



COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SAFETY IN AFRICA (AFI PLAN)

TENTH AFI PLAN STEERING COMMITTEE MEETING

Montréal, 25-26 October 2012

**Agenda Item 1: Progress Report on the implementation of the AFI
Plan since the Ninth meeting of the Steering
Committee**

(Presented by the Secretary)

EXECUTIVE SUMMARY

This paper presents information related to the implementation of the decisions of the ninth meeting of the Steering Committee of the AFI Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) which was held from 30 April to 1 May 2012.

Action: The Steering Committee is invited to:

- a) note the information contained in the paper; and
- b) provide further instructions for the continued implementation of the recommendations and conclusions of the ninth meeting of the Steering committee in line with column 6 (Actions required from the meeting) of Attachment A.

1. INTRODUCTION

1.1 During its ninth meeting, the Steering Committee reviewed the actions taken since its eighth meeting on the implementation of the AFI Plan and made additional recommendations and conclusions on activities to be undertaken for the implementation of the AFI Plan.

1.2 The Steering Committee further authorized its Chairperson to deliver an oral report to the Council on the ninth meeting of the AFI Plan Steering Committee. The Oral report was presented to the Council on 19 June 2012 which endorsed the recommendations and conclusions of the ninth meeting of the AFI Plan Steering Committee (C-DEC 196/4 refers).

1.3 This paper summarizes the progress made in the implementation of the recommendations and conclusions of the ninth meeting of the AFI Plan Steering Committee as endorsed by the Council.

2. SUMMARY OF PROGRESS APRIL – OCTOBER 2012

2.1 Progress has been made in the implementation of the AFI Plan in each of the activities identified by the ninth meeting of the AFI Plan Steering Committee.

2.2 The list of recommendations and conclusions of the ninth meeting of the AFI Plan Steering Committee is attached (**Attachment A**) along with an update on the actions undertaken so far by ICAO, their outcomes and actions required from the meeting.

2.3 The CEMAC and UEMOA Commissions were sensitized on the urgency of establishing their Regional Safety Oversight Systems on the basis of the frameworks developed by their regional experts with the assistance of AFI Plan.

2.4 With regard to the progress on the establishment of Regional safety organizations in CEMAC, a response was received (letter dated 10 August 2012) from CEMAC Director of Planning, Infrastructure and Transport, reporting that during the 11th Conference for CEMAC Heads of States, which was held on 25 July 2012 in Brazzaville, it was agreed, amongst others, to extend the invitation to those African States that are not yet members of CEMAC. It was also envisaged that a side meeting would be held with all parties concerned during the High Level AVSEC Conference in Montreal, 12 to 14 September 2012. However, CEMAC did not attend the Conference and the side meeting was not held.

2.5 The recruitment process for the BAGAIA Commissioner of Accidents has been completed and the Commissioner has been appointed.

2.6 Concerning the use of the Work Tracking System (WTS) for RSOOs, it was identified that the system requires more work to make it usable to AFI States. A project document prepared by BAGASSO had been forwarded to ANB for funding. The project proposal will be submitted to the Project review Committee with respect to its implementation.

2.7 Following the UEMOA Commission's request for ICAO's support to assist with resolving initial concerns raised by Senegal, and to carry out a study on the regional passenger service charge to finance the activities of the RSOO, the Commission in a letter originating from the Office of the President of UEMOA (27 August 2012), reported progress made in discussing issues of misunderstanding with Senegal on the adoption of the Act for the creation of the Agence Communautaire de Supervision de la Sécurité et de la Sûreté de l'Aviation Civile des Etats membres de l'UEMOA (ACSAC). TCB conducted an evaluation of the COSCAP-UEMOA and creation of the RSOO in July 2012 with the support of the WACAF office. It was recommended that the Commission convenes an extra-ordinary meeting of the COSCAP Steering Committee to be followed by a joint UEMOA/CEMAC/AAMAC meeting to address the issue of duplication and the need for complementarity.

2.8 With regard to the EAC, the AFI Plan provided support to EAC Member States and their Civil Aviation Safety and Security Oversight Agency (CASSOA) for the implementation of the regional priorities, as outlined in the LoU between ICAO and EAC. As part of the implementation of the LoU and at the request of CASSOA, a review of the organizational, legal and financial frameworks of the Organization was conducted from 10 to 27 April 2012 by an ICAO expert and the report was presented to the Board on 20 September 2012.

2.9 With regard to the SADC States, ICAO provided support to the COSCAP-SADC Institutional Working Group (IWG), which had its seventh and eight meetings (IWG/7 & IWG/8) in Gaborone, Botswana, from 13 to 17 August and from 3 to 7 September 2012 respectively. The Group reviewed and consolidated amendments related to the Draft SASO Manual, Volume 1 and 2, as part of the process for the operationalization of the SASO. The Draft SASO Charter was not endorsed by the Council of Ministers during their meeting convened in August 2012, in Maputo, Mozambique. This was not anticipated. The SADC Secretariat has recommended that the Draft SASO Charter be submitted to Attorneys General of SADC States for further review. The timeline for the completion of this process is unknown.

2.10 With regard to the Seven Partner States (Djibouti, Egypt, Eritrea, Ethiopia, Libya, Somalia and Sudan), since the review meeting held in March 2012 five States (Egypt, Eritrea, Ethiopia Somalia and Sudan) have nominated members to the High Level Review Task Force. Efforts are underway to encourage the remaining States to nominate members. The ESAF Regional office is also developing the frameworks for the establishment of the Regional Organizations (RSOO and RAIA).

2.11 A State letter was issued by the Secretary General on 15 August 2012 providing States with guidelines for membership to Regional Safety Oversight Organizations.

2.12 With regard to on-going activities related to the creation and operationalization of the Association of African Aviation Training Organizations (AATO), the Interim Council had its second meeting in Khartoum, Sudan, from 17 to 18 July 2012 where it reviewed and consolidated, amongst others, the work programme, the draft AATO Constitution and organizational structure. The meeting also developed a plan for the distribution of AATO documentation (work programme, the draft AATO Constitution and organizational structure) among all potential members and State authorities. The third meeting of the AATO Interim Council will be convened from 26-30 November 2012, where it will review and consolidate all remaining tasks, including the Draft AATO Business Plan. All consolidated documents will be circulated to AATO members for further review and for adoption by the Constitutive Assembly during its meeting planned for the first quarter of 2013.

2.13 With regard to the Regional Office Safety Teams (ROSTs), States were informed of the availability of the support from ICAO and encouraged to take advantage of the existing resources and structures. Also, ICAO Plans of Actions were presented to 12 States in ESAF and 9 in WACAF areas of accreditation. All States in ESAF have accepted the plans whereas 8 in WACAF have done so. The implementation of actions identified under the short term period has been initiated. The ICAO Plans of Actions for States are discussed in further detail in **Discussion Paper 2**.

2.14 With regard to the Work Programme 2012, the AFI Plan coordinated with the concerned bureaux at Headquarters and Regional Offices for the implementation of the activities approved by the Steering Committee during its ninth meeting and most of the activities have been completed as planned. The Work Programme for 2013 is presented in **Discussion Paper 3**.

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DISCUSSION PAPER 1 - Progress Report on the implementation of the AFI Plan since the

Tenth meeting of the Steering Committee (25-26 October 2012)

ATTACHMENT A – Implementation of the decisions of the Tenth Meeting of the Steering Committee

Issue/Subject	Actions Required*	<u>Expected deliverables</u>	<u>Actions undertaken</u>	<u>Outcomes</u>	<u>Actions Required from the meeting</u>
<u>Focus Area 1 – Enabling States to establish and maintain an effective and sustainable safety oversight system</u>					
Regional safety Oversight Organizations and Regional Accident Investigation Agencies (General)	<ul style="list-style-type: none"> 1.21 The Steering Committee requested that a State letter should be sent to African States by July 2012 encouraging States to be members of only one RSOO. However, it should also be recommended that, if it is required that certain States be members of more than one RSOO, this should be closely coordinated among the concerned States, RSOOs and the ICAO Regional Offices, in order that overlapping of functions as well as duplication of effort and wastage of resources can be avoided. 	<ul style="list-style-type: none"> AFI States sensitized on the existing groups and the support provided for their establishment and effective operation as well as the necessity to be member of only one RSOS and the potential conflicts of adhering to more than one RSOO 	<ul style="list-style-type: none"> A State letter was issued by the Secretary General on 15 August 2012 providing States with guidelines for Regional Safety Oversight Organization membership. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Note action taken.

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Issue/Subject	Actions Required*	<u>Expected deliverables</u>	<u>Actions undertaken</u>	<u>Outcomes</u>	<u>Actions Required from the meeting</u>
<p>BAG member States (Cape-Verde, Gambia, Ghana, Guinea, Liberia, Nigeria, Sierra-Leone)</p>	<ul style="list-style-type: none"> • 1.22 The Steering Committee requested that TCB and BAG Member States should facilitate the expeditious recruitment of a Commissioner of Accidents for the BAGAIA • 1.27 The meeting recommended requesting the BAG States, through the AFI Plan Secretary, to liaise with other States in the region to organize Work Tracking System(WTS) training sessions and to facilitate the use of the BAGASOO and the US tracking systems by other States across the region 	<ul style="list-style-type: none"> • BAGAIA Commissioner appointed • WTS made available to the regional safety oversight organizations 	<ul style="list-style-type: none"> • On- going Communication between TCB and BAG member States to finalize the recruitment and posting of the BAGAIA Commissioner. • WTS made available to the regional safety oversight organizations 	<ul style="list-style-type: none"> • Selection process completed and the Commissioner appointed. • The system needs more work to make it usable by AFI States. • A project document prepared by BAGASSO has been forwarded to ANB for funding. 	<ul style="list-style-type: none"> • Note action taken. • The Project proposal will be submitted to the Project review Committee on 5 October 2012. The Committee will review the Project with respect to its implementation.
<p>CEMAC member States and Sao Tome and Principe (Cameroon, Chad, Central African Republic, Congo, Equatorial Guinea, Gabon, Sao Tome & Principe)</p>	<p>1.23 The Committee requested the CEMAC Commission to report back in October 2012, on the progress achieved in establishing the safety organizations for its member States, in order that a decision could be taken at the next Steering Committee meeting on whether to continue with the project or reprioritize resources.</p>	<ul style="list-style-type: none"> • Regional Agency for Safety Oversight in Central Africa (ARSA) operationalized and Regional Accident Investigation Agency created 	<ul style="list-style-type: none"> • Communication with CEMAC Commission was sent out (letter dated 12 July 2012) to request for a report on the implementation of the ARSA and RAIO. The letter also requested for a high level meeting between ICAO and CEMAC 	<ul style="list-style-type: none"> • A response was received (letter dated 10 August 2012) from CEMAC Director of Planning, Infrastructure and Transport reporting, that during the 11th Conference for CEMAC Heads of States, held 25 July 2012 in Brazzaville, it was agreed, amongst others, to extend the invitation to those African States that are not yet members of CEMAC. 	<ul style="list-style-type: none"> • Note the progress and response from CEMAC • Note the information and provide guidance on the way forward

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				<ul style="list-style-type: none"> It was envisaged that a side meeting will be held with the parties concerned during the High Level AVSEC Conference in Montreal 12-14 September 2012. CEMAC did not attend the Conference and side meeting was not held. 	
UEMOA member States and Mauritania (Benin, Burkina Faso, Cote d'Ivoire, Guinea Bissau, Mali, Mauritania, Niger, Senegal, Togo)	<p>1.24 The Steering Committee agreed that the Secretariat should request the UEMOA Commission to advice on the follow-up action on the establishment of its safety organizations by October 2012, and provide further clarification on Senegal's reservation at the safety conference to be held in July 2012 in Abuja, Nigeria.</p>	<ul style="list-style-type: none"> Establishment of Safety Organizations for UEMOA member States - Agence Communautaire de Supervision de la Sécurité et de la Sûreté de l'Aviation Civile des Etats membres de l'UEMOA (ACSAC) 	<ul style="list-style-type: none"> Communication with UEMOA Commission to request a report on progress on the establishment of safety organizations. If required, high level meeting to be held between ICAO and UEMOA Secretariat to provide further clarification on Senegal's reservation at the safety conference to be held in July 2012 in Abuja, Nigeria. 	<ul style="list-style-type: none"> In a letter originating from the Office of the President of UEMOA (27 August 2012) the Commission reported progress made in discussing and addressing issues of misunderstanding with Senegal on the adoption of the Act for the creation of the ACSAC. TCB conducted an evaluation of the COSCAP-UEMOA and creation of the RSOO in July 2012 with the support of the WACAF office. It was recommended that the Commission convenes an extra-ordinary meeting of the COSCAP Steering Committee to be followed by a joint UEMOA/CEMAC/AAMAC meeting to address the issue of duplication and the need for complementarity. 	<ul style="list-style-type: none"> Note continuation of the project and progress made. Provide guidance on the way forward
SADC member States (Angola, Botswana, Democratic Republic)	<p>ICAO was requested to provide support to SADC States on the basis of</p>	<ul style="list-style-type: none"> Charter for SADC Aviation Safety Organization (SASO) 	<ul style="list-style-type: none"> The COSCAP-SADC Institutional Working Group (IWG) had its 	<ul style="list-style-type: none"> Consolidated amendments to Volume 1 & 2 of the Draft SASO Manual. 	<ul style="list-style-type: none"> Note continuation of the project and progress made

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of Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles South Africa, Swaziland, Tanzania, Zambia, Zimbabwe)	Council Decision 190/3 of 19 November 2012, under the COSCAP-SADC Project.	<p>approved</p> <ul style="list-style-type: none"> Operationalization of the SASO 	seventh and eighth meetings (IWG/7 & IWG/8) in Gaborone, Botswana, from 13 to 17 August and from 3 to 7 September 2012 respectively. The Group reviewed and consolidated amendments related to Volume 1 & 2 of the Draft SASO Manual,	<ul style="list-style-type: none"> The Draft SASO Charter was not endorsed by the SADC Council of Ministers during their meeting convened in August 2012, in Maputo, Mozambique. This was not anticipated. The SADC Secretariat has recommended that the Draft SASO Charter be submitted to Attorneys General of SADC States for further review. Timeline for completion of this process is unknown 	
EAC member States (Burundi, Kenya, Rwanda, Tanzania, Uganda)	<ul style="list-style-type: none"> The ESAF Regional office continued to work with the EAC Member States and their Civil Aviation Safety and Security Agency (CASSOA) for the implementation of the regional priorities in line with the LoU between ICAO and the EAC Partner States. 	<ul style="list-style-type: none"> Support provided to CASSOA for implementation of regional priorities 	<ul style="list-style-type: none"> At the request of CASSOA, a review of the organizational, legal and financial frameworks was conducted from 10 to 27 April 2012 by an ICAO expert and the report was presented to the Board on 20 September 2012 	<ul style="list-style-type: none"> ICAO to continue with its support to CASSOA 	<ul style="list-style-type: none"> Note continuation of this project and progress made
<u>Focus Area 2 – Assist States to resolve identified deficiencies within a reasonable time</u>					
Issue/Subject	Actions Required*	<u>Expected deliverables</u>	<u>Actions undertaken</u>	<u>Outcomes</u>	<u>Actions Required from the meeting</u>
Training strategies for aviation safety in Africa (SP AFI RAN Meeting Recommendation 5/8), includes harmonization and	<ul style="list-style-type: none"> 1.25 The Steering Committee agreed to the provision of support to the Interim Council to expedite the establishment and operationalization of the AATO 	<ul style="list-style-type: none"> Support provided for the implementation of the framework for the harmonization of aviation training in Africa Establishment and 	<ul style="list-style-type: none"> ESAF Regional office provided Secretariat support to the 2nd Interim Council meeting held in Khartoum, Sudan, 17-18 July 2012. Continuous support to be provided by ICAO for the 	<ul style="list-style-type: none"> Draft documents (Constitution, organizational chart, work programme) reviewed and consolidated. 	<ul style="list-style-type: none"> Note continuation of this project and progress made

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Issue/Subject	Actions Required*	<u>Expected deliverables</u>	<u>Actions undertaken</u>	<u>Outcomes</u>	<u>Actions Required from the meeting</u>
standardization of training courses and cooperation among African Aviation Training Institutes		operationalization of the AATO	remaining Interim Council meetings during the terms of its mandate.		
Tailored made ICAO Plans of actions for States under the review of MARB					
	<ul style="list-style-type: none"> 1.26 The Steering Committee requested that the Secretariat issue a State letter to encourage donors to fund projects identified through the ICAO Plans of Actions 	<ul style="list-style-type: none"> States encouraged to support AFI Plan in line with Assembly Resolution A37-7 	<ul style="list-style-type: none"> State Letter with the link to the project documents posted on SCAN for funding with a link between SCAN and the AFI-Plan website. SCAN members were informed by email where to find the projects to be funded 		<ul style="list-style-type: none"> Note Action taken
<ul style="list-style-type: none"> Implementation of ICAO Plans of Actions 	<ul style="list-style-type: none"> 2.5 The steering committee requested the Secretary General to undertake, in coordination with AFCAC and other partners and with acceptance of the States, implementation of the actions identified under the plans 2.6 In respect to the training of Government Safety Inspectors (GSI), the Steering Committee agreed that training material and instructors would be made available in the French language. It 	<ul style="list-style-type: none"> ICAO Plans of Actions presented to States and actions identified under the plans implemented in those States who have accepted them. GSI training material and instructors made available in French 	<ul style="list-style-type: none"> ICAO Plans of Actions presented to 12 States in ESAF, accepted by the 12 States, and implementation of the actions identified under the plans initiated. Plans of Actions presented to 9 States in WACAF accepted by 8 States and implementation of the actions identified under the plans initiated. Request support from donor States to avail GSI training material and instructors in French 	<ul style="list-style-type: none"> Assistance provided to States to resolve immediate safety concerns and build long-term capacities (Further details in DP2) <p style="text-align: center;">N/A</p>	<ul style="list-style-type: none"> Note progress made ICAO identified training available & conducted by ASECNA training centers with the support of ENAC (France). The training is not GSI, but similar. Morocco is adapting their inspector course to be

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	was also recommended that ICAO reach out to donor States—including the MAGREB States—to provide French speaking inspectors				<p>conducted through ICAO; the course will be available in early 2013.</p> <ul style="list-style-type: none"> • The GSI courses updated by FAA will be translated internally in ICAO; • The first GSI course in French is scheduled in November with the objective to identify new potential instructors for the course
	<ul style="list-style-type: none"> • 2.7 The Steering Committee also recommended issuing a second State letter to those States that had accepted the ICAO Plans of Actions, but which may have not responded to their implementation. The objective of this State letter would be to re-engage the States in the prompt and effective implementation of the ICAO Plans of Actions 	<ul style="list-style-type: none"> • States re-engaged in implementation of ICAO Plans of Actions 	<ul style="list-style-type: none"> • State Letter re-engaging States in implementation of ICAO Plans of Actions 	<ul style="list-style-type: none"> • State Letter Confidential – SMM45836 (dated 24 August 2012) sent out by SEC GEN. 	<ul style="list-style-type: none"> • Note action taken
Work Programme 2012					
Issue/Subject	Actions Required*	<u>Expected deliverables</u>	<u>Actions undertaken</u>	<u>Outcomes</u>	<u>Actions Required from the meeting</u>
Activities 2012	3.4 In relation to the GSI training courses, the Steering Committee noted the progress made in translating the material into French. In addition, the Steering Committee would receive	<ul style="list-style-type: none"> • GSI or equivalent training material for Government Safety Inspectors available in French 	<ul style="list-style-type: none"> • Communication to France on its proposal to provide GSI or equivalent training material in the French language for GSI 		<ul style="list-style-type: none"> • Please note the actions under item 2.6. ANB to provide update

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	feedback on France’s proposal to provide GSI or equivalent training material in the French language for Government Safety Inspectors				
	3.5 The Steering Committee also recommended that States receiving assistance under the AFI-CIS should endeavor to contribute towards the cost of the missions	<ul style="list-style-type: none"> Contribution by States to cover costs of missions 	<ul style="list-style-type: none"> Encourage States to contribute towards the cost of assistance missions 	<ul style="list-style-type: none"> Sustainable Aviation Safety programmes AFCAC letter not issued AFI CIS missions continued to be fully funded by AFCAC focusing on SSC States (Guinea / Malawi / Zambia) except for DRC where the State has requested for assistance on cost recovery basis. 	<ul style="list-style-type: none"> AFCAC to provide update WACAF to continue coordinating with AFCAC
	3.6 The meeting also agreed that Safety Oversight Organization workshops and seminars should continue to be provided and further noted the difficulty of organizing such a programme in 2012, since the work plans for both ESAF and WACAF were already full.	<ul style="list-style-type: none"> Safety Oversight Organization workshops held 	<ul style="list-style-type: none"> Safety Oversight Organization workshops deferred in the AFI Plan work programme to 2013 	<ul style="list-style-type: none"> To be included in 2013 work programme 	<ul style="list-style-type: none"> Note progress made and inclusion in 2013 work programme (see DP3)
	3.7 With respect to the Transport of Dangerous Goods training courses, the meeting noted that they are to be conducted on a cost recovery basis. The ICAO Secretary General agreed to allocate resources to fund the seminar since the subject is relevant to an adequate AOC issuance process	<ul style="list-style-type: none"> Transport of Dangerous Goods training courses held 	<ul style="list-style-type: none"> DG course successfully held in June 2012 in Banjul, Gambia 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Note update
	3.8 The Steering Committee agreed that familiarization	<ul style="list-style-type: none"> Familiarization courses on ECCAIRS 	<ul style="list-style-type: none"> Finalize internal arrangements (instructors, 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Note Survey report presented in DP3

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	<p>courses on ECCAIRS and on safety management responsibilities for Africa would be considered after analyzing the survey questionnaires on the impact of training activities. The meeting agreed that until then requests for courses on ECCAIRS and safety management responsibilities would be planned and delivered on request from States on cost recovery basis, except when requested as part of the ICAO Action Plans to assist States (ROST) and in support to RSOOs in the development of their respective Regional Safety Plan.</p>	<p>on safety management responsibilities held on request</p>	<p>material) to be able to respond to States' requests for familiarization courses on ECCAIRS and on safety management responsibilities training courses</p>		<ul style="list-style-type: none"> • Coordination to be undertaken between HQ and Regional offices upon ECCAIRS training request by States

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