

## EU-Africa Safety in Aviation (EU-ASA) Project

### Operational Progress Report #4

To the attention of the  
**Project Steering Committee Members and Observers**



**THE AFRICA-EU PARTNERSHIP**  

---

**LE PARTENARIAT AFRIQUE-UE**



European Union Aviation Safety Agency  
Strategy & Safety Management Directorate  
International Cooperation Department

EU-Africa Safety in Aviation Project  
DCI/PANAF/2018/403-769

October 2023

## **Preface**

This report has been prepared by the European Union Aviation Safety Agency (EASA) under the Delegation Agreement DCI/PANAF/2018/403-769 with the European Commission (EC).

The implementation of the project was carried out by the following EASA team:

- Mr Yves Koning, Senior Technical Cooperation Regional Manager
- Ms Caroline Beth, Project Assistant

The team would like to thank all partners involved in the project, in Africa and Europe, during this past year of implementation.

## Contents

Acronyms and Definitions .....	iii
1 Summary and context of the Action .....	1
1.1 Background .....	1
1.2 Related projects in Sub-Saharan Africa.....	2
1.3 Objectives and results .....	2
2 Activities undertaken .....	4
2.1 General overview of activities undertaken .....	4
2.2 Detailed description of activities undertaken since September 2022 .....	12
3 Proposed work plan for the next period October 2023 till December 2024 .....	23
4 Financial overview .....	28
5 Conclusion .....	30

## Acronyms and Definitions

AAMAC	Autorités Africaines et Malgache de l'Aviation Civile
AFCAC	African Civil Aviation Commission
AFI	African and Indian Ocean (ICAO region)
AFI plan	Comprehensive Regional Implementation Plan for Aviation Safety in Africa
AFI-CIS	AFI Cooperative Inspectorate Scheme
AFCAP	African Civil Aviation Policy
AGA	Aerodromes and Ground Aids
AIG	Accident Investigation and Prevention
AIR	Airworthiness
ANS	Air Navigation Services
ANSP	Air Navigation Service Provider
ASECNA	Agence pour la Sécurité de la Navigation Aérienne en Afrique et à Madagascar
ASSA-AC	Agence de Supervision de la Sécurité Aérienne en Afrique Centrale
ATS	Air Traffic Services
AU	African Union
AUC	African Union Commission
BAG	Banjul Accord Group
BAGAIA	Banjul Accord Group Accident Investigation Agency
BAGASOO	BAG Aviation Safety Oversight Organisation
CAA	Civil Aviation Authorities
CAC	Civil Aviation Committee
CASE II	Civil Aviation Security in Africa, Asia, and the Middle East – 2 <sup>nd</sup> project
CASSOA	Civil Aviation Safety and Security Oversight Agency
CE8	Critical Element 8 - Resolution of Security Concerns
CEMAC	Communauté Economique et Monétaire de l'Afrique Centrale
CMA	Continuous Monitoring Approach
CNS	Communication, Navigation and Surveillance
COMESA	Common Market for Eastern and Southern Africa
COVID-19	Coronavirus disease
CP	Cooperative Platform
DRC	Democratic Republic of Congo
EASA	European Union Aviation Safety Agency
EAC	East African Community
EC	European Commission
ECAC	European Civil Aviation Commission
ECCAIRS	European Coordination Centre for Accident and Incident Reporting Systems
ECCAS	Economic Community of Central African States
ECOWAS	Economic Community of West African States
EGNOS	European Geostationary Navigation Overlay Service
ENCASIA	European Network of Civil Aviation Safety Investigation Authorities
ESAF	Eastern and Southern Africa office (ICAO)
EWG	Expert Working Group
EU	European Union
EU-ASA	EU-Africa Safety in Aviation

GASOS	Global Aviation Safety Oversight System
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
ICF	International Cooperation Forum
ISO	International Organization for Standardization
ITS	Inspector Training Scheme
JPAP	Joint Prioritized Action Plan
MoC	Memorandum of Cooperation
MoU	Memorandum of Understanding
NCAT	Nigerian College of Aviation Technology
NSI	National Safety Inspector
NSIB	Nigeria Safety Investigation Bureau
OPS	Operations
PAGIRN	Programme d'Appui à la Gestion des Infrastructures Régionales et Nationales
PanAf	Pan-African Programme
PASTA-CO	Projet d'Appui au Secteur du Transport Aérien en Afrique Centrale et Occidentale
PEL	Personnel licencing
PSC	Project Steering Committee
QMS	Quality Management System
RAIO	Regional Accident and Incident Organisation
RPK	Revenue Passenger Kilometre
RSOO	Regional Safety Oversight Organisation
SAATM	Single African Air Transport Market
SADC	Southern Africa Development Community
SAFA	Safety Assessment of Foreign Aircraft
SARPs	Standards and Recommended Practices
SASO	SADC Aviation Safety Organisation
SATSD	Support to Air Transport Sector Development
SIA	Safety Investigation Authority
SMS	Safety Management System
SSP	State Safety Programme
STP	Sao Tome and Principe
TDC	Train the Developer Course
TGM	Technical Guidance Material
TIC	Train the Instructor Course
UAS	Unmanned Aircraft System
URSAC	Unité Régionale de Supervision de la Sécurité et de la Sûreté de l'Aviation Civile
USOAP	ICAO Universal Safety Oversight Audit Programme
VCI	Virtual Classroom Instructor
WACAF	Western and Central African office (ICAO)

## 1 Summary and context of the Action

### 1.1 Background

The aviation sector is vital for socio-economic development, international trade, tourism and regional integration. However, the aviation industry was hit significantly by the COVID-19 crisis. This was not only true in Europe but also in Africa. Back in October 2022, the forecast indicated that it would take several years for air transport to regain the level it had before the crisis. However, the International Air Transport Association (IATA) published in September 2023 figures indicating a strong recovery since the pandemic.

According to IATA's latest Passenger Market Analysis, industry-wide Revenue Passenger Kilometres (RPKs) increased 26.2% year-on-year (YoY) in July 2023, reaching 95.6% of the traffic numbers seen in 2019. Domestic passenger traffic reached an all-time high and rose 8.3% over 2019 levels. The recovery of international traffic remained stable in July 2023, with industry-wide international RPKs standing at 11.3% below pre-covid levels. Passenger load factors approached the levels achieved in 2019, reaching an industry-wide average of 85.2%, only 0.4 percentage points away from full recovery. The latest forward-looking ticket sales indicate that this recovery momentum is expected to continue in the near term.

Aviation remains vitally important in Africa due to the size of the continent and the physical barriers such as deserts, tropical forests and mountains, and the limited land-based transport network. The expansion of air services will remain one of the necessary preconditions for the development of Africa's economy and export base as well as the growth of tourism to the region. This will only be possible with an efficient aviation sector with an improved level of safety.

Improved aviation safety will only be reached by improving Africa's compliance to International Civil Aviation Organisation (ICAO) Standards and Recommended Practices (SARPs). The obligation to ensure that national civil aviation operations and regulations conform to ICAO SARPs rests with individual ICAO Member States. Yet, due to several challenges, including financial, technical and/or qualified human resources, many African States have difficulties in resolving their safety deficiencies. These challenges manifest, amongst others, in deficiencies with basic aviation law, technical regulations, air operator certification and enforcement, lack of qualified inspectors and inadequate operational budgets for the Civil Aviation Authorities (CAAs).

Hence, ICAO recommended the adoption and establishment of Regional Safety Oversight Organisations (RSOOs) as a solution to mitigate the budgetary constraints of States by combining scarce resources. RSOOs as well as Regional Accident Investigation Organisations (RAIOs) can provide economies of scale by allowing the pooling and sharing of required resources. Member States thus increase their capacity to develop harmonized regulations adapted to their environment in compliance with ICAO SARPs. The pooling of resources creates the conditions to offer better pay schemes necessary to attract, recruit and retain appropriately qualified and experienced personnel. This is also a first step towards mutual recognition between the Member States of the regional organisation of licences, certificates, and approvals. These regional bodies play an important role by supporting the establishment and operation of a performance-based safety system, by analysing safety information and hazards to aviation at regional level and by reviewing the action plans developed within those regions.

This collaborative approach is supported by the African Union (AU) through the African Civil Aviation Policy (AFCAP), which sees this as imperative to promote the harmonisation of aviation policies, regulations, and procedures, and hence integrate aviation systems while optimising the use of limited resources.

To further develop the above approach in response to existing constraints, the focus of the EU-Africa Safety in Aviation (EU-ASA) project is therefore to support regional organisations in Africa, specifically through capacity building via the development of harmonised regulations, common oversight processes and training at regional and continental level, thus contributing to regional integration and efficient oversight.

As such the EU-ASA project will contribute to strengthening aviation safety, part of the 5<sup>th</sup> pillar of the Joint Prioritized Action Plan (JPAP) for the implementation of the Single African Air Transport Market (SAATM), a flagship project of the African Union Agenda 2063.

## 1.2 Related projects in Sub-Saharan Africa

EASA continues to ensure the coordination with related ongoing and future EASA managed projects. Currently, there are five additional EASA managed technical assistance projects in Africa, namely: 1) PASTA-CO Volet Afrique Centrale – Formation (Projet d’Appui au Secteur du Transport Aérien en Afrique Centrale et Occidentale); 2) Capacity building for CO<sub>2</sub> mitigation from international aviation Africa & the Caribbean; 3) Operationalisation of SAATM – Support to AFCAC, 4) PAGIRN aviation component (Programme d’Appui à la Gestion des Infrastructures Régionales et Nationales); and 5) the EU funded project in support of ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme. Special coordination has been put in place to ensure synergies and to avoid duplication between these projects.

Other initiatives/programmes are also monitored to avoid redundancies or to complement/build on each other. The project team is paying particular attention to activities developed under the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) implementation by ICAO, the AFI-Cooperative Inspectorate Scheme (AFI-CIS) programme by AFCAC, the ICAO Universal Safety Oversight Audit Programme (USOAP), Continuous Monitoring Approach (CMA), and the EU Air Safety List. To these initiatives/programmes, we need to add the EU funded projects EGNOS in Africa implemented by ASECNA, CASE II (Civil Aviation Security in Africa, Asia, and the Middle East) implemented by ECAC and Support to Air Transport Sector Development (SATSD) in the Eastern Africa, Southern Africa and Indian Ocean region (EA-SA-IO) implemented by COMESA.

## 1.3 Objectives and results

### 1.3.1 Overall objective

The overall objective of the EU-ASA project is to improve aviation safety in Africa.

### 1.3.2 Specific objective

The specific objective of the project is to assist African Member States to meet their obligations under the Chicago Convention in establishing an effective aviation safety oversight system. The project particularly adopts a regional approach to reach this specific objective.

### 1.3.3 Expected results

The following expected results aim to achieve the specific and overall objective:

- Result 1: RSOOs are reinforced
- Result 2: The safety oversight regulatory environment is improved
- Result 3: Enhanced safety oversight is achieved
- Result 4: The safety data collection and analysis is implemented



## 2 Activities undertaken

### 2.1 General overview of activities undertaken

The implementation phase started following the 1<sup>st</sup> PSC (Project Steering Committee) meeting in Addis Ababa, Ethiopia on 18 September 2019 and the approval of the draft work plan. After the COVID-19 pandemic, the rhythm of activities picked up in 2021. An increased number of activities were implemented since September 2021 allowing the project to significantly progress towards the implementation of the work plan. One has to underline the very active contribution of some of the project beneficiaries, which was most welcomed by the project team. Partners, who were facing difficulties in terms of human resources, which caused in the past the postponement of activities, have managed to get back on track.

The below table provides an overview of all the activities implemented until the end of September 2023.

EU-ASA Project	Tentative date	Actual date	Location	Comment/Status
<b>Inception Phase</b>				
Inception missions				Completed/inception report
Regional Organisations meeting		10-11 April 2019	Germany	Completed/inception report
<b>Implementation Phase</b>				
<b>Project Steering Committee (PSC) meetings</b>				
PSC1		18 Sept 2019	Ethiopia	Completed
PSC2		18 June 2020	Remote	Completed
PSC3		16 Sept 2021	Remote	Completed
PSC4		23 Nov 2022	Belgium	Completed
PSC5	Nov. 2023		Senegal	The present report has been written in preparation of this meeting

EU-ASA Project	Tentative date	Actual date	Location	Comment/Status
<b>Result 1 - RSOOs are reinforced</b>				
1.0 RSOO meetings				
1.0.1 RSOO meeting 1		15 September 2021	Remote	<i>Prior to the 3<sup>rd</sup> PSC Meeting</i>
1.0.2 RSOO meeting 2		24 March 2022	Remote	
1.1 Provide organisational assistance to RSOOs				
1.1.1 Expert mission – URSAC				
1.1.1.1 Expert mission 1		Q2-Q4 2021	Burkina Faso	Completed – Remotely prepared
1.1.1.2 Expert mission 2				<i>Cancelled – Budget reallocation</i>
1.1.2 Expert mission – SASO		Q4 2021 – Q1 2022	Remote	Completed - Review of QA manual
1.1.3 Expert mission - BAGAIA		Q2-Q4 2021	Remote	Completed
1.1.4 Expert mission – BAGASOO				
1.1.4.1 Expert mission 1 – QMS Initial		Q2-Q4 2020	Remote	Completed
1.1.4.2 Expert mission 2 – QMS Follow-up		Q3 2021	Remote	Completed
1.1.4.4 Draft organisational manual		Q2 2023	Nigeria	
1.1.5 Expert mission – CASSOA (QMS support)				
1.1.5.1 Expert mission 1 (QMS support)		Q4 2019	Uganda	Completed
1.1.5.2 Expert mission 2 (QMS support)		Q1 2020	Uganda	Completed
1.1.5.3 Expert mission 3 (QMS support)		Q1 2020	Uganda	Completed
1.1.5.4 Expert mission 4 (QMS support)		Q2 2020	Remote	Completed
1.1.5.5 QMS training		Q2 2023	Uganda	Completed
1.1.5.6 Benchmarking for CASSOA expert at EASA		Q2 2023	Germany	Completed
1.1.5.7 QMS Workshop 1		Q3 2023	Uganda	Completed
1.1.6 Expert mission – AAMAC (QMS support)				
1.1.6.1 Expert mission 1 (QMS support)		Q1 2021	Remote	Completed
1.1.6.2 Expert mission 2 (QMS support)		Q2 2021	Remote	Completed
1.1.6.3 Expert mission 3 (QMS support)		Q3 2021	Remote	Completed

EU-ASA Project	Tentative date	Actual date	Location	Comment/Status
1.1.6.4 Expert mission 4 (QMS training)		Q3 2023	Chad	Completed
1.2 Clarify task allocation between national and regional echelons				
1.2.1 Expert mission - AAMAC		Q4 2019	AAMAC	Completed
1.2.2 Legal expertise – URSAC		Q1 2022	Burkina Faso	Completed
1.2.3 Expert mission – BAGASOO				Cancelled – Budget reallocation
1.2.4 Workshop – SASO (NSI Programme)		Q2 2021	Remote	Completed - implemented remotely
1.2.5 Legal expert meeting - AAMAC		Q3 2022	Chad	Completed
1.2.6 Legal expertise - MoC - URSAC		Q3 2022	Remote	Completed - Based on activity 1.2.2
1.3 Support the better recognition of RSOOs by their Member States				
1.3.1 Participation to RSOO Management Board Meetings				
1.3.1.1 Participation to the meeting - AAMAC		Q4 2019	Senegal	Completed
1.3.1.2 Participation to the meeting - URSAC		Q4 2020 - Q1 2021	Remote	Completed
1.3.1.3 Participation to the meeting – BAGAIA		Q3 2023	Ghana	Completed
1.3.1.4 Participation to the meeting – SASO		Q2 2021	Remote	Completed
1.3.1.5 Strategy review – SASO		Q4 2022	Eswatini	Completed
1.3.1.6 Strategy presentation to CAC – SASO		Q1 2023	Eswatini	Completed
1.4 Contribute to the development of RSOO coordination platform				
1.4.1 Participation to Meeting		1 Oct 2019	Montreal	Completed
1.4.2 Participation to Meeting		3 Oct 2022	Montreal	Completed – no financial support
1.5 ICAO RSOO's study				
1.5.1 Follow-up on ICAO RSOO's study	Q3 2023–Q2 2024			ToR defined. Activity to be launched
1.6 Continental workshop				
1.6.1 2 <sup>nd</sup> RSOO Forum co-organised with ICAO		Q4 2023	Kenya	Completed
<b>Result 2 - The safety oversight regulatory environment is improved</b>				
2.1 Support the regulatory harmonisation at RSOOS level				
2.1.1 Expert mission – Legal support AAMAC		Q3-Q4 2020	Remote	Completed

EU-ASA Project	Tentative date	Actual date	Location	Comment/Status
<b>2.1.2 Technical Committees BAGASOO (PEL, OPS, AIR, AGA, ANS)</b>				
2.1.2.1 Technical Committee 1		Q4 2019	Sierra Leone	Completed
2.1.2.2 Technical Committee 2		Q3 2021	Cape Verde	Completed
2.1.2.3 Technical Committee 3		Q4 2022	Ghana	Completed
2.1.2.4 ANS Working Group – Consultative meeting		Q2 2021	The Gambia	Completed
2.1.2.5 ANS Working Groups - 2nd Validation		Q3 2022	Cape Verde	Completed
2.1.2.6 Technical Committee 4		Q3 2022	Ghana	Completed
<b>2.1.3 Technical Committees CASSOA (PEL, OPS, AIR, AGA, ANS)</b>				
2.1.3.1 Technical Committee 1		Q2-Q4 2020	Remote	Completed
2.1.3.2 Technical Committee 2 (TGM)		Q2-Q3 2021	Uganda	Completed
2.1.3.3 Technical Committee 1 – Follow-up		Q1-Q2 2021	Uganda	Completed
2.1.3.4 Technical Committee 2 – Follow-up		Q3-Q4 2022	Uganda	Completed
<b>2.1.4 Technical Committees SASO</b>				
2.1.4.1 Technical Committee 1		Q2 2022	Eswatini	Completed
2.1.4.2 Technical Committee 2		Q2-Q3 2022	Eswatini	Completed
2.1.4.3 Review of regulations		Q2-Q3 2022	Remote	Completed
<b>2.1.5 Technical Committees BAGAIA (AIG)</b>				
2.1.5.1 Technical Committee 1		Q3-Q4 2020	Remote	Completed
2.1.5.2 Technical Committee 2		Q4 2021	Ghana	Completed
2.1.5.3 Aviation Safety Workshop		Q2 2022	Cape Verde	Completed
2.1.5.4 7 <sup>th</sup> BAGAIA Commission Meeting		Q2 2022	Cape Verde	Completed
<b>2.1.6 Technical Committees ASSA-AC</b>				
2.1.6.1 Legal expertise		Q3 2022	Cameroon	Completed
2.1.6.2 Safety Study prior to transition		Q1-Q2 2023	Chad, Congo, Gabon	Completed
2.1.7 <i>Workshop Regional Safety Programme - URSAC</i>			<i>Combined with AAMAC/ASSA-AC – see 2.3.5</i>	
2.1.8 ANSP certification regulation - AAMAC				Postponed

EU-ASA Project	Tentative date	Actual date	Location	Comment/Status
<b>2.2 Establish a mechanism to keep up-to-date the regulatory environment and notify the differences to ICAO</b>				
2.2.1 Expert support in ANS - BAGASOO		Q2-Q3 2021	Remote	Completed
2.2.2 Expert mission - CASSOA				Cancelled
<b>2.3 Organise regulation familiarisation workshops</b>				
2.3.1 Workshop – AAMAC				Cancelled
2.3.2 Harmonisation Workshop – BAGASOO				
2.3.2.1 Harmonisation Workshop		Q2 2022	The Gambia	Completed
2.3.3 Workshop - SASO				
2.3.3.1-5 Workshop 1-5		Q3-Q4 2022	Eswatini	Completed
2.3.3.6 Regulation roll-out Workshop		Q3 2023	Eswatini	Completed
2.3.4 Harmonisation Workshop – BAGAIA				
2.3.4.1 Workshop 1				Cancelled
2.3.4.2 Workshop 2		Q4 2022	Nigeria	Completed
2.3.4.3 Peer Review Nigeria		Q3 2023	Nigeria	Completed
<b>Result 3 - Enhanced safety oversight implementation is achieved</b>				
<b>3.1 Support the establishment of pools of safety inspectors</b>				
3.1.1 Mission within URSAC		June 2021	Guinea Bissau	Completed
3.1.2 Inspector training gap analysis – ASSA-AC		Q2 2021-Q1 2023	Central Africa	Completed - CEMAC States+ STP & DRC
3.1.3 Induction workshop CIS – BAGASOO				Cancelled
3.1.4 Mission within SASO				
3.1.4.1 Mission to Zimbabwe		Q2 2023	Zimbabwe	Completed
3.1.4.2 Mission to Mozambique		Q3 2023	Mozambique	Completed
3.1.5 Expert mission BAGAIA		Q4 2022	Belgium/Germany	Completed
<b>3.2 Promote and support the emergence of mentors</b>				
3.2.1 Train the Trainer (TIC)				

EU-ASA Project	Tentative date	Actual date	Location	Comment/Status
3.2.1.1 Train the Trainer – AAMAC		Q2 & Q4 2021	Cameroon	Completed - 5 persons trained in June 2021, 5 more trained in November 2021
3.2.1.2 Train the Trainer				Cancelled
3.2.1.3 Train the Trainer – SASO		Q3 2022	South Africa	Completed
3.2.1.4 Train the Trainer – BAGASOO		Q3 2021	Nigeria	Completed
3.2.1.5 Train the Trainer – ACSAC				Cancelled
3.2.1.6 Train the Trainer – BAGASOO		Q1 2023	Nigeria	Completed
3.2.2 Mission to RSOO – Promotion of mentorship				
3.2.2.1 Mission – AAMAC				Cancelled
3.2.2.3 ICAO VCI – SASO		Q3 2023	Virtual	Completed
3.2.2.6 ICAO MCIS – SASO		Q3 2023	Virtual	Completed
3.2.2.7 ICAO CMA Phase 1 – SASO		Q3 2023	Virtual	Completed
<b>3.3 Organise regulation familiarisation training sessions</b>				
3.3.1 Training – AAMAC				
3.3.1.1 Training 1 ANS		Q4 2022	Cameroon	Completed
3.3.1.2 Training 2 ANS		Q4 2022	Niger	Completed
3.3.1.4 Training Developer Course		Q2 2022	Cameroon	Completed
3.3.2 Training – BAGASOO				
3.3.2.1 ANSP Certification Training 1		Q4 2021	Ghana	Completed
3.3.2.3 ANSP Certification Training 2		Q2 2022	Nigeria	Completed
3.3.2.5 Legislative Drafting Training 1 - BAGASOO		Q4 2022	Ghana	Completed
3.3.3 Training Resolution Safety Concern - SASO		Q4 2022	Eswatini	Completed
3.3.4 Training – CASSOA				
3.3.4.1 Training 1 CE8 – Resolution of safety concern		Q3 2021	Tanzania	Completed
3.3.4.2 Examination Technique Training		Q2 2022	Uganda	Completed

EU-ASA Project	Tentative date	Actual date	Location	Comment/Status
3.3.4.3 Specific Approvals Training		Q1 2022	Uganda	Completed
3.3.4.4 Training 2 CE8 – Resolution of safety concern		Q3 2021	Tanzania	Completed
3.3.4.5 Workshop on Operations Safety Risk		Q2 2023	Kenya	Completed
<b>3.3.5 Trainings – URSAC</b>				
3.3.5.1 Specific Approvals Training		Q1 2022	Togo	Completed
3.3.5.2 Resolution of safety concern		Q4 2022	Virtual	Completed
3.3.5.3 SAFA Training		Q3 2022	Cote d'Ivoire	Completed
3.3.5.6 Aircraft Leasing Oversight		Q3 2023	Cote d'Ivoire	Completed
<b>3.4 Support the AFCAC AFI-CIS programme</b>				
<b>3.4.1 Trainings</b>				
3.4.1.1 Induction Training 1		Q1 2021	Remote	Completed
3.4.1.2 Induction Training 2		Q1 2023	Remote	Completed
<b>3.4.2 AFI-CIS Missions</b>				
3.4.2.1 AFI-CIS mission – Guinea (Conakry)		Q2 2021	Guinea	Completed
3.4.2.2 AFI-CIS mission – South Sudan 1		Q2 2022	South Sudan	Completed
3.4.2.3 AFI-CIS mission – Sierra Leone		Q3 2019	Sierra Leone	Completed
3.4.2.4 AFI-CIS mission – Comoros		Q3 2019	Comoros	Completed
3.4.2.5 AFI-CIS mission – Chad 1		Q2 2022	Chad	Completed
3.4.2.6 AFI-CIS mission – Liberia		Q2 2022	Liberia	Completed
3.4.2.7 AFI-CIS mission – South Sudan 2		Q3 2022	South Sudan	Completed
3.4.2.8 AFI-CIS mission – South Sudan 3		Q4 2022	South Sudan	Completed
3.4.2.9 AFI-CIS mission – Eswatini 1		Q1 2023	Eswatini	Completed
3.4.2.10 AFI-CIS mission – Zimbabwe		Q2 2023	Zimbabwe	Completed
3.4.2.11 AFI-CIS mission – Eswatini 2		Q3 2023	Eswatini	Completed
3.4.2.12 AFI-CIS mission – Namibia		Q3 2023	Namibia	Completed
3.4.3 Expert Working Groups – translation support				

EU-ASA Project	Tentative date	Actual date	Location	Comment/Status
<b>3.5 Contribute to the adaptation of and familiarisation with the inspector's guidance material</b>				
3.5.1 Expert mission- AAMAC				<i>Cancelled/budget reallocated</i>
3.5.2 Expert missions (4x)- BAGASOO ANS				<i>Cancelled/budget reallocated</i>
3.5.3 Expert mission – SASO NSI guidance material dev.		Q3-Q4 2022	Eswatini	Completed
<b>3.6 Assistance to target States</b>				
3.6.2 Assistance to Gabon	Q3 – Q4 2023		Gabon	On-going
3.6.5 Assistance to Mozambique	Q4 2023 – Q2 2024		Mozambique	On-going
3.6.6 Assistance to Nigeria	Q1 – Q4 2023		Nigeria	On-going
3.6.7 Assistance to Sao Tome & Principe	Q3 2023 – Q3 2024		STP	On-going
<b>Result 4 - The safety data collection and analysis is implemented</b>				
4.1 Support the implementation of safety data collection				Not started (planned for 2024)
4.2 Assistance to target States				Not started (planned for 2024)
4.3 Facilitate the establishment of investigators' network				Not started (planned for Q2 2024)



## 2.2 Detailed description of activities undertaken since September 2022

### Activity 1.1.5.5 QMS training for CASSOA

A five-day training was delivered in Entebbe, Uganda, from the 15th – 19th of May 2023 for the benefit of CASSOA on QMS (principles, fundamentals, requirements of ISO Norms 9000 and 9001, certification processes, quality assurance, and comparison between QMS and Management System). The training covered the following modules:

- Module 1: Introduction to QMS and Updates on ICAO SARPs.
- Module 2: Quality Assurance and comparison with Safety Assurance.
- Module 3: ISO Norm 9000 Fundamentals.
- Module 4: ISO 9001 Requirements and QMS Certification.
- Module 5: ISO 19011 Fundamentals.
- Module 6: QMS auditing and auditing internal program.
- Module 7: QMS Manual, audit reporting, corrective action plan, and follow-up.

The training was interactive and enclosed practical case studies that were simulated with the twenty participants from the CASSOA team who showed continuous valuable interest and involvement in the training. The training ended with a wrap up session during which the trainer recalled the QMS principles and mainly the certification process that CASSOA may apply for a possible implementation of a QMS.

### Activity 1.1.5.6 CASSOA Benchmarking at EASA

A CASSOA delegation visited EASA from 19 to 23 June 2023 for a benchmarking mission. The purpose of the mission was to give the participants a good understanding of the structure, processes, and procedures of a fully-fledged RSOO such as EASA, which undertakes comprehensive functions. As an outcome it was expected that such a benchmarking visit would assist the CASSOA technical staff to measure their own system, and performance. This was an opportunity for improvement and adoption of best practices by the CASSOA staff. This visit also served as an on-job-training opportunity for participants.

### Activity 1.1.5.7 QMS Workshop - CASSOA

CASSOA held a workshop focused on the documentation of Quality Management System (QMS) processes across all departments and directorates, in preparation for the ICAO Global Aviation Safety Oversight System (GASOS) Assessment. The workshop was conducted from 28th August to 1st September 2023. The workshop was particularly timely, given the upcoming GASOS Assessment by ICAO. QMS being a vital element in this assessment, the objective of the workshop was to develop/review the Agency's internal documentation for the processes related to CASSOA's operations.

The five-day workshop significantly contributed to the readiness of CASSOA for the forthcoming GASOS Assessment planned for later in 2023. The meticulous documentation of QMS processes will not only meet the requirements of GASOS but also contribute to the overall effectiveness and efficiency of the Agency.

#### Activity 1.1.6.4 QMS training – AAMAC

The objective of the training conducted in N’Djamena, Chad, from 3 to 7 July 2023 was to provide the AAMAC team knowledge on QMS (principles, fundamentals, requirements of ISO Norms 9000 and 9001, certification processes, quality assurance, and comparison between QMS and Safety Management System (SMS)). The following modules were addressed:

- Module 1: Introduction to QMS and Updates on ICAO SARPs.
- Module 2: Quality Assurance and comparison with Safety Assurance.
- Module 3: ISO Norm 9000 Fundamentals.
- Module 4: ISO 9001 Requirements and QMS Certification.
- Module 5: ISO 19011 Fundamentals.
- Module 6: QMS auditing and auditing internal program.
- Module 7: QMS Manual, audit reporting, corrective action plan, and follow-up.
- Module 8: Summary.

The training was interactive and enclosed practical case studies that were simulated with the participants of the AAMAC team, who showed continuous interest and involvement during the training.

#### Activity 1.2.5 Legal experts meeting – AAMAC

A meeting with a group of legal experts was held at AAMAC headquarters from 05 to 07 July 2022. The work focused on examining the draft Memorandum of Cooperation (MoC) with ASSA-AC and URSAC and analysing the various legal solutions proposed during activity 2.1.1. The group of experts worked on the draft MoC incorporating the observations of the West African Economic and Monetary Union (WAEMU). Similarly, the legal solutions proposed under activity 2.1.1 were reviewed. At the end of the work, the various solutions proposed by the legal study (activity 2.1.1) were found realistic. The group, therefore, recommended amending the AAMAC Treaty in accordance with its article 34. However, it was acknowledged that this recommendation could not be implemented in the short term. Consequently, taking into account the observations of the legal study, the amendment of the AAMAC Treaty should be preceded by the implementation of short- and medium-term solutions.

#### Activity 1.3.1.3 Participation to the meeting - BAGAIA

The project supported the organisation of a series of meetings planned by BAGAIA in Accra, Ghana during the week of 24 till 28 July 2023 and also provided an accident investigation expert to attend those meetings:

- Safety Investigation Day: July 24th, 2023
- 9th BAGAIA Commission Meeting: 25th–26th July 2023
- 17th BAG Plenary: 26th–27th July 2023
- 4th BAG Council of Ministers' Meeting, July 28, 2023

The support provided involved the contribution of the expert to the “Aviation Safety Investigation Day” on the theme “Working Together for an Innovative and Sustainable Global Aviation”, and the 9<sup>th</sup> BAGAIA

meeting. The expert also participated to the 17<sup>th</sup> Plenary of the Banjul Agreement Group. The project also contributed with some logistical support.

#### **Activity 1.3.1.5 Strategy review - SASO**

The project supported the review of SASO's strategy by providing some logistical support to the participants who attended the meeting which took place from 24-27 October 2022. Prior to the meeting, SASO had developed a strategic plan 2023-2028 using an all-inclusive and participatory process that involved desktop reviews of existing documents and reports, discussions on the various strategic themes, as well as consultations within the SADC Member States.

Three groups were created to carry out complementary tasks:

- A group to evaluate the current status in terms of effective implementation.
- A group to analyse and evaluate feedback from the questionnaires sent to the CAA during stakeholder engagements.
- A group to evaluate key issues from the ICAO 41st Assembly Resolutions and their implications on the SASO Objectives and Plans.

#### **Activity 1.3.1.6 Strategy presentation to CAC - SASO**

Once reviewed the SASO strategy mentioned in the above activity (1.3.1.5) was presented to the SADC Civil Aviation Committee (CAC) in January 2023. The project supported the participation of three experts to the meeting.

#### **Activity 1.5.1 ICAO RSOO's study follow-up**

The Ezulwini Ministerial Declaration on Regional Safety Oversight Organizations in Africa back in March 2017 consented to the development and strengthening of a Strategic Plan and Roadmap. The study conducted in 2021 identified the actions necessary for ensuring the effectiveness, efficiency, and sustainability of the RSOOs and proposed a Strategic Plan and Roadmap for implementation.

The implementation of the proposed AFI RSOO Strategic Plan and its associated roadmap is not straight forwards and partially lacks a detailed feasibility study and actions, especially on issues related to the RSOOs/RAIO structure, funding, and delegation of functions. To that end the project plans to support this endeavour. The terms of reference for this feasibility study have been drafted. The feasibility study itself should take place in 2024.

#### **Activity 1.6.1 RSOO Forum co-organised with ICAO**

The Forum on RSOOs for Global Aviation Safety of March 2017, held in Eswatini (then Swaziland), gave momentum for advancing the agenda of regional cooperation within ICAO and resulted in the emergence of the RSOO Cooperative Platform (RSOO CP) and GASOS. The project contributed to the organisation of second such event aimed at continuing that momentum and paving a way to implement ICAO Assembly Resolution A40-6 on regional cooperation. The event took place in Nairobi, Kenya from 10 to 12 October 2023 and was co-organised with ICAO. The first two days of the forum had a worldwide scope, while the last day was focusing on Africa.

### **Activity 2.1.2.3 Technical Committee Meeting - BAGASOO**

The project supported the organisation of a third technical committee for BAGASOO which was held in Accra, Ghana from 14 to 18 November 2022. The Meeting was attended by members from five Member States namely Cabo Verde, The Gambia, Ghana, Liberia and Nigeria as well as BAGASOO itself.

This meeting took place just after Legislative Drafting training which was held from 7 to 11 November 2022 (activity 3.3.2.5 – see below). This training enabled the Committee to have a new perspective which helped the harmonization efforts.

### **Activity 2.1.6.2 Safety Study prior to transition to new regulation – ASSA-AC**

The project supported three safety studies for the countries of Chad, Congo and Gabon which took place respectively from 14 to 17 March, 20 to 24 March and 15 to 19 May 2023.

The purpose of these safety studies was to analyse the risk associated with the change from National regulations to Community regulations in each of these CEMAC member states. The identification of the mitigation measures to be implemented are also an integral part of the risk management linked to the changeover. It is a process, which within the framework of a new set of regulations, enables States, together with industry and stakeholders, to identify, evaluate and reduce the risks associated with the change from existing National regulations to Community regulations. It includes the activities linked to the implementation of a National Transition Plan prior to a smooth changeover to Community regulations which should take place early 2024.

### **Activities 2.3.3.1 to 2.3.3.5 Workshops 1-5 – SASO**

Five 3-day familiarisation workshops took place between 21 September till 12 October 2023, one per domain: PEL, OPS, AIR, ANS and AGA. The purpose of these familiarisation workshops was initially to raise awareness about the regulation developed for the benefit of the CAAs and industry. The level of maturity of the regulation did not allow the involvement of industry, but it served as a good platform to assess the extent of the work remaining to be done after the activities 2.1.4.1 to 2.1.4.3 and activity 3.5.3. It involved SASO and Member States experts as well as EU experts (one per domain). The familiarisation on a larger scale including the industry about the newly developed regulation is still something that remains to be done (it was partially covered by activity 2.3.3.6 below).

### **Activities 2.3.3.6 Regulation roll-out workshop – SASO**

This regulation roll-out workshop was organised from 12 to 14 July 2023 in Eswatini and welcomed 29 participants from 12 SADC Member States CAAs, from SASO but also from CASSOA and AFCAC. Several issues were raised during the workshop, among which: compliance checklists, technical guidance material, tracking of regulations amendments as well as technical subjects related to regulations not yet developed at regional level such Unmanned Aerial Vehicle, Search and Rescue, Fatigue Risk Management and Interception of Civilian Aircraft.

This workshop served as the first step to share the developed regulations with the different stakeholders in the Member States and to collect their feedback prior to another meeting where it will be analysed.

#### Activity 2.3.4.2 Workshop - BAGAIA

The project actively supported the organisation of the workshop that took place in Abuja, Nigeria from 14 to 18 November 2022 prior to the 8<sup>th</sup> BAGAIA Committee also attended by an accident investigation expert from EASA. The purpose of the workshop was to:

- Familiarize the participants with the use of equipment that is used in an accident investigation.
- Develop a common synergy with stakeholders on their role in the SSP.
- Address the benefits/uses of drones in aircraft accident investigation.
- Look beyond recorders in accessing the aircraft trajectories and events that leads to the accident.
- Offer participants the opportunity to exchange their technical experience and share their discoveries.

A total of 141 people were in attendance. The support provided by the project concerned in particular the active participation of the EASA expert to the Flight Data Recorder (FDR) and the role of Safety Investigation Authority (SIA) in SSP. The EASA expert also participated to the 8<sup>th</sup> BAGAIA meeting.

#### Activity 2.3.4.3 Peer review of Nigeria investigation body - BAGAIA

The mission to Nigeria, which took place from 31 July to 4 Aug 2023, was the last step of a peer review process started in March 2023. It was organized as a training for BAGAIA to carry out such type of activities autonomously. The EASA expert used the principles of the EU peer review activities among SIAs in place for years now.

The peer review to Nigeria Safety Investigation Bureau (NSIB) was planned and prepared with BAGAIA and NSIB via virtual meetings and covered the following topics:

- Peer review process and its principles (i.e. confidentiality of the report);
- Preparation of the initial questionnaire to be submitted to NSIB for a self-assessment;
- Discussion of the self-assessment when received back from NSIB;
- Description of the steps to be carried out during the mission (on site assessment and report drafting);
- Organization of the mission.

At the end of the week, a report was drafted and sent to NSIB Director for comments, as per peer review process.

#### Activity 3.1.2 Inspector training gap analysis – ASSA-AC

The purpose of this gap analysis was to assess if the inspectors of the region received the training in compliance with the Inspector Training Scheme (ITS). The objective was to visit all the Member States of ASSA-AC as well as Sao Tomé e Príncipe. In addition, the authority of DRC was also visited. Prior to the missions in each of these States, a dedicated questionnaire was developed by ASSA-AC and sent to the visited States. The project supported the mission cost of the Training Director of ASSA-AC who carried out these assessments.

It appears that none of the technical staff, inspectors or trainees have taken all of the formal courses linked to the ITS standard in their field. This was to be expected. However, this gap analysis was necessary and will serve as a basis for ASSA-AC to determine the real gap between individual qualifications and the Community

Reference Framework, and to develop and adopt at Community level a single training programme to be implemented by the States with the support of ASSA-AC.

#### **Activity 3.1.4 Support missions to Member States - SASO**

A total of 5 countries are planned to be visited in the framework of the EU-ASA project: Zimbabwe, Mozambique, Comoros or Seychelles, Namibia, and Malawi. The main objectives of these support missions are to assist the countries to enhance their level of effective implementation of the ICAO SARPs by providing support in the finalization of regulations, in the development of guidance materials and inspector procedure manuals, in the completion of compliance checklists and in the preparation of answers to the Protocol Questions.

These missions are also an opportunity for experts from the region to work together and create a pool of inspectors also known within SASO as National Safety Inspectors (NSI) that the RSOO can use to support its Member States. So far, the mission to Zimbabwe and Mozambique have taken place.

#### **Activity 3.1.5 Experts mission to EU - BAGAIA**

A delegation of 3 persons from BAG came to Europe in October 2022 to learn from EU accident investigation practices. The head of BAGAIA, as well as the heads of the accident investigation bodies of Nigeria and Ghana, spent the first 3 days as observers of the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA) meeting which took place in Brussels, Belgium. The last two days of the visit in Europe were spent in Cologne, Germany, where the role of the EU Agency in terms of accident investigation was presented. The internal processes were shown, including how it processes the safety recommendations it receives. This visit served as a benchmarking activity for BAGAIA to capture the scope of the work done by EASA and to use this to improve BAGAIA and implement some of the good practices reviewed in order to help the whole BAG region.

#### **Activity 3.2.1.6 Train the trainer - BAGASOO**

Mentors are experts that can transfer their knowledge. To ensure this transfer and to equip the sub-regions with instructors, it was decided that the project would support the participation of designated experts to the ICAO Train the Instructor Course (TIC). Several RSOOs expressed the desire to benefit from this training. In the previous progress report prior to the Steering Committee Meeting of November 2022, it was already reported that the project supported AAMAC, BAGASOO and iSASO in this request. It was then mentioned that an additional training session was foreseen for the BAGASOO Member States. It took place in March 2023 and concerned 10 persons from BAGASOO Member States with the exception of Nigeria already covered by the previous course (activity 3.2.1.4).

#### **Activity 3.2.2.2 ICAO Virtual Classroom Instructor (VCI) - SASO**

With COVID-19 pandemic, it has become more common to deliver training virtually. However, this has changed the normal training environment to which most people were used, especially instructors. The Virtual Classroom Instruction (VCI) course delivered by the Nigerian College of Aviation Technology (NCAT), a TRAINAIR Plus training organisation, provided instructors with the competencies required to deliver online

courses, supporting the transition from teaching in a classroom to managing instruction within a virtual classroom.

Nine persons from 8 Member States of SASO and participant from SASO followed this training. The one-day course had the following learning objectives:

- prepare for a virtual classroom delivery;
- manage learning activities in a virtual classroom;
- deliver instruction effectively in a virtual classroom.

#### **Activity 3.2.2.6 ICAO Managing Compliance with ICAO SARPs (MCIS) - SASO**

This five-day virtual course aimed at enabling participants to plan, manage and continuously monitor the implementation of ICAO SARPs in their respective States. The course had the following learning objectives:

- develop a strategy to comply with ICAO SARPs;
- manage the implementation of national requirements;
- monitor compliance with ICAO SARPs.

NCAT also delivered this training to the fifteen registered participants coming from 7 SASO Member States, fourteen of them completing it successfully.

#### **Activity 3.2.2.7 ICAO Continuous Monitoring - SASO**

The USOAP CMA provides a mechanism for ICAO to collect and analyse safety information from Member States and other stakeholders in order to identify and prioritize appropriate oversight and monitoring activities to be carried out by ICAO. This self-paced course aimed to prepare qualified aviation experts for performing USOAP CMA activities. The course covered the USOAP CMA fundamentals, including the Programme's history, principles, objectives, auditing techniques and safety oversight system critical elements. In addition, it enabled participants to practice soft skills such as effective communication, time management and teamwork dynamics.

This training was offered to 25 persons coming from 10 SASO Member States.

#### **Activity 3.3.1.1 Air Navigation Services (ANS) Training (Central Africa) - AAMAC**

The ANS Training was delivered twice: once in Central Africa (activity 3.3.1.1) and once in Western Africa (activity 3.3.1.2). This five-day training focused on the main ICAO standards and recommended practices related to the oversight of Air Traffic Services (ATS) and Communication, Navigation and Surveillance (CNS) service providers. The training was meant for ANS experts and had the following learning objectives:

- Review State Safety Oversight Requirements related to ATS/CNS Service Providers
- Plan ATS/CNS service provider surveillance activities, with a focus on (but not restricted to those points):
  - Management of staff and documentations
  - Work environment and equipment available
  - Handover/takeover procedures
  - Procedures associated with the administration and management of routine and nonroutine operational shift activities at an ATS Unit.

- Procedures associated with management of unusual/degraded/emergency operational shift activities at an ATS Unit.
- HOW/TOW Procedure and Practices
- Conduct Surveillance on ATS/CNS Systems
- Write inspection report.

The training in Central Africa took place in Yaounde, Cameroon and was attended by 11 persons from 5 States: Cameroon, Chad, Congo, Equatorial Guinea, and Gabon.

#### **Activity 3.3.1.2 Air Navigation Services (ANS) Training (western Africa) - AAAMAC**

This training delivered in Niamey, Niger was the same as the one in Central Africa (activity 3.3.1.1 – see details above). Fifteen participants attended this second training. They came from seven states of Western Africa: Burkina Faso, Cote d'Ivoire, Mali, Mauritania, Niger, Senegal, and Togo.

#### **Activity 3.3.2.5 Legislative drafting Training - BAGASOO**

The five-day training activity took place onsite in Accra, Ghana from 7 to 11 November 2022. There were 26 participants from 5 BAGASOO Member States (Cape Verde, The Gambia, Ghana, Liberia, and Nigeria) and from the RSOO itself. The training focused on how to draw up instructions for legislation, analyse them and design blueprints. The art of legislative language was imparted to the participants who learned how to draft simple, clear and precise legislative sentences that were not ambiguous and easily understood by the various users of aviation laws.

The classes were highly interactive and lively with all participants actively participating. The participants undertook class exercises, to show case the skills learnt, whether in communicating effectively, understanding mandates to removing ambiguities in a legislative sentence. The participants further undertook the drafting of group regulations relating to safety in aviation and made their presentations on the last day.

#### **Activity 3.3.3 Training on the Resolution of Safety Concerns - SASO**

Resolution of Safety Concerns is an integral part of ICAO identified eight Critical Elements. The course took place in Mbabane, Kingdom of Eswatini from the 17 to 21 October 2022. It provided the 17 participants with the necessary theoretical knowledge, support, and practical training required in the Resolution of Safety Concerns. Practical examples and exercises were used, and interactive discussion was encouraged. Under the Resolution of Safety Issues of ICAO, States are required to implement a documented process to take appropriate actions, up to and including enforcement measures, to resolve identified safety issues. In addition, States shall ensure that identified safety issues are resolved in a timely manner through a system which monitors and records progress, including actions taken by individuals and organizations performing an aviation activity in resolving such issues.

#### **Activity 3.3.4.5 Workshop on Operations Safety Risk - CASSOA**

The project financially supported the organisation of a workshop on Operations Safety Risk which was facilitated by experts from the region (ICAO ESAF Office and CASSOA). The scope of the workshop was to provide participants involved in the performance or oversight of safety risk mitigation processes and procedures with the necessary knowledge, skills, and attitudes to use specific safety risk control tools in their



safety management responsibilities. Operational safety risk assessment and management training/workshop also included imparting knowledge on:

- Safety Data Collection and Processing Systems
- Data Analytics and visualization
- Reduction and Mitigation measures
- Sharing of safety information

The workshop took place in Mombasa, Kenya from 17 to 21 April 2023 and thirty-eight persons participated, including ICAO ESAF and CASSOA staff. Five EAC States were represented along with 2 operators.

#### **Activity 3.3.5.2 Training on the Resolution of Safety Concerns - URSAC**

Similar to SASO (activity 3.3.3), a five-day training on the Resolution of Safety Concerns was delivered to URSAC and its Member States. At the request of URSAC, the course was delivered virtually in November 2022 to 30 participants from 5 States and URSAC itself.

The content of the training included inter alia the following:

- National and international obligations
- ICAO documentation related to the resolution of safety issues
- Enforcement processes
- Principles and techniques in interviews and investigation
- Safety management
- Practical exercise

The regulatory framework took into account URSAC's regulation as well as the international obligations, e.g. ICAO Doc 9734 (Safety Oversight Manual).

#### **Activity 3.3.5.6 Training on aircraft leasing oversight - URSAC**

The five-day training was delivered in French in Abidjan, Cote d'Ivoire from 17 to 21 July 2023. The twenty-two participants of WAEMU and Mauritania were able to follow seven modules providing details on safety oversight of leased aircraft in terms of legal framework, regulation, types and cases of leasing, as well as exercises and practical cases on adequate inspections and best surveillance practices.

The modules addressed the principles and fundamentals of ICAO, European regulatory requirements as well as international practices in the field of safety oversight and inspections.

- Module 1: Introduction to safety oversight of aircraft, and updates on ICAO Standards and Recommended Practices (SARPs), as well as recent safety data provided in ICAO Global Safety Report and accidents statistics in the world and in the WACAF (West and Central Africa) region.
- Module 2: The different types and cases of leasing.
- Module 3: European regulatory framework
- Module 4: Aircraft Inspection \_ Part 1
- Module 5: Aircraft Inspection \_ Part 2
- Module 6: Amendment 7 to ICAO Annex 7
- Module 7: Summary.

The training required the interaction and active participation of all the participants, who showed interest and involvement throughout the training, especially during the simulation of practical case studies.

#### **Activity 3.4.1.2 AFI-CIS Induction training - AFCAC**

AFCAC in collaboration with the ICAO ESAF/ WACAF Regional Offices and the EU-ASA Project hosted the 4th AFI-CIS Induction and Refresher workshop held virtually from 20 to 24 March 2023. The EU-ASA Project funded the workshop (in particular, translation offered in two languages, but no mission costs), while AFCAC, the ICAO Regional Offices, and EASA provided resource persons who moderated and facilitated the workshop. A total of 67 AFI-CIS inspectors from 27 African Member States participated to the workshop. Twenty-one of the participants were women.

The objective of the Workshop was to expand the scope of the AFI-CIS Programme to include domains that were not covered before, and also to increase the number of experienced and qualified Inspectors where the numbers may have reduced due to natural attrition, particularly in PEL. The creation of the additional pool of qualified and experienced aviation safety inspectors from within the AFI Region is meant to enhance the technical assistance to African States by covering all areas especially the ones that Member States have been struggling with for a long time. The effective implementation among Member States in the audit area of accident investigation has remained significantly low. The Workshop also aimed at establishing a pool of experts who would be used by AFCAC to support Member States in establishing and implementing State Safety Programme (SSP). This will complement the other projects and programmes in the continent that have been established to support SSP.

#### **Activity 3.4.2 AFI-CIS Missions - AFCAC**

Under activity 3.4.2, the project funded AFI-CIS missions organised by AFCAC. Since the last progress report, four AFI-CIS missions were performed by AFCAC with the support of the EU-ASA project. These targeted the following countries: Eswatini (which benefited from 2 missions), Namibia, South Sudan (which benefited from a 3<sup>rd</sup> mission) and Zimbabwe. The primary objective of these missions was to assist the beneficiary states in enhancing their level of effective implementation by providing support in the finalization of regulations, signing of service level agreements, developing guidance materials and inspector Procedure Manuals, updating the compliance checklist notification of compliance/differences of regulations to SARPs and preparing answers to the Protocol Questions.

#### **Activity 3.4.3 Expert working group - AFCAC**

AFCAC recently established various Expert Working Groups (EWG) to achieve AFCAC's constitutional mandate whose main objective is to support development of Air Transport in Africa. These EWGs's objective is to facilitate the efficient and effective execution of specific activities in the approved AFCAC Work Programme, consider all issues related to the various aviation domains, deal with actual, latent and emerging issues involving technical, economic, social and legal aspects of civil aviation, which, for the advancement or resolution thereof, require expertise not currently available to the Secretariat.

The project supported the functioning of those EWGs by covering the translation costs from French to English and vice versa for three meetings so far respectively in the following domains: OPS, UAS and ANS.

### Activity 3.6 Assistance to target States

In coordination with the European Commission a list of four States has been identified to benefit from a dedicated assistance: Gabon, Mozambique, Nigeria and Sao Tome and Principe.

The objective is to either to support the correction of identified deficiencies or to further improve the level of safety of the State. For each of the listed States, several short-term missions were organised in a specific domain identified in coordination with them.

Special assistance in the oversight of helicopter operations has been provided to Gabon by the French CAA. Three out four missions have already been completed. The last one is expected to take place before the end of 2023.

Mozambique is receiving support in the establishment of their SSP. An EASA expert will carry out the first of four missions in November 2023. The completion of the assistance is planned for June 2024.

Nigeria indicated its need of support in the PEL domain. The last assistance mission to this States is planned for November 2023. The first three took place prior to the ICAO USAOP audit of the country in August 2023.

Sao Tome and Principe chose to receive assistance in the domain of OPS. This assistance is provided by the Portuguese CAA. Only one mission has been done so far.

Potentially three more States could receive assistance from the EU-ASA project until the end of 2024.

### 3 Proposed work plan for the next period October 2023 till December 2024

The structure of the project work plan was approved during the 1<sup>st</sup> Project Steering Committee meeting which was held in Addis Ababa, Ethiopia on 19 September 2019. As stated in the PSC minutes of meeting: *“...the PSC approved the work plan in principle. The PSC further acknowledged that the work plan should be seen as a living document. The details of each activity need to be further discussed with the concerned RSOO, RAIO or State...”*

Since then, several exchanges took place with the different beneficiaries, which generated adjustments of the work plan as reflected in the previous chapter, but also in this chapter. The overview below provides the planning on the date of the report until the end of the implementation period of the project (31/12/2024).

EU-ASA Project	Tentative date	Actual date	Location	Comment/Status
<b>Implementation Phase</b>				
<b>Project Steering Committee (PSC) meetings</b>				
PSC5	Nov. 2023		Senegal	Present report prepared for PSC5
PSC6	Nov 2024		Germany?	Last meeting - location to be decided
<b>Result 1 - RSOOs are reinforced</b>				
1.0 RSOO meetings				
1.0.3 RSOO meeting 3	Q1 2024		Remote	Will be programmed if needed
1.0.2 RSOO meeting 2		24 March 2022	Remote	
1.1 Provide organisational assistance to RSOOs				
1.1.4 Expert mission – BAGASOO				
1.1.4.3 Expert mission 2 – QMS Certification expert			Nigeria	To be planned with BAGASOO
1.2 Clarify task allocation between national and regional echelons				
1.3 Support the better recognition of RSOOs by their Member States				
1.4 Contribute to the development of RSOO coordination platform				
1.5 ICAO RSOO's study				
1.5.1 Follow-up on ICAO RSOO's study	Q3 2023–Q2 2024		Africa	ToR defined - Activity to be launched
1.6 Continental workshop				
1.6.1 2 <sup>nd</sup> RSOO Forum co-organised with ICAO		Q4 2023	Kenya	Completed
<b>Result 2 - The safety oversight regulatory environment is improved</b>				
2.1 Support the regulatory harmonisation at RSOOS level				
2.1.2 Technical Committees BAGASOO (PEL, OPS, AIR, AGA, ANS)				
2.1.2.7 Technical Committee 5				To be planned with BAGASOO
2.1.3 Technical Committees CASSOA (PEL, OPS, AIR, AGA, ANS)				
2.1.3.5 Technical Committee 2 – 2 <sup>nd</sup> Follow-up		Q4 2023	Uganda	
2.1.4 Technical Committees SASO				

EU-ASA Project	Tentative date	Actual date	Location	Comment/Status
2.1.4.4 Expert mission – Regional and State Safety Plan	Q2 2024		Eswatini	
2.2 Establish a mechanism to keep up-to-date the regulatory environment and notify the differences to ICAO				
2.2.3 Experts workshop - SASO		Q4 2023	Eswatini	
2.3 Organise regulation familiarisation workshops				
2.3.2 Harmonisation Workshop – BAGASOO				
2.3.2.2 SSP Virtual Training			Remote	To be planned with BAGASOO
2.3.3 Workshop - SASO				
2.3.3.7 Regional SSP Sensitization Workshop	Q1 2024		Remote	
2.3.5 Regional SSP – AAMAC/ASSA-AC/URSAC				
2.3.5.1 Workshops	Q1-Q3 2024		WACAF	Three workshops foreseen
<b>Result 3 - Enhanced safety oversight implementation is achieved</b>				
3.1 Support the establishment of pools of safety inspectors				
3.1.4 Mission within SASO				
3.1.4.3 Mission to Comoros/Seychelles	Q1 2024		Comoros/Seychelles	
3.1.4.4 Mission to Namibia			Namibia	To be planned with SASO
3.1.4.5 Mission to Malawi	Q1 2024		Malawi	
3.2 Promote and support the emergence of mentors				
3.2.1 Train the Trainer (TIC)				
3.2.1.7 Coordinator GSI OJT – SASO			TBD	To be planned with SASO
3.2.2 Mission to RSOO – Promotion of mentorship				
3.2.2.2 ICAO TDC – SASO	Q1 2024		Online	With NCAT
3.2.2.4 ICAO OJT Instructor Virtual – SASO	Q1 2024		Online	
3.2.2.5 Surveillance training – SASO	Q1 2024		Online	
3.2.2.8 ICAO CMA Phase 2 – SASO	Q4 2023		Online	
3.3 Organise regulation familiarisation training sessions				

EU-ASA Project	Tentative date	Actual date	Location	Comment/Status
3.3.1 Training – AAMAC				
3.3.1.3 Webinar ANSP Certification			Remote	To be planned with AAMAC
3.3.1.5 SMS/SSP training		Q4 2023	Cameroon	
3.3.2 Training – BAGASOO				
3.3.2.2 Training Resolution Safety Concern - BAGASOO	Q4 2023		Guinea	
3.3.2.4 OJT Instructor Training			Nigeria	To be planned with BAGASOO
3.3.2.6 Legislative Drafting Training 2 - BAGASOO				To be planned with BAGASOO
3.3.2.7 Human Factors Training - BAGASOO				To be planned with BAGASOO
3.3.2.8 Audit Technique Training - BAGASOO				To be planned with BAGASOO
3.3.4 Training – CASSOA				
3.3.4.6 Fatigue Management Sensitisation		Q4 2023	Uganda	
3.3.4.7 Refresher training for medical examiners		Q4 2023	Kenya	
3.3.5 Trainings – URSAC				
3.3.5.4 SSP Training			Remote	To be planned with URSAC
3.3.5.5 LEG Training		Q4 2023	Senegal	
3.3.5.7 AGA Inspector Training				To be planned with URSAC
3.3.5.8 GSI Airworthiness		Q4 2023	Ethiopia	
<b>3.4 Support the AFCAC AFI-CIS programme</b>				
3.4.2 AFI-CIS Missions				
3.4.2.13 AFI-CIS mission	Q1 2024		TBD	To be decided with AFCAC
3.4.2.14 AFI-CIS mission	Q2 2024		TBD	To be decided with AFCAC
3.4.3 Expert Working Groups – translation support			Remote	To be decided with AFCAC
<b>3.5 Contribute to the adaptation of and familiarisation with the inspector’s guidance material</b>				
<b>3.6 Assistance to target States</b>				Just started (cf. planned activities for 2023)
3.6.1 Assistance to State 1	Q1-Q4 2024			To be confirmed in Q4 2023

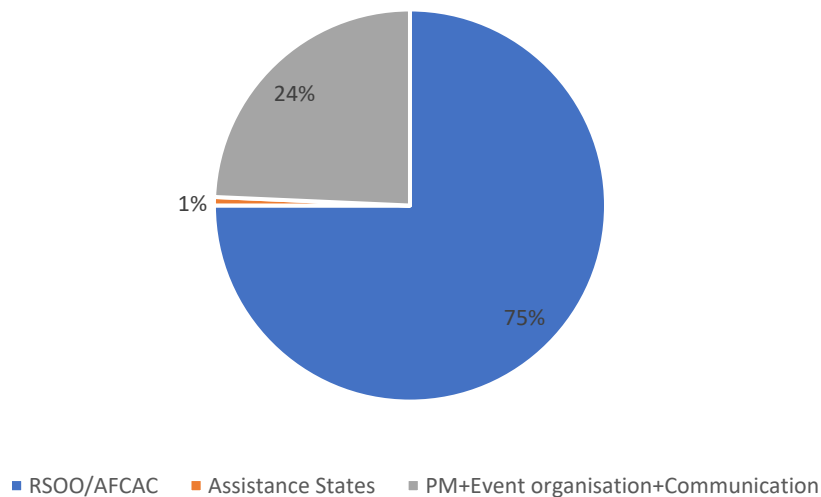
EU-ASA Project	Tentative date	Actual date	Location	Comment/Status
3.6.2 Assistance to Gabon	Q3 – Q4 2023		Gabon	To be completed Q4 2023
3.6.3 Assistance to State 3	Q1-Q4 2024			To be confirmed in Q4 2023
3.6.4 Assistance to State 4	Q1-Q4 2024			To be confirmed in Q4 2023
3.6.5 Assistance to Mozambique	Q4 2023 – Q2 2024		Mozambique	To be completed Q2 2024
3.6.6 Assistance to Nigeria	Q1 – Q4 2023		Nigeria	To be completed Q4 2023
3.6.7 Assistance to Sao Tome & Principe	Q3 2023 – Q3 2024		STP	To be completed Q3 2024
<b>Result 4 - The safety data collection and analysis is implemented</b>				
4.1 Support the implementation of safety data collection	Q1 – Q4 2024			Not started (cf. planned activities for 2024)
4.2 Assistance to target States	Q1 – Q4 2024			Not started (cf. planned activities for 2024)
4.3 Facilitate the establishment of investigators' network				
4.3.1 Workshop	Q2 2024		Senegal	In coordination with ICAO Regional Offices



## 4 Financial overview

It is not the place here to give a detailed overview of the financial situation of the project. However, a general overview is welcomed to give the readers an understanding of where we stand, especially as this relates to the direct beneficiaries of the project, namely the RSOOs and AFCAC. The information provided in this chapter reflects the situation at the end of September 2023, and therefore, the cost related to the RSOO Forum that took place in early October is not yet reflected in the spent amount (Figure 1). As the invoices for this event have not yet been processed, the amount can be found in left to spend (Figure 2).

At time of writing this report, close to 60% of the budget has been spent. The split of the project budget already spent is illustrated in the below pie chart.



*Figure 1 – Split of the project budget already spent*

This leaves close to 40% of the project budget to spend until the end of the 2024. The current workplan foresees the following split (see below pie chart).

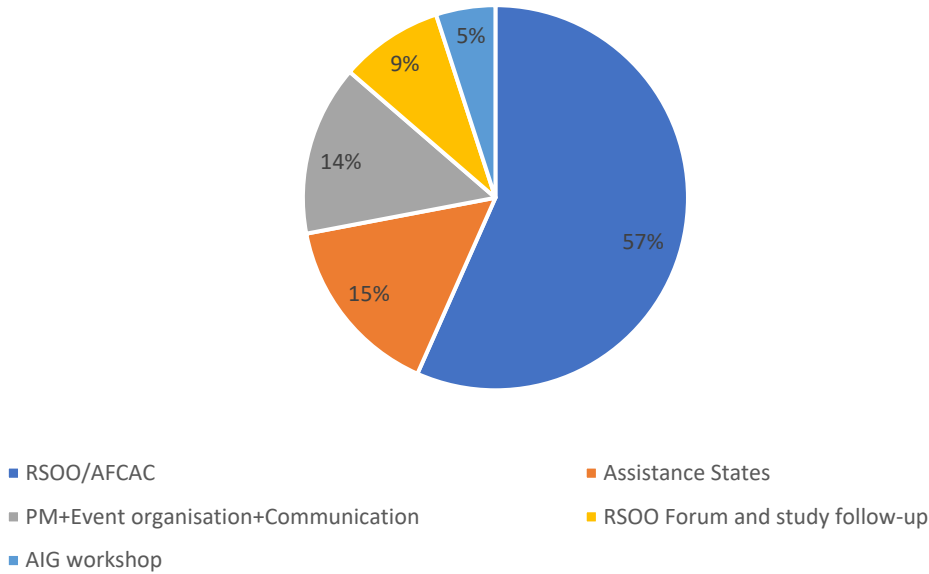


Figure 2 - Split of the project budget left to spend

Since the most significant portion of the budget is spent either on the RSOOs or AFCAC, it is worth looking into how this portion of the budget has been split. The below bar chart displays the percentage of the budget allocated to each of the direct beneficiaries be it RSOOs or AFCAC. One can also see the percentage dedicated to the ECCAIRS deployment and the remaining activities to be implemented, either already planned or to be planned.

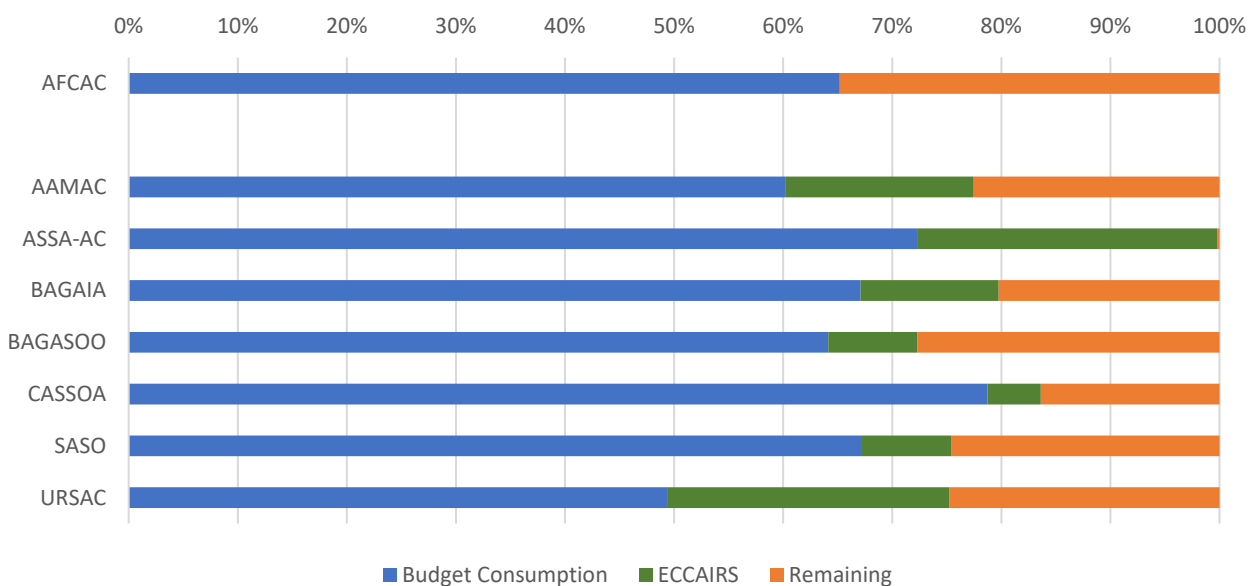


Figure 3 – Direct beneficiaries budget implementation

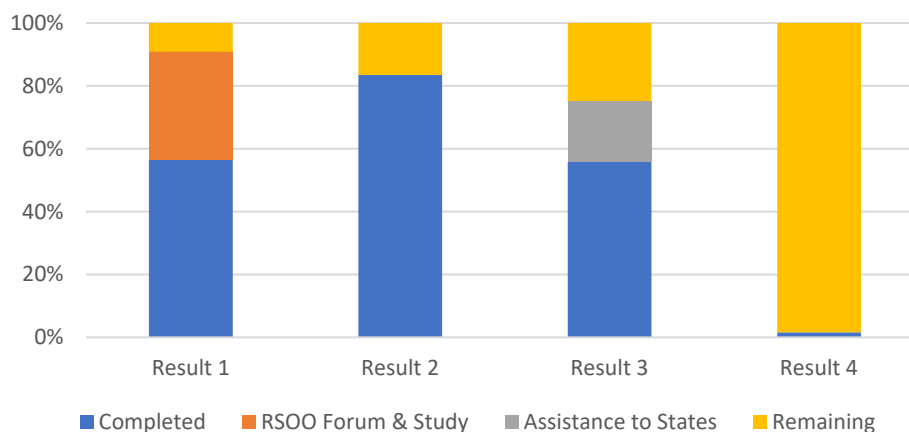
## 5 Conclusion

The years 2022 and 2023 have been characterised by the restarting of project activities after the COVID-19 pandemic. However, this has not been homogeneous throughout Africa. Some beneficiaries were eager to launch activities to the benefit of their Member States, others were slower in resuming activities due to managerial changes. The past year has been marked by an implementation rate that has come back to normal. Most of the activities have been implemented onsite. A few activities have been carried out remotely at the request of the beneficiaries. Continental meetings have resumed, and EASA is glad to report that the 2<sup>nd</sup> RSOO Forum that took place early October 2023 in Nairobi, Kenya, co-organised with ICAO was a great success which gave the RSOOs a new momentum.

In the coming weeks and months some changes will take place at the head of some RSOOs (some have already taken place in the past months). It is EASA’s wish that these changes not hinder the smooth implementation of the project but rather boost it. EASA would like to take the opportunity of this report to thank the heads of RSOOs that have left or about to leave their position and who have played such an active role in this project.

In the below chart, a summary of the level of implementation of the project is presented per result. Most of the activities under Result 1 have been implemented except for the RSOO Forum (already done but not accounted for in terms of budget) and the associated RSOO follow-up study. Result 2 is also almost completed. Only a few activities remain to be implemented, in particular, related to the GASOS assessment or SSP activities. The activities under Result 3 are also well under way. But there is still quite a significant effort to do to complete its implementation. A special focus will be on the assistance to States. The bulk of the activities left to be implemented will now be on Result 4, which is mainly related to the deployment of ECCAIRS 2. Another major activity of this last result is the organisation of an AIG Workshop, which is planned to take place in May 2024 in Diamniadio, Senegal.

Project implementation per result



The contractual time left for the implementation of the project by the end of 2024 calls for the mobilisation of all to be able to meet this deadline. EASA is counting on the active participation of all the beneficiaries to make this happen.