



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**FIRST MEETING OF THE AFRICA-INDIAN OCEAN
REGIONAL AVIATION SAFETY GROUP (RASG-AFI/1)
Kampala, Uganda (26 – 27 March 2012)**

**Agenda Item 4: Status of implementation of SP AFI-RAN Meeting
Recommendations and Follow-up**

- Recommendation 3/2- ACIP Programme implementation**
Recommendation 4/4-ADREP/ECCAIRS implementation
Recommendation 4/5-Establishment of Regional Accident Investigation Organizations

(Presented by Secretariat)

SUMMARY
<p>This paper informs the meeting on the integration into the Regional Offices of the activities related to the implementation of the ICAO AFI Regional Comprehensive Implementation Plan for aviation safety in Africa (AFI Plan); and discusses on the action taken by the AFI Plan with respect to the implementation of Recommendations 3/2, 4/4 and 4/5 of the ICAO Special AFI RAN meeting (Durban, South Africa – 24 to 29 November 2008), the support provided to States in implementing ADREP/ECCAIRS systems and the establishment of Regional Accident Investigation Organizations.</p> <p>Action by RASG/1 is at Paragraph 3.</p>
<p>REFERENCE(S):</p> <ul style="list-style-type: none">• ICAO SP AFI RAN 2008 Report (Doc 9930)
<p>Related ICAO Strategic Objective(s): A.</p>

1. INTRODUCTION

1.1 The AFI Comprehensive Implementation Programme (ACIP) was established in January 2008 to implement the ICAO AFI Comprehensive Implementation Plan for aviation safety in Africa (AFI Plan), which was adopted by the ICAO 36th Assembly (September 2007) to address aviation safety issues in Africa.

1.2 This paper discusses the status of implementation of AFI Plan and in particular ICAO SP AFI RAN/08 Recommendations 3/2, 4/4 and 4/5 related respectively to the implementation of the AFI Regional Comprehensive Implementation Plan for aviation safety in Africa, the implementation of ADREP/ECCAIRS systems, and the establishment of Regional Accident Investigation Organizations.

2. DISCUSSION

2.1 Special AFI RAN Meeting Recommendation 3/2 encourages States in the AFI Region to take full advantage of the programme established to enhance aviation safety in the region, as well as industry and donors to undertake projects that address the priorities identified through gap analysis conducted by the then ACIP in cooperation with all stakeholders.

2.2 Special AFI RAN Meeting Recommendation 4/4 calls for ICAO to assist States, COSCAPs and RSOOs in the planning of ADREP/ECCAIRS training courses to empower the AFI States to share safety data and effectively report to ICAO.

2.3 Special AFI RAN Meeting Recommendation 4/5 calls for States to take a certain number of actions related to accident investigations including the establishment of Regional Accident Investigation Organizations by pooling resources through existing grouping of States or other mechanisms and ICAO to provide necessary support including training.

AFI Comprehensive Implementation Programme (ACIP).

2.4 Between January 2008 and December 2010, the activities related to the implementation of the AFI Plan were conducted by ICAO under a specific programme called AFI Comprehensive Implementation Programme (ACIP). As from January 2011, these activities form an integral part of the ICAO regular programme and are referred to as AFI Plan activities.

2.5 A survey was conducted between October and December 2010, to obtain feedback from States and aviation organizations on the implementation of the AFI Plan and the activities of the then ACIP. A total of 32 Organizations representing civil aviation authorities, aviation services providers and regional organizations from 26 States responded to the survey and provided their assessment of the implementation of the ICAO AFI Plan and the activities of ACIP as the programme established by ICAO to give effect to the AFI Plan for the period 2008-2010.

2.6 The data collected showed that there was a high level of awareness, participation, and contributions to the activities related to the implementation of the AFI Plan. The results of the survey also indicated that for those who participated in the activities of the AFI Plan, their expectations were met in most instances (training, assistance to regional groupings to implement regional priorities) but not adequately in terms of direct support to individual States to resolve deficiencies.

2.7 As of 1 January 2011, the activities related to the implementation of the AFI Plan were integrated into the activities of the ICAO Regional offices of Dakar and Nairobi.

ADREP/ECCAIRS systems

2.8 ICAO conducted 4 courses in English and 2 in French between 2009 and 2011, leading to training of 90 Information Technology specialists and 120 End Users from 30 States in the AFI Region, on the installation and use of the ECCAIRS system. A survey is under way to assess the impact of these trainings on the installation and use of ECCAIRS throughout the region.

Establishment of Regional Accident Investigation Organizations

2.9 4 workshops were held between 2009 and 2011 leading to training of 80 officers from 20 States on accident investigation requirements and techniques.

2.10 Also, AFI Plan continues to work closely with States in Africa in the development and implementation of agreement frameworks for the establishment of Regional Accident Investigation Organizations.

2.11 In 2009, assistance was provided to the States Members of the Banjul Accord Group (BAG - Cape Verde, Gambia, Ghana, Guinea, Liberia, Nigeria, and Sierra Leone) for the development of the framework for the establishment of the Banjul Accord Group Accident Investigation Agency (BAGAIA) which was signed by the Ministers of transport of the BAG Member States in June 2009. BAGAIA is still expected to be operational before the end of this year and as soon as the Ministers responsible for Civil Aviation meet to appoint the Commissioner as per the framework agreement.

2.12 Similar assistance was extended to the States Members of the West African Union Monetary and Economic Union (UEMOA - Benin, Burkina Faso, Côte d'Ivoire, Guinea Bissau, Mali, Mauritania, Niger, Senegal, Togo) and Mauritania, and the States Members of the Central African Monetary and Economic Community (CEMAC - Cameroon, Central African Republic, Chad, Congo, Equatorial Guinea, Gabon) and Sao Tome et Principe. The frameworks for the establishment of the Regional Accident Investigation Organizations were developed by the designated experts from UEMOA & Mauritania, in 2010 and CEMAC and Sao Tome and Principe in 2011 with the assistance of ICAO. The frameworks were submitted to UEMOA Commission in August 2010, and to the CEMAC Commission in August 2011 for the creation of the two organizations under the aegis of UEMOA & Mauritania, and CEMAC & Sao Tome e Principe respectively.

2.13 Activities are under way to develop frameworks for the establishment of Regional Accident Investigation Organizations for the States Members of East African Community (EAC - Burundi, Kenya, Rwanda, Tanzania and Uganda), States Members of the South African Development Community (SADC – Angola, Botswana , Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, Zambia, Zimbabwe), as well as the Seven Partner States of Djibouti, Egypt, Eritrea, Ethiopia, Libya ,Somalia and Sudan.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Take note of the actions undertaken by ACIP and its integration into the regular programme of the ICAO Regional Offices of Dakar and Nairobi;
- b) Urge Contracting States in Africa to implement the ECCAIRS system; and
- c) Urge ICAO Contracting States in Africa to continue to cooperate towards the establishment of Regional Accident Investigation Agencies (RAIAs) to meet their international obligations in the field of aircraft accident investigations.

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