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Safety Manpower Resources Sharing Mechanism in AFCAC

By AFCAC

AFRICAN CIVIL AVIATION COMMISSION (AFCAC)

❑ **AFCAC created by the Constitutive Conference convened by ICAO and the then Organization of African Unity (OAU) now African Union (AU) in Addis Ababa, Ethiopia, in 1964**

❑ **Fully established and functioning in 1969. On 11 May, 1978 became an OAU Specialized Agency responsible for Civil Aviation Matters**

❑ **From inception, AFCAC was technically, administratively and financially managed by ICAO through contributions from African member States**

❑ **AFCAC became autonomous from ICAO Management on 1 January, 2007**

❑ **The Structure of AFCAC consists of:**

    ✓ **The Plenary**

    ✓ **The Bureau**

    ✓ **The Secretariat**

AFRICAN CIVIL AVIATION COMMISSION (AFCAC)

AFCAC : Specialized Agency of African Union in charge of civil aviation matters

❑ Common Policy (AFCAP)

❑ Technical Support

❑ Advisory Body

❑ Development of the African Civil Aviation Industry

❑ Social and Economic Development

❑ Collaboration and Cooperation with ICAO, Regional Economic Communities (RECs) Regional Civil Aviation Organizations (ACAC, ECAC, LACAC) AFRAA, IATA, ACI, CANSO, etc.

VISION AND MISSION

- AFCAC's <u>VISION</u> is to foster a safe, secure, efficient, cost effective, sustainable and environmentally friendly civil aviation industry in Africa

- AFCAC's <u>MISSION</u> is to facilitate cooperation and coordination among African States towards the development of integrated and sustainable air transport systems

- In this respect, AFCAC has been conducting safety Programmes for the enhancement of capacity building opportunities of African civil aviation professionals in cooperation with ICAO

REGIONAL INITIATIVES TO ENHANCE SAFETY AND AVIATION SECURITY

Inter alia through:

▶ **Comprehensive Regional Implementation Plan for Safety in Africa and the Indian Ocean Region (AFI Plan - ICAO);**

▶ **The AFI Cooperative Inspectorate Scheme (AFI-CIS) Programme;**

▶ **Human Resources Development Fund for Africa (HRDF)**

▶ **AFI Security and Facilitation Plan (AFI SECFAL Plan)**

▶ **Regional Aviation Security and Facilitation Group (RASFALG-AFI)**

▶ **AFI SECFAL adapts the AFI safety Plan modalities and thus**

▶ **RASFALG-AFI will follow the AFI-CIS and AFI Plan process.**

OBJECTIVES OF AFI-CIS PROGRAMME

▶ **The AFI-CIS Programme was established through the creation of a pool of qualified Inspectors, selected from within the AFI Region, to assist AFI States to resolve their safety oversight deficiencies**

▶ **It was established by AFCAC in conjunction with ICAO to assist AFI States in particular in their certification and surveillance functions**

▶ **Priority is given to States identified with Significant Safety Concerns (SSCs) and**

▶ **Those currently on the Monitoring and Assistance Review Board (MARB) list**

▶ **AFI-CIS Policy & Procedure Manual defines roles and responsibilities of all Components of the Scheme which has been established as a Safety manpower resource sharing mechanism**

MANAGEMENT OF AFI-CIS

▶ **A formal Agreement in the form of a Memorandum of Understanding (MoU) signed by all States and RSOOs participating in the project details the duties, responsibilities and inputs of each stakeholder**

▶ **The MoU serves as an agreement between AFCAC and the Signatories both donating and receiving AFI-CIS Inspectors**

▶ **It provides also the basis for the utilization of National Inspectors selected under the scheme**

▶ **AFI-CIS Inspectors will remain in the employment of their States**

MANAGEMENT OF AFI-CIS

▶ **States and RSOOs make available for AFI-CIS Missions, the Inspectors selected under the AFI-CIS Programme**

▶ **States requiring assistance under the AFI-CIS cover the cost of services provided (air tickets and daily subsistence allowances for the AFI-CIS Inspectors conducting the assistance missions)**

▶ **All AFI-CIS Missions are conducted on a cost recovery basis which ensures a rapid deployment of the Inspectors**

▶ **There are no additional financial charges for the services provided to the States requiring assistance under the AFI-CIS Programme**

OUTCOMES OF THE AFI-CIS MISSIONS

▶ As of August, 2016 AFCAC has conducted under the framework of the AFI-CIS Programme 22 Assistance Missions in the AFI Region

▶ The Assistance Missions provided to priority AFI States have contributed toward increasing the effective implementation (EI) of the critical elements of Safety of those States and resolving SSCs:

❖ Between July 2012 and June 2016, the number of States throughout the AFI region, with EIs of 60% and above increased from 14 to 24; and

❖ The number of Significant Safety Concerns (SSCs) also declined from 20 to 4

IMPACT OF THE AFI-CIS MISSIONS

▶ **The AFI-CIS as a result, enables the development and retention of better-trained and experienced Inspectors from within the AFI Region**

▶ **Other benefits include improved incentives for AFI-CIS Inspectors through the offer of opportunities to apply their knowledge and utilize their experience on a wider scope**

PERSPECTIVES OF AFI-CIS

▶ **AFCAC is poised to intensify Assistance Missions under the AFI-CIS Programme to the remaining priority States with very low EIs in cooperation with ICAO and taking into consideration, the No Country Left Behind initiative (NCLB)**

▶ **AFI-CIS constitutes an appropriate Programme for the NCLB initiative**

▶ **AFI-CIS Annual Work Programme is established by AFCAC and coordinated with the ICAO Regional Offices**

▶ **Performance Evaluation of the AFI-CIS Missions is conducted in accordance with the Policy and Procedure Manual**

PERSPECTIVES OF RASFALG-AFI

RASFALG-AFI is technical arm of AFI SECFAL PLAN

Objectives :

▶ **to support in the identification of security & facilitation issues**

▶ **to deliver technical inputs and make recommendations to the AFI SECFAL Plan for the resolution of security deficiencies**

▶ **to provide assistance to States for resolving security oversight deficiencies and increasing EIs of the 8 CEs.**

RASFALG-AFI Implementation Progress

❑ **Developed Terms of Reference for the RASFALG-AFI**

❑ **Identified Five Focus Areas for intervention by the Teams**

❑ **Established Qualifications/Criteria for the Technical Assistance Teams**

❑ **Clarified process and validation of designation of Experts**

PERSPECTIVES OF RASFG-AFI

Database established for Assistant Teams of the RASFG-AFI :

❑ Experts on "Establishment Of Security Oversight Systems"

❑ Experts on "Security Oversight Implementation & Significant Security Concerns"

❑ Experts on "Security Risk Assessment & New / Emerging Threats"

❑ Experts on "Facilitation" (National Inspectors with sound knowledge of Annex 9)

❑ Experts on "Cargo Security"

Human resources sharing mechanism on YD

The effective implementation of the Yamoussoukro Decision towards the realization of the Single African Air Transport Market (SAATM) is the ultimate goal. AFCAC works towards:

► Strengthening of the Executing Agency of the YD

► Improving aviation safety and security oversight and effective facilitation of passengers; and

► Ensuring the availability of adequate and qualified air transport regulators and facilitators in resolving disputes which may arise from the implementation process of the YD

Capacity Building measures for member States and RECs directly involved with the implementation of the SAATM of the YD:

▶ **Training of 198 African Senior Managers of Air Transport;**

▶ **Training of 121 Air Transport Officers of member States;**

▶ **Training of 54 National/Regional Investigators;**

▶ **Familiarization course for RECs Tribunals, etc.**

AFCAC's Plan for such Capacity Building Program is to Facilitate the Sharing of Experts from States and the RECs in the implementation of the YD.

Thank You