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South Africa

**Remarks by the ICAO ESAF Regional Director,  
Mr Meshesha Belayneh**

Representative of the South Africa government  
Honourable Minister  
Director General of Civil Aviation  
CEOs of Airlines, Airports and Service Provider Entities;  
Representatives of International Organizations;  
Distinguished Guests;  
Ladies and Gentlemen;

It is indeed an honour to be invited to the 44<sup>th</sup> Annual General Assembly of AFRAA and on behalf of ICAO I would like to thank the Secretary General of AFRAA Dr Chingosho for extending this invitation.

As you all know aviation safety is an important subject in the aviation industry. The ICAO Universal Safety Oversight Audit Programme (USAOP) was established in 1999 to enhance aviation safety at the global level by conducting regular safety oversight audits.

In 2011, the USOAP began to transition from a programme of cyclical audits to a Continuous Monitoring Approach (CMA). The full-scale implementation of the CMA will begin in 2013 as scheduled and will allow ICAO to monitor the safety oversight capability of Member States on an on-going basis, while incorporating safety risk factors.

So far the overall results of the USOAP demonstrate a high level of commitment from Member States. However, they also reveal that a number of AFI States are experiencing difficulties in addressing the deficiencies identified during the audits.

In November 2006, the ICAO Secretary General established a Secretariat Audit Results Review Board (ARRB) to review the safety and security status of States. The ARRB has since evolved and replaced by the Monitoring and Assistance Review Board (MARB). The purpose of the MARB is to continue the work of the ARRB by focusing on developing and implementing broad, high-level assistance strategies. It also focuses on coordinating ICAO assistance and monitoring activities, on States with Significant Safety and/or Security Concerns. MARB also reviews the level of effective implementation of States in the eight critical elements of Safety Oversight.

It is worth mentioning that Africa has on average a high level of Lack of Effective Implementation (LEI) and various intervention measures have been deployed by ICAO, to assist States.

In this regard, ICAO has developed Plans of Actions tailored to the needs and situation of each of these States. The ICAO Plan of Action specifies the activities to be undertaken by a State in cooperation with ICAO, with a view to resolving the identified safety deficiencies. The Plan ensures a sustained safety oversight capability which inter alia includes the issuance of Air Operator Certificates (AOCs) in compliance with international standards.

Implementation of the plan is divided into three intervention measures namely immediate, near and long term:-

- In the immediate term, efforts are placed on addressing the immediate Safety deficiencies and is initiated by the State's acceptance of the plan of action to signify the State's strong commitment to resolving the identified Safety deficiencies;
- In the near term, the State will focus on the implementation of the State's Corrective Action Plan (CAP); and
- In the long term, the plan will focus on capacity building within the Regulatory Body; cooperation with initiatives identified in Regional Safety Oversight Organizations; the enhancement of safety

oversight; and ensure that the State maintains its ability to comply with safety oversight requirements.

So far 21 tailor made action plans have been developed and approved by States and implementation of the intervention measures are underway particularly in the areas of Aircraft Operations and Airworthiness. Based on the needs identified within a State Aerodromes, Air Traffic Management, Communication, Navigation and Surveillance and Personnel Licensing have also been covered.

In addition to the above efforts by the ICAO Regional Offices in Dakar and Nairobi, the African Civil Aviation Commission (AFCAC) has deployed the AFI Cooperative Inspectorate Scheme (AFI-CIS), wherein qualified inspectors from within the AFI Region are deployed to assist States.

Furthermore established COSCAPs & Regional Safety Oversight Organizations have mechanisms to assist States especially in the development of generic regulations and generic technical guidance material which is a major shortcoming within the AFI States.

As you all know the availability and retention of adequately trained personnel in the civil aviation system is another challenge in the AFI Region. In an effort to address the shortage of qualified inspectors in the Region, ICAO has supported the delivery of courses, trainings and workshops, in coordination with various organizations, for Government Safety Inspectors in Aircraft Operations, Airworthiness and Aerodromes, and Safety Management System and State Safety Programme.

A survey conducted in 2012 of all trainings, courses and workshops delivered since 2008, exhibited favorable results and requests were received to continue delivery of training annually.

The objectives of these interventions are to improve on the Lack of Effective Implementation (LEI) of the 8 Critical Elements in States' civil aviation systems.

One of the most important tasks for ICAO in this area is validating the extent of implementation of the Corrective Action Plans (CAPs) and this is done through the ICAO Coordinated Validation Missions (ICVMs).

It is therefore our goal to see improved Safety Oversight and a drastic reduction in accident rates in the AFI Region.

All the above intervention measures are clear indications that ICAO stands firm and ready on its commitment to cooperate and to provide guidance and assistance to its Member States, within the capacity of its resources. Furthermore, these initiatives are geared towards an efficient and effective civil aviation system, for the benefit of the peoples and nations of the world.

I am of the view that these efforts blend superbly with the Conference Theme “*Business together in the era of growing opportunities*”

I wish us all fruitful deliberations over the next few days.

I thank you.