



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

## FOURTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA - INDIAN OCEAN (RASG-AFI/4)

(Nairobi, Kenya, from 12 to 13 October, 2017)

**Agenda Item 6:** ICAO “No Country Left Behind (NCLB)” Initiative and Assistance to AFI States –  
6.1 Implementation of State-specific ICAO Plans of Action

*(Presented by the Secretariat)*

SUMMARY
This paper presents the status of development and implementation of State-specific ICAO Plans of Action for effective safety oversight in AFI States.
<b>REFERENCE(S):</b>  AFI Plan Document AFI Plan Steering Committee (SC) meeting reports AFI Plan SC19/Dec03: Implementation of State-specific ICAO Plans of Action
<b>Related ICAO Strategic Objective(s):</b>  This Working Paper relates to all Strategic Objectives of ICAO except Security and Facilitation.

### 1. INTRODUCTION

1.1 The Conference of African Ministers of Transport held in July 2012 in Abuja, Nigeria has adopted a set of continental aviation safety targets, including the progressive improvement of effective implementation of States’ safety oversight systems, implementation of State Safety Programmes (SSPs) and certification of International Aerodromes. Furthermore, the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) has been expanded to encompass Aircraft Accident Investigation; Air Navigation Services; and Aerodromes and Ground Aids and to align the regional plans to ICAO global plans (i.e. Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP)).

1.2 To assist States towards the attainment of these objectives, the ICAO Regional Offices for Eastern and Southern Africa (ESAF) and Western and Central Africa (WACAF) have established a strategy, within the AFI Plan, to develop work programmes tailored to reach out to all States according

to the needs and priorities agreed upon and based on evaluation and mitigation of risks to aviation with a focus on improving the effective implementation (EI) rate and resolving significant safety concerns (SSCs).

1.3 The ICAO Universal Safety Oversight Audit Programme (USOAP) assesses, through periodic audits, the State's capability for effective implementation of the eight critical elements (CE) of a State safety oversight system, the implementation of ICAO safety-related Standards and Recommended Practices (SARPs), as well as the procedures and guidance materials related thereto.

1.4 To this end, States respond to the audit findings with a Corrective Action Plan (CAP), the implementation of which is aimed at rectifying the identified deficiencies. The relevant Regional Office Safety Team (ROST) conducts assistance missions to review the progress in the implementation of the State's Corrective Action Plan (CAP) and to provide assistance and guidance as necessary.

1.5 ICAO Plans of Action are therefore developed as a means to assist States to improve safety oversight capacity with particular attention to addressing serious safety deficiencies. The plans offer guidance to States and assistance providers on prioritization of actions aimed at identifying efficient solutions for the improvement of aviation safety.

## **2. DISCUSSION**

2.1 In general, ICAO communicates with civil aviation authorities on the technical issues related to the resolution of safety oversight deficiencies. However, it has become necessary for such communications to be extended to relevant State authorities including the Ministers in charge of civil aviation matters in order to secure high-level State commitment to the improvement of aviation safety and mobilization of the required resources for the implementation of the State-specific ICAO Plan of Action.

2.2 As an outcome of the ROST assistance mission, a State-specific ICAO Plan of Action is developed for the State to address the identified deficiencies and improve its safety oversight capability. The State-specific ICAO Plan of Action is presented to the Minister in charge of civil aviation for formal acceptance and implementation.

2.3 The ICAO Plan of Action is divided into three phases, Immediate, Medium and Long term and spells out the various activities to be undertaken by ICAO, the State, AFCAC, RSOOs and relevant stakeholders for the purpose of providing immediate solutions to matters requiring urgent actions whilst addressing the identified safety deficiencies and ensuring a sustainable safety oversight capability of the State. Furthermore, the Plan incorporates the Abuja aviation safety targets of July 2012 and the ANS performance indicators targets of December 2015.

2.4 To implement AFI Plan work programme, an annual work plan is developed by the Regional Offices on the basis of established priorities for the achievement of global and regional targets.

2.5 To date, thirty-five (35) State-specific ICAO Plans of Action have been developed for ESAF and WACAF States. To include new aviation safety initiatives whilst taking into account the expanded scope of the AFI Plan, existing ICAO Plans of Action are revised accordingly (the list of States with State-specific ICAO Plans of Action is presented in Appendix A to this paper).

2.6 In the spirit of the ICAO NCLB initiative, the AFI Plan Steering Committee decided in June 2017, that all African States should have, by the end of 2019, an accepted ICAO Plan of Action

and thereby allocate adequate resources with the support of stakeholders to its implementation (SC/19 Dec.03 refers).

### **3. CONCLUSION**

3.1 The positive results achieved so far are noteworthy and to further strengthen the AFI Plan implementation and accelerate the achievement of the regional objectives, the Programme has adopted a new strategy with respect to project approach hence the implementation of the Aerodrome certification, SAR organisation, ANSP peer review, SSP implementation Projects.

3.2 The AFI Plan Secretariat, through the two ICAO Regional Offices in Dakar and Nairobi, is required to develop and implement a strategy aimed at assisting all AFI States in improving their safety oversight systems through effective implementation of an accepted ICAO Plan of Action.

### **4. ACTION BY THE MEETING**

4.1 The Meeting is invited to:

- a) Take note of the AFI Plan SC Decision SC19/Dec. 03;
- b) Urge States without ICAO Plans of Action to coordinate with their accredited Regional office for the development and acceptance of such a Plan; and
- c) Encourage States to fully commit to the implementation of the accepted Plans of Action.

- END -

**Appendix A to WP/6-1 - Implementation of ICAO State-specific Plans of Action**

States	PoA Presented	PoA Accepted	PoA Revised
--------	---------------	--------------	-------------

**Number = 39**

Angola	2012-02-06	2012-02-16	
Benin	2011-12-19	2012-03-01	2012-12-28
Botswana	2012-03-01	2012-03-27	2013-01-15
Burkina Faso	2014-06-24	2014-07-14	
Burundi	2014-06-05	2014-06-16	
Cameroon	2012-02-20	2012-03-15	2015-09-21
Central African Republic	2011-09-23	2012-03-13	2015-09-11
Chad	2013-03-25	2013-09-16	
Comoros	2011-12-17	2011-12-22	2013-06-01
Congo	2012-02-23	2012-04-12	2013-06-07
Côte d'Ivoire	2013-07-12	2013-09-15	
Democratic Republic of the Congo	2011-09-26	2011-11-02	2014-10-01
Djibouti	2011-09-25	2011-12-04	2016-02-27
Equatorial Guinea	2011-12-12	2012-02-13	2013-03-07
Eritrea	2012-01-30	2012-02-10	2013-05-28
Gabon	2011-07-21	2012-04-13	2013-03-01
Gambia	2017-02-03	2017-03-13	
Guinea	2013-04-25	2013-05-02	2017-01-20
Guinea-Bissau	2013-02-20	2013-03-08	
Lesotho	2012-02-27	2012-03-01	2013-05-30
Liberia	2012-08-21	2012-10-22	
Madagascar	2012-01-12	2012-01-13	2014-05-01
Malawi	2012-03-08	2012-03-12	2013-06-20
Mali	2015-01-22	2015-02-25	
Mauritania	2017-08-15		
Mozambique	2011-09-12	2011-10-07	
Niger	2014-07-13	2014-07-29	
Nigeria	2017-02-01	2017-03-21	
Rwanda	2011-09-15	2011-10-06	
Sao Tome and Principe	2012-10-01	2012-11-27	2013-06-04
Senegal	2015-03-23	2015-04-03	
Sierra Leone	2012-04-11	2012-06-14	2015-10-01
Swaziland	2012-02-23	2012-02-24	2013-05-06
Togo	2015-09-21	2015-10-01	
Zambia	2011-07-06	2011-07-21	