



ASSEMBLY — 37TH SESSION

TECHNICAL COMMISSION

Agenda Item 31: Comprehensive Regional Implementation Plan for Aviation Safety in Africa

**DEVELOPMENTS OF THE AFI COMPREHENSIVE IMPLEMENTATION PROGRAMME
(ACIP)**

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

This paper provides information on the implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) and describes progress made to date based on the Implementation Focus Areas described in **Appendix A**. The paper also recommends continuation of ACIP activities, by transitioning programmes and projects initiated under ACIP to the work programme of the African Regional Offices. Continuation of these activities will also emphasize the role of the Regional Offices and enable them to play a leading role in the enhancement of safety in the AFI Region. The maintenance of the ACIP activities and related funding requirements will be required until 2015, by which time all recommendations of the Special Africa-Indian Ocean Regional Air Navigation (SP AFI RAN) Meeting, held in Durban, South Africa, 24-29 November 2008, are expected to be fully implemented.

Action: The Assembly is invited to:

- a) approve the continuation of ACIP activities within the work programme of the Regional Offices in Africa (ESAF and WACAF); and
- b) adopt the Resolution contained in **Appendix C** to this paper.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives A and D.
<i>Financial implications:</i>	Resources for the activities referred to in this paper are included in the proposed budget for 2011 to 2013.
<i>References:</i>	Doc 9902, <i>Assembly Resolutions in Force</i> (A36-1) Doc 9930, <i>Report of the SP AFI/08 RAN Meeting</i> (Recommendations 5/1 and 5/8)

1. BACKGROUND

1.1 A High-level Conference held on 17 September 2007 in Montreal reviewed recommendations of the ICAO Council on the subject and agreed that ICAO should establish a Comprehensive Implementation Plan for Aviation Safety in Africa (AFI Plan) that was endorsed by the 36th Assembly (Montreal, 18-28 September 2007).

1.2 The AFI Comprehensive Implementation Programme (ACIP) was established by the Secretary General on 1 January 2008 to give effect to the AFI Plan and implement the objectives as determined by the high-level meeting of 17 September 2007 and endorsed by the 36th Session of the Assembly.

1.3 ACIP was created to implement the objectives of the AFI Plan and developed three Focus areas to carry out its responsibilities. The Focus areas included in the ACIP work plan were presented to the First Session of the ACIP Steering Committee (Montreal, February 2008) for its approval and were consequently endorsed by the ICAO Council during its 185th Session.

1.4 The ACIP Focus areas were designed to address the concerns raised by the ANC and achieve the objectives of the AFI Plan, which included:

- a) **Focus area 1:** *Enable States to establish and maintain an effective and sustainable safety oversight system;*
- b) **Focus area 2:** *Assist States to resolve identified deficiencies within a reasonable time; and*
- c) **Focus area 3:** *Enhance aviation safety culture of African aviation service providers*

1.5 **Appendix A** contains information on the actions taken and/or planned by ACIP to implement the AFI Plan. Although considerable work has been done and actions undertaken to enhance safety, it should also be recognized that safety concerns in Africa raised by the ANC and the Council cannot be fully addressed and resolved in just two years of the ACIP programme implementation and, therefore, will in the near future, continue to require the support of ICAO, States, industry and donors.

2. DISCUSSION

2.1 A sustained successful programme and resolution of identified deficiencies in the AFI Region requires that ICAO continues to be actively engaged with the AFI States and provide the required support to ensure the continued implementation of activities initiated by its ACIP Programme.

2.2 To maintain the various activities initiated and to establish Regional Safety Oversight Organizations and Regional Accident Investigation Agencies will require an active involvement of ICAO through the Regional Offices.

2.3 The initial implementation phase of the Plan was expected to cover a period of four years and was expected to validate and prioritize the near-term priorities through the conduct of gap analyses. It was expected that the successful completion of the initial implementation phase will then enable the plan to subsequently address medium- and longer-term objectives in the later phases (beyond the four years).

2.4 However, the identification and implementation of the three Focus areas, recommendations of the Special AFI RAN meeting combined with cooperation and commitment from AFI States have enabled ACIP to go beyond the initial phase and actually initiate implementation of the medium-term goal, within the first three years of the establishment of ACIP.

2.5 The continuation of the Programme within the Regional Office work programme will require that the Regional Offices be provided with adequate resources to ensure effective continuation of the ACIP Programme activities in line with previous Council Decisions.

2.6 Assembly Resolution A36-1 encouraged States, industry and donors to undertake projects that address the priorities identified through the gap analyses, consistent with the ICAO Global Aviation Safety Plan (GASP) and other principles laid out in the AFI Plan. However, support for the implementation of projects did not materialize as expected, and a call for contributions sent out by the Organization was answered by only three States.

2.7 This clearly indicates that a project as important as the enhancement of aviation safety in Africa, which is a long declared primary objective of the Organization, should be mainly funded through reliable sources, including voluntary contributions, in order to undertake priority projects and fulfil its mandate.

2.8 It is also important to note the effort made by African States and regional organizations in support of the implementation of the AFI Plan. As ACIP activities were conducted in all regions of the continent, States and regional organizations have made significant contributions to ensure the success of the seminars, workshops, training courses and meetings designed to enhance aviation safety. **Appendix B** contains information on the monetary value of contributions in kind made by African States and regional organizations.

3. **JOINT ICAO/AFCAC MEETING ON AVIATION SAFETY IN AFRICA**

3.1 An ICAO/AFCAC (African Civil Aviation Commission) joint meeting on aviation safety in Africa, held in N'djamena, Chad on 13 May 2010, expressed concerns that one of the African regions had an accident rate higher than twice the world average, thereby exceeding the Safety target set by ICAO. Also of concern was that, in accordance with the results of the USOAP, twenty seven African States had over 50% lack of effective implementation of the critical elements of States' safety oversight system.

3.2 To enhance aviation safety in Africa, the meeting agreed to a target of a minimum of 10% unit reduction annually in the lack of effective implementation of the critical elements of States Safety Oversight System over the next two years, and that the tasks associated with the recommendations of the meeting should be reflected in the work programmes of AFCAC and ICAO/ACIP.

3.3 The meeting recognized that a concerted effort to enhance aviation safety should be made by all concerned and agreed that a target be set by which all African States will be removed from the ICAO Audit Results Review Board (ARRB) list within two years (maximum). The ARRB list documents and reports on States that have problems with meeting their safety oversight obligations. To achieve this goal, the Regional Offices and ACIP should approach States on the ARRB list to review the identified deficiencies and develop a work plan to eliminate the deficiencies and the safety concerns.

3.4 AFCAC has been invited to join ICAO in this effort by developing and implementing projects to assist States on the ARRB list. As a step in the right direction, the meeting recommended that States deregister all airlines that are not properly certified and/or not operating, and refrain from granting new Air Operator Certificates (AOCs) until the State has established an effective safety oversight system, based on appropriate regulations and procedures that comply with relevant Standards and Recommended Practices.

3.5 In particular, the meeting, *inter alia*, recommended that ICAO should continue to support and allocate adequate resources to ACIP and the Regional Offices in Africa to enable them to provide needed assistance to African States and that it should also assist with eliminating illegal and unsafe aircraft operations in Africa. In this regard, ICAO should intervene with those UN agencies whose operations have contributed to many of the aviation safety problems in the continent.

3.6 The meeting further recommended that ACIP, in collaboration with AFCAC, should make efforts to ensure that all African States belong to a Regional Safety Oversight Organization, regardless of whether or not they are members of a Regional Economic Community.

4. **INTEGRATION OF ACIP ACTIVITIES INTO THE REGIONAL OFFICE WORK PROGRAMME**

4.1 The Council has decided that ACIP activities shall be integrated into the African Regional Offices' regular work programme as of January 2011. To this end, the Secretary General has developed a transition and integration plan for ACIP Programme activities to be fully integrated into the work programme of the two African Regional Offices.

4.2 The ACIP Programme activities integration plan calls for the Eastern and Southern African Office (ESAF) and the Western and Central African Office (WACAF) to guide and coordinate the implementation of the AFI Plan with all stakeholders including the Middle East (MID) and European and North Atlantic (EUR/NAT) Regional Offices.

4.3 Noting that the Recommendations of the Special Africa-Indian Ocean Regional Air Navigation (SP AFI/08 RAN) Meeting require that the safety-related recommendations be fully achieved by December 2015, it is envisaged that the implementation of the AFI Plan would require the support of ICAO, States, industry and donors throughout this period. Thereafter, African States would be expected to have established effective and sustainable safety oversight systems (regional as well as national) and meet, as a minimum, Maturity Level 3 as contained in the Global Aviation Safety Roadmap (GASR).

4.4 The ACIP Steering Committee will continue to provide the required guidance and monitor the effective implementation of the ACIP Programme activities that will be conducted under the overall leadership of the Secretary General of the Organization.

4.5 A draft Assembly Resolution to replace Resolution A36-1: *Comprehensive Regional Implementation Plan for Aviation Safety in Africa* is contained in **Appendix C**.

APPENDIX A

**AFI COMPREHENSIVE IMPLEMENTATION PROGRAMME
ACTIONS TAKEN AND/OR PLANNED TO IMPLEMENT THE AFI PLAN**

Focus Area 1 <i>Enable States to establish and maintain an effective and sustainable safety oversight system</i>		Action taken/planned	Output	Outcome	Implementation target
1.1	Conduct Global Aviation Safety Roadmap (GASR) workshops	GASR workshops were conducted in all African regions. Additional regional GASR workshops are also undertaken during the Integrated Safety Management Course (SSP/SMS/Safety Oversight and GASP) directed at limited number of States within a region. GASR workshops aim to raise awareness of the gap existing between where the Regions and their aviation industry are in terms of implementing international safety requirements and best practices and where they should have been or should be as measured by the GASR Maturity Levels.	GASR workshops were held in Abuja – Nigeria, Arusha – Tanzania, Ouagadougou – Burkina Faso, Maputo – Mozambique, Swakopmund – Namibia, Brazzaville – Republic of Congo, and Khartoum – Sudan. 834 participants from 50 African States and their respective service providers including Regional Organizations and COSCAPS participated in the workshops. In addition, 214 experts from regulators and service providers of 26 African States participated in specific GASR workshop that was conducted as part of the Integrated Safety Management Training Courses (SSP/SMS).	Safety culture enhanced within the operations of regulators and service providers; industry best practices adopted by African service providers with the aim of achieving, at least, GASR Maturity Level 3 by all African States and their respective service providers.	All African States to achieve, at the minimum GASR Maturity Level 3, by the end of 2015 (Recommendation 5/1 of SP AFI RAN/08 refers).

Focus Area 1 <i>Enable States to establish and maintain an effective and sustainable safety oversight system</i>		Action taken/planned	Output	Outcome	Implementation target
1.2	Conduct State-specific gap analysis in all African States	Gap analysis on the implementation of safety requirements and industry best practices are conducted to enable the identification of priority projects for resolution at National and Regional level (Assembly Resolution A36-1 refers).	Specific State-gap analysis conducted in 47 African States (April 2010). Gap analysis in the remaining 5 African States expected to be completed by August 2010.	Priority projects determined both at national and regional levels. Recommendations for filling in the gaps at national and regional level determined and priority projects as well as the recommendations at national and regional level posted on the ACIP website.	State-specific gap analysis of all African States to be completed by August 2010.
1.3	Analyses of identified gaps at State and Regional level (AFI RAN Recommendation 5/1)	Specific analysis at the regional level is undertaken to assist States already grouped under a COSCAP or similar Organization to enable the determination of priority projects at the regional level.	Regional gap analyses were conducted for the Banjul Accord Group (BAG) COSCAP member States (Cape Verde, Gambia, Ghana, Guinea, Liberia, Nigeria and Sierra Leone); the UEMOA and Mauritania COSCAP member States (Benin, Burkina Faso, Cote d'Ivoire, Guinea Bissau, Mali, Mauritania, Niger, Senegal and Togo); the East African Community Partner States (Burundi, Kenya, Rwanda, Tanzania and Uganda) and the CEMAC and Sao Tome and Principe COSCAP member States (Cameroon, Central African Republic, Chad, Republic of Congo, Equatorial Guinea, Gabon and Sao Tome and Principe).	Priority projects determined at the regional level and request for assistance forwarded to ICAO. Recommendations and priority projects posted on the ACIP web site.	

Focus Area 1 <i>Enable States to establish and maintain an effective and sustainable safety oversight system</i>		Action taken/planned	Output	Outcome	Implementation target
1.4	Determination of priority projects	Following the State specific gap analysis, recommendations are made at three levels: recommendations that the State can implement on its own; recommendations that the State can implement with the assistance of ICAO/ACIP and recommendations that require assistance from donors, industry and other stakeholders. Further, priority projects at the regional level are determined by Directors General of civil aviation of the States concerned and request for assistance forwarded to ICAO.	ACIP has conducted gap analysis in 47 African States (April 2010) and forwarded recommendations to each of the States at three levels. ACIP also assisted 4 Regional groupings (BAG, UEMOA and Mauritania, EAC, CEMAC and Sao Tome and Principe) to determine priority projects at the regional level.	States enabled to fill gaps that were identified through the gap analyses conducted. Priority projects determined at the national and regional level and request for assistance made available.	Gaps identified in all African States expected to be fully addressed by 2015. Priority projects identified at the regional level and in all regions, to be fully implemented by December 2012.

	Focus Area 1 <i>Enable States to establish and maintain an effective and sustainable safety oversight system</i>	Action taken/planned	Output	Outcome	Implementation target
1.5	Provision of support and the development of frameworks (organizational, legal and financial framework) for the establishment of regional safety oversight organizations (RSOOs) and Regional Accident Investigation Agency (RAIA)	<p>ACIP has established that many African States face difficulties in establishing and maintaining an effective and sustainable national safety oversight system. Thus, the establishment of Regional Safety Oversight Organizations (RSOOs) is considered as the best solution for most African States to meet their safety oversight obligations.</p> <p>Framework agreements (legal, organizational and financial) for the establishment of the various RSOOs were developed following specific consultations with each State that has indicated an interest to join RSOOs to meet its international obligations.</p> <p>States that do not belong to any regional grouping are encouraged to either join existing groupings or start their own regional establishment.</p>	<p>Framework agreements for the establishment of Regional Safety Oversight Organizations developed for the BAG member States and the UEMOA member States and Mauritania.</p> <p>Documentation and guidance material for the management of the organizations to be established is developed.</p> <p>Draft regional safety plans (RSPs) addressing the regions developed.</p> <p>Encouraged the civil aviation authority of Sudan to invite interested neighbouring States for a discussion to start a regional safety oversight organization.</p>	<p>Regional Safety Oversight Organization (BAGASOO) for the Banjul Accord Group member States established.</p> <p>Regional Accident Investigation Agency (BAGAIA) established.</p> <p>UEMOA member States and Mauritania RSOO and RAIA Framework agreement developed.</p> <p>UEMOA RSOO and RAIA established.</p> <p>Consultation with CEMAC States and Sao Tome and Principe to establish RSOO and RAIA completed.</p> <p>Framework agreement (RSOO and RAIA) for CEMAC States and Sao Tome and Principe developed.</p> <p>Framework agreement signed.</p> <p>CEMAC RSOO and RAIA established.</p>	<p>BAGASOO operational as of 03 May 2010</p> <p>September 2010</p> <p>February 2010</p> <p>February 2011</p> <p>September 2010</p> <p>March 2011</p> <p>April 2011</p> <p>October 2011</p>

Focus Area 1 <i>Enable States to establish and maintain an effective and sustainable safety oversight system</i>		Action taken/planned	Output	Outcome	Implementation target
1.5				<p>CASSOA's effectiveness and efficiency enhanced (RSOO for EAC Partner States (Civil Aviation Safety and Security Oversight Agency (CASSOA) has already been established).</p> <p>EAC RAIA established.</p> <p>Safety oversight capability enhanced through the establishment of new regional grouping.</p>	<p>December 2010</p> <p>September 2011</p> <p>1st meeting (June 2010)</p>
1.6	Conduct of State Safety Programme (SSP) training courses	State Safety Programme (SSP) training courses are provided to States as stand-alone and as part of the integrated safety management (ISM) courses. The objective is to assist States to develop their State safety plan on the basis of Regional Safety Programmes (RSPs) developed at the regional level.	<p>Three SSP specific training courses conducted between (2008 and 2009) and 11 ISM training courses that included SSP training to be conducted in 2010 (February to August).</p> <p>214 safety officers from States and service providers successfully completed the SSP course by April 2010 and training planned to be provided to approximately additional 250 personnel between June and August 2010.</p>	<p>States Safety Oversight Programme and Regional Safety Programmes developed and implemented</p> <p>Appropriately trained and qualified safety personnel available to States and service providers.</p>	<p>RSPs – December 2012</p> <p>SSPs in all African States – December 2013</p> <p>August 2010</p>

Focus Area 1 <i>Enable States to establish and maintain an effective and sustainable safety oversight system</i>		Action taken/planned	Output	Outcome	Implementation target
1.7	Conduct of safety management awareness seminars, and workshops for high-level management personnel	High-level management awareness and introduction seminars are provided to ensure that high-level management personnel are aware of their responsibilities and accountabilities for safety.	ACIP conducted six high-level safety management awareness seminars by April 2010. 547 participants attended the six seminars and approximately additional 360 management personnel are expected to participate in the four high-level safety management seminars scheduled for 2010.	Trained and informed high-level management personnel of regulators and service providers on safety management systems.	August 2010

Focus Area 2 <i>Assist States to resolve identified deficiencies within a reasonable time</i>		Action taken/planned	Output	Outcome	Implementation target
2.1	Conduct seminars, workshops and training courses in safety oversight-related subjects	Seminars and workshops in aviation safety-related subjects are developed and delivered to enhance knowledge of government and industry safety personnel on the international requirements for safety and the ICAO SARPs.	ACIP developed and delivered seminars and workshops in the areas of personnel licensing, aircraft operations, airworthiness of aircraft, air traffic management safety, aerodrome management and safety, aviation medicine, transport of dangerous goods by air, and establishment and management of a State's safety oversight system. 536 personnel from State aviation authorities and industry covering all African States participated in 14 seminars/workshops (2008 and 2009).	<p>Knowledge of ICAO SARPs, guidance material and relevant documentation enhanced throughout the continent.</p> <p>Technical staff from State civil aviation authorities enabled to undertake their licensing, certification and supervision duties effectively.</p>	Continuing process to be delivered up to 2015.
2.2	Develop as necessary and conduct Government Safety Inspectors (GSI) course in personnel licensing; aircraft operations, aircraft airworthiness and aerodrome safety	<p>GSI courses are planned to be delivered starting in June 2010 in personnel licensing, air craft operations and airworthiness of aircraft. The training courses will be translated into French to enable the delivery of the course in English and French.</p> <p>GSI training in aerodrome safety will be developed by ACIP and delivered following approval of the course by ICAO HQ.</p>	<p>Seven safety officers including two from the ICAO Regional Offices have been trained as GSI instructors with the help of the US Department of Transport and the Federal Aviation Administration.</p> <p>Training to national inspectors scheduled to be delivered starting in June 2010.</p> <p>Further instructors scheduled to be trained.</p>	<p>Safety Oversight Critical Elements 6 and 7 (certification and surveillance) implemented across the continent.</p> <p>Increased number of professionals from States and ICAO regional staff knowledgeable of the government safety certification and inspection requirements.</p> <p>Capability for training of safety inspectors developed.</p>	Continuing process to be supported by ACIP up to December 2012 when States and their training institutes are expected to have achieved self-dependency.

Focus Area 2 <i>Assist States to resolve identified deficiencies within a reasonable time</i>		Action taken/planned	Output	Outcome	Implementation target
2.2				<p>Appropriately trained and qualified safety inspectors available in African States.</p> <p>Self-sufficiency and self-dependency in the training of safety inspectors achieved.</p>	
2.3	<p>Conduct training need analysis and training capacity availability in the AFI Region with the aim of enhancing training standards and harmonization of aviation training in Africa (SP AFI RAN Recommendation 5/8)</p>	<p>Survey on aviation training needs analysis and available capacity was conducted and completed. Inputs were received from 99 sources that included States, Regional Organizations, and Aviation Training Institutes throughout the continent. The results of the analysis will be presented to the Second Pan-African Aviation Training Conference scheduled to be held in Cairo, Egypt (June 2010). A plan of action for the standardization and harmonization of training, establishment of quality control and cooperation among training institutes in Africa would be developed by December 2010.</p>	<p>ACIP in coordination with the African Civil Aviation Commission established the African Training Experts working Group (TEWG) and supported their meetings to analyze information received through on-site and mail (e-mail, internet, fax) based surveys.</p> <p>Information received from 99 entities (States, Regional Organizations, training institutes) analyzed with the help of SITA.</p> <p>Survey results to be presented to the Second Pan-African Training Conference in June 2010.</p>	<p>Database on training needs and capacity available to assist in planning of human resources.</p> <p>Available training capacity in Africa made known.</p> <p>Strategy for harmonization and standardization of training developed.</p> <p>Close cooperation among African training institutes established.</p> <p>System for continuing evaluation of aviation training needs and available capacity established.</p>	<p>July 2010</p> <p>July 2010</p> <p>December 2010</p> <p>December 2010</p> <p>December 2010</p>

Focus Area 2 <i>Assist States to resolve identified deficiencies within a reasonable time</i>		Action taken/planned	Output	Outcome	Implementation target
2.4	Provision of support to States in their effort to resolve identified deficiencies (USOAP audits and ACIP gap-analysis)	ICAO/ACIP established the Regional Office Safety Teams (ROSTs) to identify required support to resolve identified deficiencies and provide required assistance to States that may require it. Such support is not limited to USOAP findings but also takes into account findings of the gap analysis as well as specific requests for assistance by States that would enable them to better meet their aviation safety obligations.	ROSTs established in the Regional Offices identified support to be given to 12 States in both regions. The support to be given varies from State to State and includes on-the-job training for the certification of air transport certificate holders, limited training on licensing and certification requirements, development of inspectors checklists and, in the case of one State, assistance to enable it to provide Government Safety Inspectors' courses.	Identified deficiencies (USOAP audits and gap analysis) addressed State safety inspectors enabled to conduct effective certification and supervision of licensed and certificated entities. Safety inspectors' checklists and documents developed. Self-sufficiency in the provision of safety inspectors' training achieved.	December 2011 December 2011 August 2011 June 2010

Focus Area 3 <i>Enhance aviation safety culture of African aviation service providers</i>		Action taken/planned	Output	Outcome	Implementation target
3.1	Partnership with the Industry Safety Strategy Group (ISSG) to conduct Global Aviation safety Roadmap (GASR) workshops in accordance with the ICAO Global Aviation safety Plan (GASP) and instructions contained in ICAO Assembly Resolution A36-1	ACIP partnered with the Industry Safety Strategy Group to deliver seven Global Aviation safety Roadmap (GASR) seminars throughout Africa in 2008 and 2009. (See 1.1 above)	(See 1.1 above)	(See 1.1 above)	(See 1.1 above)

Focus Area 3 <i>Enhance aviation safety culture of African aviation service providers</i>		Action taken/planned	Output	Outcome	Implementation target
3.2	Conduct safety management system (SMS) training courses mainly directed at aviation service providers to enhance safety culture in their operations	Safety Management System (SMS) training courses provided to aviation safety providers and aviation regulators as part of the integrated safety management (ISM) courses with the aim of assisting service providers to develop and implement SMS and States to be able to accept service providers' SMS.	<p>Three SMS courses were conducted between (2008 and 2009) and 11 ISM training courses that included SMS training are planned to be completed by August 2010.</p> <p>248 safety officers from African aviation service providers, regional organizations, COSCAPs and States successfully completed the SMS course by April 2010 and training is planned to be provided to approximately additional 250 personnel between June and August 2010.</p>	<p>Service providers enabled to develop SMS.</p> <p>Service providers' safety culture enhanced</p> <p>States enabled to review and accept service providers' SMS</p> <p>Appropriately trained and qualified safety personnel available to service providers, regional organizations, COSCAPs and States.</p>	<p>December 2015</p> <p>Ongoing process expected to be achieved by December 2013</p> <p>Ongoing process to be completed by December 2015</p> <p>Ongoing process to be achieved up to 2015</p>
3.3	Development of capabilities through the provision of training to potential safety management system instructors from regulators and the industry	ACIP, as one of its objectives to enhance capacity in Africa, developed and delivered train-the-trainer courses for SSP and SMS Instructors.	<p>Two SSP/SMS train-the-trainer courses held in 2009.</p> <p>37 SSP/SMS Instructors (18 in French and 19 in English) from 18 States and the two Regional Offices trained as instructors.</p> <p>Further training for 25 SSP/SMS Instructors scheduled in 2010.</p>	<p>Self-sufficiency and self-dependency in the provision of SSP/SMS training achieved.</p> <p>States and service providers enabled to provide internal SSP and SMS courses.</p>	<p>December 2010</p> <p>Ongoing activity by States and service providers based on their needs</p> <p>Support from regional Offices required until December 2015</p>

APPENDIX B

CONTRIBUTIONS IN KIND MADE BY AFRICAN STATES IN SUPPORT OF ACIP ACTIVITIES (Updated May 2010)

Name of Seminar / Meeting / Training Course/ Workshop	Dates	Host country / Organization	Venue	No. of Participants	Estimated Cost of Hosting (USD)
1. GLOBAL AVIATION ROADMAP SEMINAR					
GASR/P Workshop/Seminar – BAG States	14 – 16 April 2008, Abuja	Nigeria	Sheraton Hotel and Towers	270 participants	\$ 36,450.00
GASR/P Workshop/Seminar –EAC States	12 – 14 August 2008, Arusha	Tanzania	Naura Springs Hotel	106 participants	\$ 17,490.00
GASR/P Workshop/Seminar – UEMOA States	11 – 13 November 2008, Ouagadougou	Burkina Faso	Azalai Hotel Independence	92 participants	\$ 65,404.00
GASR/P Workshop/Seminar – SADC States	2 – 4 December 2008, Mozambique	Mozambique	TDM Conference Center	110 participants	\$ 18,150.00
Limited-GASR/P Workshop/Seminar – SADC States	9 – 10 May 2009, Swakopmund	Namibia	Alte Brücke Resort & Conference Centre	30 participants	\$ 3,300.00
GASR/P Workshop/Seminar – CEMAC States	12 – 14 May 2009	Republic of Congo	Ministère des Affaires Etrangères	111 participants	\$ 18,315.00
GASR/P Workshop/Seminar – Other States	26 – 28 October 2009, Khartoum	Sudan	Rotana Al Salaam Hotel	115 participants	\$ 25,875.00
2. SSP/SMS TRAINING COURSES (ISM COURSES)					
ICAO SSP & SMS awareness seminar & Training Courses	23 September – 3 October 2008, Addis Ababa	Ethiopia	Sheraton Hotel for the 1st day and the rest at Hilton Hotel	112 participants	\$ 41,186.00
ICAO SSP & SMS awareness seminar & Training Courses	14 – 24 April 2009, Ouagadougou	Burkina Faso	Laico Ouaga 2000 Hotel	165 participants	\$ 27,296.00

Name of Seminar / Meeting / Training Course/ Workshop	Dates	Host country / Organization	Venue	No. of Participants	Estimated Cost of Hosting (USD)
ICAO SSP & SMS awareness seminar & Training Courses	17 – 28 August 2009, Dar-Es-Salaam	Tanzania	New Africa Hotel	155 participants	\$ 26,455.00
Train the Trainer SSP/SMS	21 – 25 September 2009, Johannesburg	South Africa	UNDP Complex	18 participants	\$ 4,950.00
Train the Trainer SSP/SMS	28 September – 2 October 2009, Mali	Bamako	Olympe Hotel	20 participants	\$ 9,453.00
ISM Course (EAC States)	8 – 19 February 2010, Nairobi	Kenya	East African School of Aviation	42 participants	\$ 25,410.00
ISM Course (BAG States)	22 February – 5 March 2010, Accra	Ghana	Ghana Civil Aviation Training Academy	40 participants	\$ 24,200.00
ISM Course (Sudan Group)	5 – 19 March 2010, Khartoum	Sudan	Rotana Al Salaam Hotel	30 participants	\$ 28,755.00
ISM Course (Northern Africa Group)	15 – 26 March 2010, Tunis	Tunisia	BARCELO – Carthage Hotel	30 participants	\$ 18,150.00
ISM Course (1st UEMOA Group)	19 – 30 April 2010, Bamako	Mali	Hotel Olympe	37 participants	\$ 31,460.00
ISM Course (Portugese Statees)	12 - 23 April 2010, Maputo	Mozambique	Escola Aeronautica	43 participants	\$ 26,015.00
ISM Course (2ndUEMOA Group)	3 - 14 May 2010, Niamey,	Niger	Ecole Africaine de la Météorologie et de l'Aviation Civile (EAMAC)	40 participants	\$ 40,758.00
ISM Course (CEMAC Group)	15 - 28 May, Pointe Noire	Congo	Atlantic Hotel	50 participants	\$ 30,250.00
3. OTHER CONFERENCES, SEMINARS AND WORKSHOPS					
Personnel Licensing and Aircraft Operations	23 – 27 March 2009, Accra	Ghana	Holiday Inn Hotel	84 participants	\$ 31,500.00
Follow-up to the First Pan-African Training Institutes Coordination Conference	4 – 5 May 2009, Johannesburg	South Africa	The Gordon Institute of Business Science	48 participants	\$ 9,870.00

Name of Seminar / Meeting / Training Course/ Workshop	Dates	Host country / Organization	Venue	No. of Participants	Estimated Cost of Hosting (USD)
Aircraft airworthiness and maintenance (AIR) seminar/workshop	29 June – 3 July 2009, Banjul	Gambia	Sheraton Hotel	29 participants	\$ 22,493.00
Organization and Management of a State's Safety Oversight System	27 – 31 July 2009, Nairobi	Kenya	East African School of Aviation	35 participants	\$ 9,625.00
Organization and Management of a State's Safety Oversight System	3 – 7 August, Dakar	Senegal	Ngor Diarma, aux Almadies	32 participants	\$ 8,800.00
Air Traffic Control Operations and Safety	10 – 13 August 2009, Dakar	ASCENA	Conference room of ASCENA	49 participants	\$ 10,780.00
ECCAIRS (European Co-ordination centre for Accident and Incident Reporting Systems)	1 – 11 September 2009, Johannesburg	South Africa	UNDP Complex	27 participants	\$ 5,150.00
ECCAIRS (European Co-ordination centre for Accident and Incident Reporting Systems)	19 - 28 May 2010, Lusaka	Zambia	Cross Lodge	33 participants	\$ 8,943.21
ICAO Aerodrome Certification Seminar/Workshop	5 – 8 October 2009, Casablanca	Morocco	Idou Anfa Hotel	86 participants	\$ 25,641.00
Aviation Medicine Seminar / Workshop	12 – 16 October 2009, Kigali	Rwanda	Top Tower Hotel	22 participants	\$ 15,220.00
Transport of Dangerous Goods by Air	10 – 13 November 2009, Kampala	Uganda	Imperial Royale Hotel	53 participants	\$ 11,660.00
First meeting of the Working Group of Training Experts (TEWG)	17 - 18 September 2009, Nairobi	AFRAA	AFRAA Offices	15 participants	\$ 1,650.00
Second meeting of the Working Group of Training Experts (TEWG)	12 – 13 November 2009, Dakar	ERNAM	ERNAM Training School	15 participants	\$ 1,650.00
Third meeting of Working Group of Training Experts (WGTE)	21 – 22 January 2010, Johannesburg	ATNS	ATNS Offices	15 Participants	\$ 1,650.00
ECCAIRS (European Co-ordination centre for Accident and Incident Reporting)	9 -16 December 2009, Libreville	Gabon	Laico Hotel	14 participants	\$ 8,400.00
Total, in kind, contribution made by African States =					\$ 692,354.21

APPENDIX C

DRAFT RESOLUTION FOR ADOPTION BY THE 37TH SESSION OF THE ASSEMBLY

Resolution 31/1: Comprehensive Regional Implementation Plan for Aviation Safety in Africa

Whereas ICAO continues to play its leadership role to reduce serious deficiencies in the Africa-Indian Ocean (AFI) Region which are detrimental to the functioning and further development of international civil aviation;

Noting that actions taken by ICAO under the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (the AFI Plan) has begun to demonstrate positive progress in enhancing aviation safety in the continent;

Recognizing that success in fully achieving the objectives of the AFI Plan mainly depends on the efforts made by the African States themselves;

Recognizing that many Contracting States in the AFI Region, despite the efforts they make, would, in the immediate future require continue technical and/or financial support from ICAO and other stakeholders to comply with the requirements of the Chicago Convention and its Annexes;

Recognizing that many African States cannot, on their own, support an effective and sustainable national safety oversight system and therefore have to be urged and supported to establish regional safety oversight organizations;

Recalling Recommendation 4/5 of the Special Africa-Indian Ocean Regional Air Navigation Meeting (SP AFI/08 RAN) on the establishment of Regional Accident Investigation Agencies alongside the development and establishment of Regional Safety Oversight Organizations, thus enabling States to meet their international obligations in the area of accident investigation by collaborating and sharing resources;

Noting that ICAO under its AFI Comprehensive Implementation Programme (ACIP) has begun to support many African States to establish a Regional Safety Oversight Organizations and Regional Accident Investigation Agencies;

Noting the recommendations of the ICAO and AFCAC joint meeting on enhancement of aviation safety in Africa held in N'djamena, Chad on 13 May 2010;

Noting that Regional Organizations initiated or established in the AFI Region will continue to require ICAO support for the near future and until they are solidly established and self-supporting;

Recognizing the benefit of continuing to coordinate, under the ICAO umbrella, activities of all stakeholders providing assistance to States in the AFI Region;

Recognizing that ICAO will require additional resources to successfully carry out the support it provides to States in the AFI Region;

Noting that strong Regional Offices would be a positive catalyst for the enhancement of aviation safety in the AFI Region;

The Assembly:

1. *Welcomes* the considerable effort made by African States and regional organizations to enhance aviation safety;
2. *Declares* that the implementation of ACIP programme activities will continue within the work programme of the African Regional Offices;
3. *Urges* the Secretary General to ensure that the African Regional Offices are provided with the required personnel and financial resources to ensure the effective continuation of the work programme initiated by ACIP;
4. *Urges* Contracting States of the AFI Region to commit to and accelerate the establishment of Regional Safety Oversight Organizations and Regional Accident Investigation Agencies, where required, and strengthen cooperation across the region in order to make the optimum use of available resources;
5. *Instructs* the Council to notify States, industry and donors of the priority projects arising from the gap analyses;
6. *Urges* States, industry and donors to implement priority projects identified by the gap analyses, performed in accordance with the Global Aviation Safety Plan (GASP);
7. *Urges* States, industry and donors to make contributions, in cash and kind, towards the implementation of the AFI Plan and *instructs* the Council to recognize all such contributions;
8. *Urges* African States, ICAO and AFCAC to jointly address deficiencies identified through the safety oversight audits and implement the recommendations made by the ICAO/AFCAC joint meeting on aviation safety in Africa;
9. *Instructs* the Council to monitor the implementation of the recommendations of the joint ICAO/AFCAC meeting on aviation safety in Africa;
10. *Instructs* the Council to ensure a stronger ICAO leadership role in coordinating activities, initiatives and implementation strategies aimed specifically at implementing priority projects to achieve sustainable improvement of flight safety in the AFI Region and to allocate resources to the relevant Regional Offices accordingly;
11. *Instructs* the Council to monitor and measure the status of implementation in the AFI Region throughout the triennium and to report to the next ordinary session of the Assembly on the progress made; and
12. *Declares* that this resolution supersedes Resolution A36-1.