



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

ELEVENTH AFI PLAN STEERING COMMITTEE MEETING

Montréal, 13-14 March 2013

Agenda Item 1: Progress Report on the implementation of the AFI Plan since the tenth meeting of the Steering Committee and status of implementation of the Work Programme for 2013.

(Presented by the Secretary)

EXECUTIVE SUMMARY

This paper presents information related to the implementation of the decisions of the tenth meeting of the Steering Committee of the AFI Plan which was held from 25 to 26 October 2012 and status of implementation of the work programme for 2013.

Action: The Steering Committee is invited to:

- a) note the information contained in the paper;
- b) provide further instructions for the continued implementation of the recommendations and conclusions of the tenth meeting of the Steering committee in line with Column 5 (Actions required from the meeting) of Attachment A; and
- c) provide further instructions for the continued implementation of the work programme for 2013 in line with Column 5 (Actions required from the meeting) of Attachment B.

1. INTRODUCTION

1.1 During its tenth meeting, the Steering Committee reviewed the actions taken since its ninth 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 and the work programme for 2013.

1.2 The Steering Committee further authorized its Chairperson to deliver an oral report to the ICAO Council on the tenth meeting of the AFI Plan Steering Committee. The Oral report was presented to the ICAO Council on 13 November 2012 which endorsed the recommendations and conclusions of the tenth meeting of the AFI Plan Steering Committee and the work programme for 2013 (C-DEC 197/7 refers Subject No.14).

1.3 This paper summarizes the progress made in the implementation of the recommendations and conclusions of the tenth meeting of the AFI Plan Steering Committee and work programme for 2013 as endorsed by the ICAO Council.

2. SUMMARY OF PROGRESS: OCTOBER 2012 – MARCH 2013

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

2.2 The list of recommendations and conclusions of the tenth meeting of the AFI Plan Steering Committee are attached (**Attachment A**) along with an update on the actions undertaken so far, their outcomes and actions required from the meeting, in addition to the approved work programme for 2013, are attached (**Attachment B**).

2.3 The secretariat identified States that belonged to more than one Regional Safety Oversight Organisation (RSOO) and submitted the names of these States to the Coordinator of the African Group in the ICAO Council on 7th February 2013. The State in ESAF is, The United Republic of Tanzania and in WACAF are Benin, Burkina Faso, Cameroon, Central African Rep., Congo, Côte D'Ivoire, Chad, Dem. Republic of Congo, Equatorial Guinea, Gabon, Guinea Bissau, Mali,- Islamic Rep. of Mauritania, Niger, Sao Tome and Principe, Senegal and Togo. In the case of the latter the situation arises from overlaps between AAMAC, CEMAC and UEMOA RSOOs.

2.4 The work tracking system, which was identified as a priority of African States required funding to support further developments of the project into an internet based system. ICAO requested Safe Skies for Africa (SSFA) to consider funding the project however initial indication is that SSFA Africa is not in a position to fund the project.

2.5 As agreed, the EU assistance projects are to be implemented through EASA in the establishment of the CEMAC RSOO and coordination is to be done with ICAO Regional Offices. A Joint ICAO / AFCAC meeting was held with the Delegation from EASA on 24 January 2013 at the WACAF Office and a list of projects including RSOOs and AFI-CIS that require possible funding were presented to the EASA Delegation. A similar meeting was held on 21 February 2013 at the ESAF Regional office and discussions were held on possible support to the improvement of Aviation Safety in Africa.

2.6 ICAO has written to the African Development Bank requesting they identify projects proposed in the ICAO Safety Collaborative Assistance Network (SCAN), which were derived from the ICAO Plans of Action.

2.7 With regard to the progress on the establishment of Regional Safety Oversight Organizations in UEMOA, a study funded by the African Development Bank, on charges for a Regional Safety and Security agency was undertaken by IATA in December 2012. The study draft report was circulated to States and partners including ICAO by UEMOA on 13 February for validation at a workshop held in Ouagadougou from 19 to 21 February 2013. The WACAF office was represented at the workshop.

2.8 Since the creation of CEMAC RSOO in July 2012, the Council of Ministers have recently appointed a Director General on 17 November 2012. A CEMAC mission to ICAO Headquarters to discuss the winding up of COSCAP-CEMAC has been scheduled for the second week of March 2013.

2.9 In the case of BAGASOO, ICAO/TCB participated in the 8th BAGASOO Board of Directors Meeting, in Accra, (6-7 Dec 2012) at which revision of the Management Service Agreement (MSA) with ICAO and extension of the scope of BAGASOO mandate to include ANS and AVSEC were considered. The inclusion of ANS and AVSEC was put on hold by the Board of Directors to be discussed in March 2013 during the Air Transport Conference or in September during the 38th General Assembly.

2.10 Support was provided to the CASSOA 6th SSP/SMS Working Group (WG) charged with the implementation of the Regional Safety Plan for the Partner States. The WG identified five high level categories of occurrences to be used to develop the Regional Acceptable Level of Safety Performance (ALoSP) and agreed to adopt a 25% reduction as a regional ALoSP by the end of 2013.

2.11 The ESAF Regional office is coordinating the activities related to the establishment of the Regional Safety Oversight Organization and Accident Investigation Agency in the Seven Partner States. Data has been collected through questionnaires for the development of the organizational, financial and legal frameworks. It is envisioned that the frameworks will be presented to the High Level Review Task Force in the second quarter of 2013.

2.12 Continuous coordination of activities during the planning stage is undertaken between AFCAC and ICAO with designated focal points identified in both organizations. This includes the sharing of mission reports. In addition, AFCAC sent out a circular letter to States that have so far received assistance missions and implored on the need to establish Working Groups for adequate follow-ups and implementation of the recommendations.

2.13 To ensure timely implementation of the Abuja High-Level safety targets, a review mechanism (matrix) was developed by ICAO and shared with AFCAC. The same methodology has been adopted by AFCAC for follow up and monitoring. As part of the vigorous pursuit to ensure implementation of the Abuja High-Level safety targets, AFCAC is presenting working papers at various forums and meetings to sensitize states on the implementation of the safety targets with the associated timelines.

2.14 Support was provided to the Association of Africa Training Organization (AATO) Interim Council (IC) meetings. The AATO IC has realized the consolidation of the constitution, developed a three year strategic plan, first year business plan and an AATO procedure manual to assist the Council once elected. The Constitutive assembly is scheduled for 12 – 14 April 2013.

2.15 In the area of training, the Aviation Safety Training unit has recommended changes to the approved training program in the following areas:-

- i. Government Safety Inspectors Course in Airworthiness and Operations (French) – The courses are to be conducted in English, with English course material and English/French speaking instructors to facilitate interpretation and translation.
- ii. Aerodrome Inspectors Course (English and French) – The course is under review and the English course should not be published until the fourth quarter in 2013 and with respect to the French Course in 2014. After review, the course will be in three parts Aerodrome Design, Aerodrome Inspector and Aerodrome Certification Courses
- iii. ECCAIRS – AST is developing a training programme and training plan for the AFI-CIS inspectors on ECCAIRS and is envisaged to be finalized by 15 March 2013.

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

11TH STEERING COMMITTEE

Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
SC 10 RECOMMENDATIONS AND CONCLUSIONS	1.20 The Steering Committee agreed that the African Group, supported by the ICAO Secretariat, would identify States that are members or requesting to be members of more than one RSOO and develop a strategy to raise awareness and to sensitize the identified States to the policy that ICAO developed on this matter. (FA 1)	States will be members of only one RSOO as per ICAO policy and guidelines	The secretariat identified the following States that belong to more than one RSOO in:- ESAF one State The United Republic of Tanzania WACAF 17 States Benin, Burkina Faso, Cameroon, Central African Rep. Congo, Côte D'Ivoire, Chad, Dem. Republic Of Congo, Equatorial Guinea, Gabon, Guinea Bissau, Mali, Islamic Rep. of Mauritania, Niger, Sao Tome & Principe, Senegal, and Togo. The list of States was sent to the Coordinator of the African Group on ICAO Council on 7 Feb 2013.	To note action taken Consider a strategy to build awareness on multiple memberships of RSOOs in States Concerned.
	1.21 The meeting concluded that the development and long-term implementation of a work tracking system for safety oversight activities in African States was a priority and noted that the US DOT would look into possible funding to support the further development of the project into an internet-based system. (FA 1)	Implementation of WTS in African States	Initial feedback received from SSFA indicates funds are not available to support the WTS project.	Meeting to take note of update and provide further guidance on next steps

*The Paragraph number in column 2 refers to the report of the Tenth meeting of the AFI Plan Steering Committee

Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
	<p>1.22 The Steering Committee agreed that the EU assistance projects to be implemented through EASA in the establishment of an RSOO in the CEMAC as well as assistance to be delivered in Africa would be developed and implemented in coordination with the ICAO Regional Offices, in order to avoid duplication of efforts and wastage of resources. (FA 1)</p>	<p>Establishment of an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation Agency for the CEMAC States and Sao Tome and Principe.</p>	<p>A Joint (ICAO / AFCAC) meeting was held with the Delegation from EASA on 24/01/2013 at the WACAF Office. A list of projects including RSOOs and AFI CIS was presented for possible funding by EASA.</p> <p>A similar meeting was held on 21 February 2013 at the ESAF Regional office and discussions were held on possible support to the improvement of Aviation Safety in Africa.</p>	<p>To note action taken</p>
	<p>1.23 It was recommended that projects to be financed through the ADB would be closely coordinated with relevant stakeholders and ICAO. (FA 1)</p>	<p>Establishment of RSOOs (CEMAC and UEMOA)</p>	<p>No feedback received from ADB or CEMAC on projects.</p> <p>UEMOA studies funded by ADB and conducted by IATA in Dec 2012 on charges for a Regional Safety and Security Agency. The Consultant visited WACAF office for discussions on 20 - 21 Dec 2012. The draft study report was circulated by UEMOA on 13 Feb and a validation workshop attended by member States and ICAO WACAF office was held in Ouagadougou from 19 to 21 February 2013.</p> <p>A letter was sent on 01 Feb 2013 to AfDB to identify ICAO proposed projects on SCAN website.</p>	<p>To take note of progress and on-going activities.</p>
	<p>1.24 The Steering Committee recommended to redirect the resources allocated for the establishment of the regional organizations for CEMAC, UEMOA and SADC regions to the implementation of the ICAO Plans of Action until member States from each region agree on a way forward to establish an RSOO and RAIA. (FA 1)</p>	<p>Follow up on developments related to the establishment of CEMAC, UEMOA and SADC RSOO</p>	<p>CEMAC - WACAF office continues to focus on implementation of Plans of Action and assistance to States through ROST. Contact with CEMAC is maintained for updates on progress with their initiatives.</p> <p>UEMOA - WACAF office continues to focus on implementation of Plans of Action and assistance to States through ROST. Contact with UEMOA is maintained for updates on progress with their initiatives.</p>	<p>Meeting to take note of limited progress.</p> <p>Meeting to take note of limited progress.</p>

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			In COSCAP-SADC the ESAF office has kept in touch with the project which has been developing additional SADC Generic Procedures, Advisories & Regulations that are reviewed by the Flight Safety Working Group (FSWG). In addition, monthly reports are submitted by COSCAP-SADC on developments relating to the Charter and establishment of the SASO.	Meeting to note action taken.
	1.25 The Steering Committee further recommended harmonizing the transformation processes of COSCAPs into RSOOs in the region, including the documentation developed to support the transition of COSCAP-CEMAC and COSCAP-UEMOA into RSOOs. (FA 1)	Establish an effective and sustainable Regional Safety Oversight Organization (RSOO) and an independent Regional Accident Investigation Agency CEMAC and UEMOA.	As a way forward is yet to be agreed to by CEMAC and or UEMOA States, WACAF activities for the establishment of RSOOs in these regions is on hold as per SC Decision 1.24 above. Having created an RSOO in July 2012, the CEMAC Council of Ministers appointed its Director General on 17 Nov 2012. A CEMAC mission to ICAO HQ (TCB) in relation to the winding up of COSCAP-CEMAC was planned for end Jan 2013 but was postponed to second week of March 2013.	Meeting to note development and provide further guidance on next steps.
	1.26 The meeting recommended that the Regional Office in Dakar continue to coordinate with AFCAC on the AFI-CIS programme. (FA 2)	Coordinated activities between the State's, AFI-CIS and ICAO	Continuous coordination of activities between AFCAC and ICAO is taking place with designated focal points identified in both organizations.	Meeting is requested to note on-going coordination.
	1.27 The meeting recommended ICAO to train the AFCAC staff to deliver ECCAIRS training courses in Africa. (FA 2)	Trained AFCAC staff to deliver ECCAIRS in AFI	AST to develop a work plan & identify instructors by 15 March 2013	Meeting is requested to note action taken.
	2.10 The Steering Committee noted the progress made in the AFI-CIS programme and recommended that, for the continuation of the programme, AFCAC should plan for the annual allocation of funding. AFCAC further confirmed that this action had already been taken for the upcoming year. States should also be encouraged to contribute towards the cost of the missions. (FA 2)	Continuation of AFI-CIS programme in 2013	2013 Funding has been allocated and necessary resources will be made available for the full implementation of the AFI-CIS programme as planned. Article 6 of the AFI-CIS MOU clearly states the responsibility of States on funding of AFI-CIS Missions. The 'NO' response from States and the need to meet Safety Targets set have necessitated AFCAC funding of the Missions with its limited resources. Only one State,	Meeting is requested to note action taken.

Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
			<p>DRC, has funded a mission to date.</p> <p>However in sending the Missions, AFCAC continues to emphasize to the State the need to fund or part fund the Missions.</p>	
	<p>2.11 The meeting agreed that the AFI-CIS programme should be closely coordinated with ICAO, RSOOs and COSCAPs to promote exchanges on work carried out with the aim of facilitating the activities and to align the ICVM schedules and other audits planned in the AFI region, in order for States to prepare for monitoring activities and to follow up with necessary corrective action to address their safety deficiencies, especially SSCs. (FA 2)</p>	<p>Coordination of assistance activities to States by AFI-CIS, ICAO and RSOOs</p>	<p>AFI-CIS has conducted joint missions with BAGASOO and COSCAP- SADC.</p> <p>Subsequently, joint COSCAP-UEMOA and EAC-CASSOA missions will be explored with the relevant States in the RSOO receiving assistance missions.</p>	<p>Meeting is requested to note action taken.</p>
	<p>2.12 The Steering Committee recommended that the development of the GSI training courses in the French language be accelerated to foster availability of additional French-speaking inspectors in the region and that at least two AFI-CIS training courses be conducted in 2013. (FA 2)</p>	<p>Delivery of Inspector training courses in both English and French in AFI</p>	<p>GSI French courses are still under development in AIR, OPS. AST has recommended that courses be delivered in English, with English course material and English/French speaking instructors to facilitate interpretation and translation.</p>	<p>The meeting is requested to take note of limited progress and provide further guidance on next steps.</p>
	<p>2.13 The meeting recommended that ICAO continue to provide technical assistance for the preparation of the programme of AFI-CIS Missions for 2013. (FA 2)</p>	<p>Support and coordinate activities on AFI-CIS</p>	<p>On-going coordination of technical assistance between AFCAC/ICAO and the States is undertaken during the planning of AFI-CIS missions.</p>	<p>Meeting is requested to note on-going coordination.</p>
	<p>2.14 The Steering Committee urged that States endeavor to contribute towards the cost of the missions and recommended that States establish a working group to monitor the implementation of AFI-CIS recommendations and to provide timely feedback on the missions conducted. (FA 2)</p>	<p>Establishment of a monitoring and feedback process</p>	<p>States are requested to cover the cost of missions. At the time of writing the only mission undertaken that was funded by the State is to DRC.</p> <p>AFCAC has sent out a circular letter to States that have so far received assistance missions and implored on the need to establish Working Groups for adequate follow-ups and implementation of the recommendations made by AFI-CIS Inspectors.</p>	<p>Meeting is requested to note action taken.</p>

Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
	<p>2.15 The meeting noted with satisfaction that the ICAO Plans of Action have contributed to the prompt resolution of SSCs and the continuous implementation of corrective action plans, and it further recommended that the Regional Offices take proactive actions to incorporate the aviation safety targets adopted during the Ministerial Conference held in Abuja, Nigeria into the ICAO Plans of Action. (FA 2)</p>	<p>Alignment of ICAO Plan of Actions with Abuja declaration</p>	<p>In WACAF, out of the 10 previously accepted Plans of Action 3 (Benin, Sao Tome, Liberia) have accepted aligned versions and 3 new Plans (Chad, Guinea, Guinea Bissau) under preparation for realignment with the Abuja declaration and inclusion of the high level safety targets while in ESAF, Botswana's Plan of action was realigned, submitted and subsequently accepted by the State on 30 January 2013.</p>	<p>Note action taken and work in-progress.</p>
	<p>2.16 The meeting recommended that AFCAC in coordination with ICAO engage Djibouti to establish a close and effective communication with ICAO in order to address its safety deficiencies. (FA 2)</p>	<p>Acceptance of revised ICAO Plan of Action by Djibouti and intervention measures initiated</p>	<p>A revised Plan of action was presented and accepted by the Minister responsible for Transport on 13 November 2012 and a ROST mission initiated in January 2013 in the areas of OPS, AIR and PEL.</p> <p>A joint Mission with AFCAC was planned by ICAO to present the revised plan of Action but due to logistical problems only ICAO made the Mission. Other joint Missions will be planned well in advance.</p> <p>There will be an AFI-CIS Mission to Djibouti in 2013 after coordinating with ESAF office.</p>	<p>Note action taken and on-going interventions.</p>
	<p>3.5 The Steering Committee agreed to consider the realignment of the AFI Plan with the aviation safety targets and timelines adopted during the Ministerial Conference, as well as expanding the scope of the Plan to include other technical areas such as Aerodromes and Air Navigation Services. (FA 2)</p>	<p>Indicated in 4.7</p>	<p>See 2.15 and 4.6,</p>	<p>Indicated in 4.7</p>

Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
	<p>3.6 The meeting recommended that a joint review mechanism be established by AFCAC and ICAO to monitor the implementation of the safety targets and adherence to the applicable timelines, which range from 2013 to 2017, and report the outcomes to the Steering Committee. (FA 2)</p>	<p>Timely implementation of the Abuja declaration</p>	<p>A review mechanism (matrix) was developed by ICAO and shared with AFCAC. The same methodology has been adopted by AFCAC for follow up and monitoring.</p>	<p>Meeting requested to note action taken.</p>
	<p>3.7 The meeting urged African States, ICAO, AFCAC, African Airlines Association (AFRAA), IATA, RECs and other stakeholders to vigorously pursue the implementation of the adopted Safety Targets in conformity with the set timelines and identified strategies. (FA 2)</p>	<p>Timely implementation of the Abuja declaration</p>	<p>At the 15th Meeting of the AFCAC Technical Committee (1-2 November, 2012) a Working Paper was presented urging African States, ICAO, AFCAC, AFRAA, IATA, RECs and other stakeholders to vigorously pursue the implementation of the proposed Safety Targets in conformity with the set time lines and identified strategies.</p> <p>AFCAC will also present a Working Paper at the 23rd AFCAC PLENARY SESSION in Accra, Ghana, 2-5 April, 2013 to sensitize States on the implementation of the adopted Safety Targets in conformity with the set timelines and identified strategies.</p>	<p>Meeting requested to note actions taken.</p>
	<p>4.6 Considering the key role played by the AFI Plan in the enhancement of aviation safety in Africa, including ROST missions conducted in preparation for ICVMs while supporting States in addressing SSCs and safety deficiencies, the Steering Committee noted that the AFI Plan is expected to continue pursuing its objective of assisting States in achieving maturity level 3 of an effective implementation of a safety oversight system by 2015 as recommend by the AFI RAN meeting and endorsed by the 37th Session of the ICAO Assembly. It was further noted that the safety targets adopted during the Ministerial Conference held in Abuja, interpreted - maturity level 3 of an effective implementation of a safety oversight systeml as 60 per cent of the effective implementation score of ICAO's USOAP results and established 2017 as the timeline by which all African States will achieve this objective.</p>	<p>Alignment of AFI Plan activities with Abuja declaration</p> <p>Achieve 60% effective implementation</p>	<p>ESAF and WACAF 2013 work programmes include ROST intervention missions in all disciplines.</p>	<p>Done</p>

Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
	<p>4.7 The Steering Committee further recommended that the AFI Plan should be aligned with the Declaration and safety targets agreed during the Ministerial Conference held in Abuja, Nigeria, which applicable timelines range from 2013 to 2017. Therefore, the meeting recommended that while maintaining the primary focus on the technical areas of Personnel Licensing, Aircraft Operations and Airworthiness, the scope of the AFI Plan and its Programme of Activities for 2013 and beyond should be revised to include the technical areas of Air Navigation Services, Aerodromes and Accident Investigation. The revised Program of Activities for 2013 is presented in Attachment B.</p>	<p>Expansion of AFI Plan scope to include all audit areas.</p>	<p>In addition to OPS, AIR and PEL, additional ROST missions in ANS and AGA are undertaken by WACAF and AGA, CNS, ATM and MET in ESAF which are integrated into the work programmes of the two Regional offices.</p> <p>Aligning of the Plans of Action with the Abuja declaration and safety targets is ongoing.</p>	<p>Note the ongoing action.</p>
	<p>4.8 The Steering Committee requested that the ICAO Secretariat propose a budget to achieve the recommendations referred in paragraphs 4.6 and 4.7 above and that the ICAO Secretary General allocate adequate resources to meet the AFI Plan Programme for the next triennium (2014-2016).</p>	<p>Continuation of AFI Plan to 2017</p>	<p>Proposal submitted</p>	<p>Await the outcome of the budget process.</p>

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

11TH STEERING COMMITTEE

STATUS OF IMPLEMENTATION OF THE WORK PROGRAMME 2013				
Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
BAG member States (Cape-Verde, Gambia, Ghana, Guinea, Liberia, Nigeria, Sierra-Leone) (FA 1)	Establish an effective and sustainable Regional Safety Oversight Organization (BAGASOO) and Regional Accident Investigation Agency (BAGAIA) for the BAG States.	Support to BAGASOO to continue in 2013 to ensure sustainability.	<p>ICAO/TCB participated in the 8th BAGASOO Board of Directors Meeting, in Accra, (6-7 Dec 2012) at which revision of the Management Service Agreement (MSA) with ICAO and extension of the scope of BAGASOO mandate to include ANS and AVSEC were considered.</p> <p>The inclusion of ANS and AVSEC was put on hold by the Board of Directors at the last meeting held in December 2012. Further discussions are to take place in March during the Air Transport Conference or in September during the General Assembly.</p>	The meeting to take note of reported progress and on-going activities.

STATUS OF IMPLEMENTATION OF THE WORK PROGRAMME 2013				
Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
		Further support required to ensure the actual establishment of BAGAIA	The appointed BAGAIA Commissioner, deployed since August 2012, has fielded an inception mission to Cape Verde as the host of BAGAIA.	The meeting to take note of reported progress and on-going activities.
East Africa Community (EAC) Civil Aviation Safety and Security Oversight Agency (CASSOA) Partner States (Burundi, Kenya, Rwanda, Uganda, Tanzania) (FA 1)	Strengthen the existing EAC Civil Aviation Safety and Security Oversight Agency (CASSOA).	Support CASSOA in the implementation of the States Safety Programme in line with the implementation plan adopted in 2011.	Support was provided to the 6 th SSP/SMS Working Group (WG) implementing the Regional Safety plan. The WG identified five high level categories of occurrences to be used to develop the regional Acceptable Level of Safety Performance (ALoSP) and agreed to adopt a 25% reduction as a regional ALoSP by the end of 2013.	Note on-going support provided
	Establish an EAC Regional Accident Investigation Agency (EAC-RAIA).	Upon request, support to realize the effective establishment of EAC-RAIA.	EAC has not requested for support on the establishment of an EAC-RAIA.	Note

STATUS OF IMPLEMENTATION OF THE WORK PROGRAMME 2013				
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SEVEN Partners States (Djibouti, Egypt, Eritrea, Ethiopia, Libya, Somalia and Sudan) (FA 1)	Establish an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation Agency for the Seven Partners States.	Follow-up and support the establishment of the Regional Safety Oversight Organization and Accident Investigation Agency.	Data was collected through a questionnaire for the development of the organizational, financial and legal frameworks. The frameworks are under development and it is envisioned that the frameworks will be presented to the High Level Review Task Force by the beginning of the second quarter 2013.	Note progress.
Training strategies for aviation safety in Africa (SP AFI RAN Meeting Recommendation 5/8), includes harmonization and standardization of training courses and cooperation among African Aviation Training Institutes (FA 2)	<p>Constitutive Assembly of the African Aviation Training Association and African Aviation Training Accreditation Board.</p> <p>Follow-up with the newly created bodies the implementation of the Regional training policy and framework for the designation of centers of excellence.</p> <p>Seek long-term partnerships to accompany the efforts.</p>	Support the AATO interim council and provide secretariat functions until establishment.	<p>Support was provided to the interim council meetings which realized the consolidation of the constitution, development of the strategic plan, business plan and a procedure manual to assist the substantive council once elected.</p> <p>The Constitutive assembly is scheduled for 12 – 14 April 2013.</p>	<p>The meeting is requested to note the progress made.</p> <p>It is requested that support be given to the council once established especially through funding and donor support at the initial stage.</p>
Provide direct support to African States in their effort to resolve identified deficiencies (FA 2)	Assist States in implementing their corrective action plans.	<p>Continue implementation through ROST the activities under the short term period of the action plan to resolve SSCs.</p> <p>Support the interventions under AFI-CIS and other partners.</p>	Presented in Discussion Paper 2	Meeting is requested to note

STATUS OF IMPLEMENTATION OF THE WORK PROGRAMME 2013				
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		<p>Coordinate with the States the building of safety oversight capacities in line with the near term period of the ICAO Plan of Action.</p> <p>Continue to provide assistance through ROSTs and lower the LEIs in line with the High-Level Safety Targets of the Abuja Ministerial Conference.</p> <p>Provide assistance to States to enable them obtain certification of their international airports in line with the High-Level Safety Targets of the Abuja Ministerial Conference.</p>		
Government Safety Inspectors (GSI) training courses (FA 2)	<p>Provide the Airworthiness and Operations GSI courses in English and French.</p> <p>Provide Personnel Licensing GSI courses.</p> <p>Provide Aerodrome Inspectors training courses.</p>	<p>1 GSI Operations Course (English).</p> <p>1 GSI Operations Course (French).</p> <p>1 GSI Airworthiness Course (English).</p> <p>1 GSI Airworthiness Course (French).</p> <p>1 Aerodrome Inspectors Course (English).</p>	<p>The harmonized work programme 2013 was coordinated with all stakeholders in December 2012.</p> <p>Subsequently the following amendments have been made by AST:-</p> <ul style="list-style-type: none"> ➤ GSI AIR and OPS French course – Course to be conducted in English with English material but with English/French speaking instructors to provide translation. AST has 	<p>Meeting is requested to take note of</p> <ul style="list-style-type: none"> ➤ the recommended delivery of the GSI AIR and GSI OPS French courses; ➤ Recommended change of 2013 work programme with respect to aerodromes inspector course and additional aerodrome inspector courses under

STATUS OF IMPLEMENTATION OF THE WORK PROGRAMME 2013				
Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
		<p>1 Aerodrome Inspectors Course (French).</p> <p>2 GSI PEL Courses (with the support of U.S. Safe Skies for Africa).</p> <p>1 Bilingual State Safety Oversight Organization Course.</p>	<p>recommended the French course not to be published.</p> <p>➤ Aerodromes inspectors' course in English and French: - course is under review and the English course should not be published until Q4 in 2013 and French Course in 2014. In 2014 the course will be in three parts:-</p> <ul style="list-style-type: none"> • Aerodrome Design, • Aerodrome Inspectors • Aerodrome Certification Courses <p>In addition, AST is coordinating with the U.S. Safe Skies for Africa (SSFA) in regards to the delivery of the GSI PEL courses</p>	development.
Seminars, workshops and safety related training courses other than GSI, SSP and SMS (FA 2)	<p>To develop African capabilities in safety-related areas of the air transport system, including areas such as:</p> <ul style="list-style-type: none"> • Accident and incident investigation; • Safe Transport of dangerous goods by air; • ECCAIRS; • Aviation Medicine. 	<p>One Accident and Incident (AIG) investigation workshop.</p> <p>One Safe Transport of dangerous goods by air.</p> <p>One Aviation Medicine workshop.</p> <p>ECCAIRS on request from States and on-cost recovery basis.</p>	<p>The harmonized work programme 2013 was coordinated with all stakeholders</p> <p>➤ AIG Workshops: - AST will coordinate with SSFA and AIG section.</p> <p>➤ Dangerous Goods: - AST has recommended the Dangerous Goods course be downgraded and provided as a workshop with no exam or</p>	<p>Meeting is requested to take note of</p> <p>➤ Coordination between AST and SSFA</p> <p>➤ AST recommendation to downgrade DGR course to a workshop</p> <p>➤ AST development of a training programme and training plan for AFI-CIS</p>

STATUS OF IMPLEMENTATION OF THE WORK PROGRAMME 2013				
Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
			<p>no selection of participants.</p> <p>➤ ECCAIRS training: - AST is developing a training programme, and training plan for AFI-CIS inspectors.</p>	inspectors in ECCAIRS
<p>Conduct Safety Management Systems courses (service providers as well as instructors) (FA 3)</p> <p>Support the development of service providers SMS (FA 3)</p>	Enable aviation service providers to develop and implement their respective Safety Management Systems (SMS).	On request from States or as detailed in the ICAO Plan of Action, provide appropriate training and participate in regional safety initiatives as may be required.	At the time of writing no requests had been submitted by States or Service providers for an SSP/SMS.	Meeting is requested to take note.
