implementation of the GASP/GANP through the Revised Abuja Safety targets (continued)

- The symposium noted the importance for **all States** to establish safety policies, legal framework, policies and ongoing efforts to enhance safety culture and to promote safety reporting and information and data protection
- **AFI States** should provide AFCAC with information on the implementation status of the revised Abuja Safety targets through the questionnaires already distributed to all States by AFCAC and, are encouraged to work closely with ICAO and AFCAC to ensure that all AFI States attain the target 60% baseline implementation of the revised Abuja Safety Targets by end of 2019.



Implementation of the GASP/GANP through the Revised Abuja Safety targets (continued)

- AFI States should recognize the Peer review program as a collaborative mean of improving operational safety amongst the ANSP's in the AFI Region.
- The symposium noted the on-going support by States, RSOO's and other partner organizations towards the improvement of safety in Africa.



Implementation of the GASP/GANP through the Revised Abuja Safety targets (continued)

In order to effectively implement SMS, **all States** should consider;

- The establishment of Collaborative oversight mechanism with other civil aviation authorities - including exchange of safety data and information;
- Taking into account new threats such as cyber-attacks, due to the interoperability of the systems.



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