



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

TWELFTH AFI PLAN STEERING COMMITTEE MEETING

Montréal, 14 November 2013

Agenda Item 1: Progress Report on the implementation of the AFI Plan since the eleventh 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 recommendations and conclusions of the eleventh AFI Plan Steering Committee meeting which was held from 13 to 14 March 2013 in Montreal, Canada and on the 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 eleventh 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).

1. INTRODUCTION

1.1 During its eleventh meeting, the Steering Committee reviewed the actions taken since its tenth 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 Since an informal briefing of the Council on the AFI Plan progress was scheduled on 15 March 2013, the Steering Committee recommended that the Chairman need not present an Oral Report to the 199th Session of the Council on the outcomes of the 11th meeting of the AFI Plan Steering Committee.

1.3 The informal briefing to the ICAO Council on the AFI Plan progress was conducted on 15 March 2013.

1.4 This paper summarizes the progress made in the implementation of the recommendations and conclusions of the eleventh meeting of the AFI Plan Steering Committee and work programme for 2013.

2. SUMMARY OF PROGRESS: MARCH 2013 – OCTOBER 2013

2.1 An update on the actions undertaken so far on the list of recommendations and conclusions of the 11th AFI-Plan Steering Committee, their outcomes and actions required from the meeting, in addition to the approved work programme for 2013 are contained in **Attachment A**.

2.2 Following the identification of States belonging to more than one Regional Safety Oversight Organisations (RSOOs), the Secretariat shared the information with the African Civil Aviation Commission (AFCAC). This prompted AFCAC to consult and coordinate with the Coordinator of the African Group in the ICAO Council on strategies to undertake to encourage the States to limit their membership to one RSOO.

2.3 The Secretariat coordinated with AFCAC and the Executive Director of the Banjul Accord Group Safety Oversight Organization (BAGASOO) to define the criteria for the confidentiality and security of the WTS particularly for the protection of data based on a common acceptable standard. It was recommended that access to data should be controlled through the use of user name and password. Coordination with the various entities is ongoing with regards to the interoperability and compatibility of the WTS and SOFIA systems.

2.4 With regards to assistance projects being funded by financial institutions, ICAO has written to the African Development Bank (AfDB) requesting them to support projects identified on the ICAO Safety Collaborative Assistance Network (SCAN), which were derived from the ICAO Plans of Action. A Memorandum of Understanding (MoU) between AfDB and ICAO is currently under development. A similar letter was sent to the World Bank reflecting the same.

2.5 In the case of the transformation of COSCAP-UEMOA into an RSOO, a meeting attended by all the stakeholders namely AAMAC, CEEAC, CEMAC and UEMOA was held from 12 to 13 August 2013 in Cotonou, Benin. During the meeting, consideration was given for the possibility of immediately separating the functions of the different RSOOs and in the long term establishing one RSOO for the above Regional Economic Communities. A draft MoU was finalized at a side meeting held during the 38th ICAO Assembly and submitted to the Presidents of AAMAC, UEMOA and CEMAC for validation and signature prior to the 12th AFI Plan Steering Committee.

2.6 In COSCAP-SADC, the Committee of Ministers responsible for Transport and Meteorology held a meeting from 14 to 16 October 2013. During the meeting a decision was reached requiring the SADC Secretariat and COSCAP-SADC to establish interim arrangements for the continuation of the SADC Aviation Safety Organization (SASO) beyond the life of the COSCAP-SADC Project. The interim arrangements will see the signing of a MoU between SADC Secretariat and the SASO host member State to be used as a legal instrument to establish the SASO and recruit an interim SASO Executive Director including the supporting staff.

2.7 AFCAC, ESAF and WACAF Regional Offices continuously coordinate activities with regards to the AFI-CIS programme through the designated focal points. States have been requested to fund the AFI-CIS missions and establish working groups to implement the recommendations emanating from the assistance missions. By October 2013, four States namely Democratic Republic of Congo, Guinea, Gabon and Zambia had established the working groups. In 2013, AFI-CIS missions including follow up missions were conducted or are scheduled by the end of the year for the following States: Congo, Democratic Republic of Congo, Guinea, Guinea-Bissau and Lesotho. Further details are presented in Discussion Paper 3.

2.8 The Association of African Aviation Training Organization (AATO) held its constitutive assembly from 10 to 12 April 2013 where the Constitution establishing AATO was signed by the members. As per the constitution and the guidelines approved by the Assembly, a twelve-member Council was duly elected which in turn appointed a President, Vice President and a Secretariat to run the business of the Council. The new Council has since held two meetings which focused on implementing the actions identified in the Strategic and Business plans developed by the Interim Council.

2.9 In the area of training, the Aviation Safety Training unit has undertaken the following actions:-

- a) Inspector training course in French: - In April 2013, one GSI AIR French course was delivered in Dakar, Senegal using English material and bilingual instructors.

Morocco, in coordination with AST, is developing Inspector course material for OPS and AIR in French and it is expected that the course material will be available in 2014 after undergoing validation by AST.

- b) Courses and Workshops: - the following activities have been rescheduled to 2014 due to schedule constraints of resource persons, Aircraft Accident Investigation workshop, Aviation Medicine workshop and Dangerous Goods.

- c) ECCAIRS Courses: - A comprehensive training programme was developed and coordinated between the focal points appointed at ICAO HQ, ESAF, WACAF Regional Offices and AFCAC. An invitation letter was sent out by AFCAC requesting States to nominate potential ECCAIRS technical and end-user course instructors. As recommended by the 11th Steering Committee, the Secretary of the AFI Plan and AFCAC prepared the cost of conducting the course.

In July 2013, after coordination with AFCAC, the Secretary of AFI Plan presented budget estimates for consideration by D/ANB. Two scenarios were presented:

1. Scenario 1 - ICAO undertakes only the cost of the training of instructors at a cost amounting to \$186,784; and
2. Scenario 2 – ICAO undertakes the cost of the training instructors and the trainees (potential instructors) at a cost of \$512,914.

In August 2013, due to budgetary constraints, AST was requested to review the ECCAIRS training plan, including the development of e-learning modules, which is currently underway.

2.10 The Secretariat presented a paper to the 23rd AFCAC Plenary held in April 2013 on the support provided by the AFI Plan, through ROST missions. The presentation covered progress achieved in assisting States to resolve SSCs including improvement of their Effective Implementation of the eight critical elements of the State Safety Oversight System through the implementation of the ICAO SARPs.

2.11 A high level briefing was held on 23rd September 2013 in Montreal, Canada on achievements of AFI Plan since inception and benefits for the continuation of the programme in the next triennium were outlined. It was attended by Ministers responsible for Aviation, Directors General of Civil Aviation and representatives of relevant international and regional organizations.

2.12 A working paper (A38/67) was presented to the 38th Session of the ICAO Assembly on the Progress on the implementation of the AFI Plan, with a draft Resolution. The ICAO Assembly approved the continuation of the AFI Plan for the next triennium (2014-2016), and adopted the proposed Resolution. This Resolution which supersedes Resolution A37-7 is contained as **Attachment B** to this paper.

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DP/01 ATTACHMENT A: Progress Report on the implementation of the AFI Plan since the eleventh meeting of the Steering Committee and status of the implementation of the Work Programme 2013

PROGRESS REPORT ON THE IMPLEMENTATION OF THE AFI PLAN SINCE 11TH STEERING COMMITTEE MEETING				
Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
SC 11 RECOMMENDATIONS AND CONCLUSIONS	1.27 In relation to the RSOO membership, AFCAC to continue sensitizing States to belong to only one RSOO.	States will be members of only one RSOO as per ICAO policy and guidelines	ICAO shared the analysis with AFCAC of States belonging to more than one RSOO. AFCAC has continued to sensitizing States belonging to more than one RSOO through a circular letter on 12 June 2013 and during its meetings.	To note action taken on continued sensitization to States.
	1.28 The Secretariat in coordination with AFCAC to define criteria for data confidentiality and security as well as the interoperability of both systems. In order to further progress this initiative, the Steering Committee requested the U.S. and EASA to determine and inform the meeting about the compatibility of the systems.	Data Confidentiality and Security will be maintained during the usage of WTS and/or SOFIA including interoperability and compatibility.	Coordination has taken place between BAGASOO and the Secretariat to define the criteria for data confidentiality and security. A common standard for the protection of data, through access control of username and password was accepted. Coordination is ongoing between ICAO, USA and EASA on the interoperability and compatibility of both systems.	Meeting to take note of progress and on-going coordination activities.

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

PROGRESS REPORT ON THE IMPLEMENTATION OF THE AFI PLAN SINCE 11TH STEERING COMMITTEE MEETING

Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
	<p>1.29 AFCAC to re-encourage the Af/DB to engage on the coordination of projects and request feedback on assistance projects being funded by this financial institution</p>	<p>Af/DB to support projects posted on the Safety Collaborative Assistance Network (SCAN) website, especially those associated with the ICAO Plans of Action.</p>	<p>A letter to Af/DB was sent by the ICAO Secretary General on 9th September 2013 recommending active participation of Af/DB as an aviation safety partner in the Steering committee and to engage in the assistance programmes posted on SCAN.</p> <p>A Memorandum of Understanding (MoU) between Af/DB and ICAO is being developed in order to build a close partnership.</p> <p>AFCAC will send a letter to Af/DB requesting for their re-engagement on the same basis of the letter sent by ICAO.</p>	<p>Meeting to take note of progress.</p>
	<p>1.30 The meeting noted the limited progress achieved and maintained its recommendation to redirect the resources considered for the establishment of the RSOOs for CEMAC, UEMOA and SADC to the implementation of the ICAO Plans of Action, until a way forward on their establishment is agreed by the States from each region.</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 ICAO Plans of Action and assistance to States through ROST.</p> <p>Director General of CEMAC RSOO (ASSA-AC) has been appointed and assumed functions. The recruitment for other senior positions is on-going under a MSA with TCB and is expected to be finalized at the meeting of the Council of Ministers in Nov 2013.</p> <p>UEMOA - WACAF office continues to focus on implementation of ICAO Plans of Action and assistance to States through ROST.</p> <p>In April 2013, COSCAP-UEMOA Steering Committee reviewed the recommendations of the ICAO evaluation report which were subsequently adopted and approved with budgetary allocation for transition of the COSCAP to an RSOO.</p> <p>UEMOA Ministers met in July 2013 and adopted the instrument for the establishment of the RSOO which is now before the Heads of States for approval.</p>	<p>Meeting to take note of progress.</p> <p>Meeting to take note of progress.</p>

PROGRESS REPORT ON THE IMPLEMENTATION OF THE AFI PLAN SINCE 11TH STEERING COMMITTEE MEETING

Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
	<p>The meeting also recommended that AFCAC in coordination with the African Group continue sensitizing States on the need to define a way forward for the establishment of RSOOs and RAIAs in their regions.</p>		<p>In COSCAP-SADC, the Committee of Ministers responsible for Transport and Meteorology held a meeting from 14 to 16 October 2013.</p> <p>During the meeting a decision was reached requiring the SADC Secretariat and COSCAP-SADC to establish interim arrangements for the continuation of the SADC Aviation Safety Organization (SASO) beyond the life of the COSCAP-SADC Project.</p> <p>The interim arrangements will see the signing of a MoU between SADC Secretariat and the SASO host member State to be used as a legal instrument to establish the SASO and recruit an interim SASO Executive Director including the supporting staff.</p>	<p>Meeting is requested to note the progress made towards the operationalization of SASO and agree on the renewed engagement of the SASO by AFI Plan.</p>
	<p>1.31 In relation to the transformation of COSCAP-UEMOA into an RSOO, the meeting concluded that RD/WACAF would organize a meeting or devise an alternative means to bring all stakeholders together to differentiate the activities conducted by the new UEMOA RSOO and AAMAC.</p> <p>In addition, the meeting suggested that each AAMAC member State should nominate ANS inspectors to develop the pool of experts of the organization.</p>	<p>Establishment and transformation of COSCAP-UEMOA into an RSOO.</p>	<p>In addition to the Circular letter sent out on 12 June 2013, refer to item 1.27 above, AFCAC is coordinating with the Coordinator of the African Group on the ICAO Council.</p> <p>During the 12-13 August 2013 meeting held in Cotonou, Benin, with all the stakeholders (AAMAC, CEEAC, CEMAC and UEMOA) to consider the consolidation of all the above Regional Economic Communities (RECs) into a single RSOO.</p> <p>Subsequently, a teleconference among all parties was held on 5 September 2013. An agreement was reached in principle to implement R&C 1.31 on the separation of functions between organizations and be formalized in a tripartite MoU.</p>	<p>Meeting is requested to note on-going coordination activities.</p>

PROGRESS REPORT ON THE IMPLEMENTATION OF THE AFI PLAN SINCE 11TH STEERING COMMITTEE MEETING

Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
			<p>A draft MoU was reviewed and finalized at the 38th ICAO Assembly and has been submitted to the Presidents of AAMAC, UEMOA and CEMAC for validation and signature prior to the 12th AFI Plan SC meeting.</p> <p>With regards to the nomination of ANS experts, discussions are still ongoing on the development of pool of Inspectors by AAMAC.</p>	
	<p>1.32 The meeting noted and agreed to continue the good coordination established between the RO/WACAF and AFCAC on the AFI-CIS programme which is being conducted through designated focal points identified by both parties.</p>	<p>Coordinated activities between the States, AFI-CIS and AFCAC.</p>	<p>There is continual coordination between AFCAC, ESAF RO and WACAF RO through the designated focal points on AFI-CIS programme activities. Such coordination has contributed towards the effective management of the Programme.</p>	<p>Meeting is requested to note action taken.</p>
	<p>1.33 In relation to the continuation of the AFI-CIS programme, it was recommended that AFCAC continue to sensitize States to contribute towards the funding of AFI-CIS missions and the establishment of monitoring working groups for the implementation of recommendations.</p>	<p>Continuation of AFI-CIS programme through an established monitoring and feedback process.</p>	<p>Article 6 of the AFI-CIS MoU clearly states the responsibility of States on funding of AFI-CIS Missions.</p> <p>AFCAC will continue to emphasize to the States, the need to fund the cost of AFI-CIS Missions. Some States have indicated their willingness to fund the Missions as per the MoU.</p> <p>With regards to the establishment of the working groups for the follow-up & implementation of the recommendations by AFI-CIS inspectors, AFCAC has sent out a circular letter to States that have received assistance missions requesting for the formation of the working groups.</p> <p>Out of the six States that have received assistance missions four States have established working groups namely DRC, Guinea, Gabon and Zambia.</p>	<p>Meeting is requested to note action taken.</p>

PROGRESS REPORT ON THE IMPLEMENTATION OF THE AFI PLAN SINCE 11TH STEERING COMMITTEE MEETING

Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
			Preliminary discussions were held between AFCAC and ICAO to explore the possibility of ICAO to allocate some funds to AFCAC AFI-CIS programme and/or to send a letter requesting recipient States to earmark contributions to the SAFE for AFI-CIS missions	
	1.34 In relation to the matrix developed by ICAO to monitor the implementation of the Abuja safety targets, the Steering Committee recommended that it be provided to AFCAC to populate and start monitoring the targets.	Timely implementation of the Abuja declaration	The matrix was submitted to AFCAC to populate and monitor the implementation of the Abuja high level safety targets. Subsequently, AFCAC sent out requests for submission of information and data to States, AFRAA, ACI-Africa, IATA and ICAO HQ. It was further agreed, between AFCAC and ICAO that both organizations will coordinate the use of the dashboard developed at ICAO HQs instead of the matrix.	Meeting is requested to note action taken.
	1.35 In relation to the alignment and expansion of the AFI Plan with the Abuja Declaration and safety targets, the meeting agreed that its expansion would lead to including the technical areas of ANS, AGA and AIG while maintaining the primary focus on the areas of PEL, OPS and AIR.	Expansion of AFI Plan scope to include all audit areas.	The 2013 work programme incorporated all technical audit areas during assistance missions undertaken by the Regional Office Safety Teams (ROSTs).	Meeting is requested to note action taken and also requested to note that ANS was not included in the Abuja safety targets.
	1.36 With regard to the continuation of the AFI Plan for the next triennium (2014-2016), the meeting noted that a proposed budget was submitted to implement the recommendations referred in section 1.14, so that the Secretary General could allocate adequate resources to carry out the AFI Plan Work Programme for the next triennium.	Continuation of AFI Plan activities for the next triennium (2014-2016).	A budget request for the next triennium was submitted and approved by the Council. ANB has further recommended that ISD should develop, in coordination with TCB, a Fund raising plan for SAFE including the AFI-Plan.	Meeting is requested to note action taken.
	1.37 With regard to the harmonization and standardization of training courses in Africa and the support provided to the AATO, the Steering Committee recommended identifying funding mechanisms and supporting the efforts once the	Support and funding mechanisms to AATO.	The constitutive assembly was held from 10 to 12 April 2013 where the Constitution establishing AATO was signed by the members. As per the constitution and the guidelines approved by the Assembly, a	Meeting is requested to note action taken and provide guidance on mechanisms to fund AATO

PROGRESS REPORT ON THE IMPLEMENTATION OF THE AFI PLAN SINCE 11TH STEERING COMMITTEE MEETING

Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
	<p>AATO's Council is established.</p>		<p>twelve-member council was duly elected which in turn appointed a President, Vice President and a Secretariat to undertake the work of the Council.</p> <p>The new Council has since held two meetings which have focused on implementing the action identified in the Strategic and Business plans developed by the Interim Council.</p>	
	<p>1.38 In relation to the Government Safety Inspector (GSI) courses, the meeting agreed with the Secretariat's short-term proposal and recommended conducting the GSI OPS and AIR courses by bilingual instructors with English material.</p> <p>Further, the meeting recommended ICAO HQs, ROs and contributors to this initiative develop a long-term strategy to deliver GSI courses in French. The target set by the Steering Committee was to deliver French train-the-trainer courses in 2014 and that trainers should be from within Africa.</p> <p>It was also agreed that all training efforts conducted in 2013 should include OJT for trainers, so that by 2014 there is no need to train instructors but only to deliver training to end-users.</p>	<p>Delivery of Inspector training courses in French in AFI.</p>	<p>Regarding GSI French course, one GSI AIR was conducted in Dakar Senegal using English material and bilingual instructors.</p> <p>A working group is being established under NGAP Competencies to establish a set of Standardized tasks that will ensure parity of outcome of training of Aviation Safety Inspectors (in any language and by any States). As for the French Course material, Morocco is working on the development of French courses. The French course materials are expected to be available in the second quarter of 2104 after undergoing validation by AST.</p> <p>In addition, France DGCA informed ICAO that they are working on an Inspectors Airworthiness Course in French language which will be available in 2014. EAMAC has confirmed that they have French aerodrome and air navigation services courses for inspectors that will be evaluated by ICAO for revision and updates.</p> <p>With regards to OJT being undertaken during courses, two instructors were qualified during the GSI AIR French course held in Dakar in April 2013 and three instructors were qualified during the State Safety Oversight Organization course, held in May 2013 in Nairobi, Kenya.</p> <p>The principle of taking opportunities of Train-The-Trainers in any training event is applied uniformly at every training opportunity.</p>	<p>Meeting is requested to note action taken on the development of French course material.</p>

PROGRESS REPORT ON THE IMPLEMENTATION OF THE AFI PLAN SINCE 11TH STEERING COMMITTEE MEETING

Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
	<p>1.39 With regards to the GSI PEL courses, the meeting noted and supported that AST coordinates with SSFA and relevant ICAO Sections.</p>	<p>Delivery of GSI PEL Course.</p>	<p>During the 11th Steering Committee meeting, SSFA advised that due to budgetary restrictions they were unable to provide any additional PEL training.</p> <p>A GSI PEL course is to be conducted at EASA Nairobi, Kenya from 27 November to 19 December 2013.</p>	<p>Meeting is to take note of delivery of the course</p>
	<p>1.40 The meeting noted and supported that AST and Safe Skies for Africa (SSFA) coordinate a work programme for 2013 in order to deliver AIG workshops in Africa.</p>	<p>Delivery of AIG Workshop</p>	<p>Due to schedule constraints of resource persons, the AIG workshop is scheduled for 2014.</p>	<p>Meeting is requested to note the scheduling of the AIG workshop in the 2014 work programme presented under Agenda item 4.</p>
	<p>1.41 In relation to the Dangerous Goods (DG) training and in order to address the high failure rate, the meeting recommended a careful selection of potential candidates and reviewing the existing material, and proposed to look into the possibility of delivering a seminar or workshop on Dangerous Goods in order to raise awareness and then proceed with the course.</p>	<p>Delivery of DG Course/Seminar/Workshop.</p>	<p>Due to schedule constraints of resource persons, the DGR workshop is scheduled for 2014.</p>	<p>Meeting is requested to note the scheduling of the DGR workshop in the 2014 work programme presented under Agenda item 4.</p>
	<p>1.42 In continuation of the ECCAIRS training, the Steering Committee recommended that a comprehensive training programme proposal be further developed and agreed by AST, the Secretary of the AFI Plan and AFCAC in order to allow the Secretary General to allocate the necessary funds for its implementation. It was further concluded that the ROs and AFCAC would jointly nominate a project coordinator to progress this initiative.</p>	<p>Delivery of ECCAIRS Train-the-trainer</p>	<p>A comprehensive training programme was developed and coordinated between the focal points appointed on 23rd May 2013 in ICAO Headquarters, ICAO Regional Offices and AFCAC. An invitation letter was sent out by AFCAC requesting States to nominate potential ECCAIRS technical and end-user course instructors.</p>	<p>Meeting is requested to note action taken.</p>

PROGRESS REPORT ON THE IMPLEMENTATION OF THE AFI PLAN SINCE 11TH STEERING COMMITTEE MEETING

Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
			<p>In July 2013, after coordination with AFCAC, the Secretary of AFI Plan presented budget estimates for consideration based on the training programme. Two scenarios were presented:</p> <ol style="list-style-type: none"> 1. Scenario 1 - ICAO undertakes only the cost of the training instructors at a cost amounting to \$186,784; and 2. Scenario 2 – ICAO undertakes the cost of the training instructors and the trainees (potential instructors) at a cost of \$ 512,914. <p>In August 2013, due to budgetary constraints, AST was requested to review the ECCAIRS training plan, including the development of e-learning modules, which is currently underway.</p>	
	<p>2.12 The Steering Committee recommended that RDs and AFCAC present a working paper on the support provided and the progress achieved by States in resolving their SSCs to the AFCAC Plenary and a progress report to the ICAO Assembly.</p>	<p>Increased awareness to CAA on support provided and progress of resolving SSC.</p>	<p>A paper and presentation was delivered by the Regional Directors at the 23rd AFCAC Plenary held in Accra from 2 to 5 April 2013.</p> <p>Assembly working paper A38-WP/67 on the Progress on Implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) was presented to the 38th Session of the ICAO Assembly. The Assembly approved the continuation of the AFI Plan for the next triennium (2014-2016).</p> <p>The paper contained a resolution in the Appendix to supersede the Resolution A37-7, which is presented as Attachment B to this discussion paper.</p>	<p>Meeting is requested to note action taken.</p>

PROGRESS REPORT ON THE IMPLEMENTATION OF THE AFI PLAN SINCE 11TH STEERING COMMITTEE MEETING

Subject	Actions Required	Expected Deliverables	Action undertaken	Action required from the meeting
	<p>2.14 The meeting suggested asking the AfDB to formalize a relationship with ICAO by signing a MoU with TCB that will benefit ICAO Member States in Africa.</p>	<p>Implementation of assistance projects in Africa and improvement of aviation safety.</p>	<p>Refer to R&C 1.29 above</p>	<p>Refer to R&C 1.29 above</p>
	<p>2.15 The meeting recommended sending a letter to the World Bank and other financial institutions encouraging them to engage in the work and inviting them to participate in meetings of the AFI Plan.</p>	<p>Implementation of assistance projects in Africa and improvement of aviation safety.</p>	<p>A letter to the World Bank was sent by ICAO Secretary General on 9 Sept 2013 recommending active participation by World Bank as an aviation safety partner and to engage in the assistance programmes posted on SCAN.</p> <p>The meeting on Safety Partnership held on 22 September 2013, at the side line of the 38th ICAO Assembly, was used as well to promote the AFI assistance projects posted on SCAN.</p>	<p>Meeting is requested to note action taken.</p>
	<p>3.2 The Secretariat in coordination with the Chairperson review, if appropriate, present the amendments to Assembly Resolution 37-7 for Council's consideration during its 199th session.</p>	<p>Timely implementation of Abuja targets and alignment of Assembly Resolution 37-7</p>	<p>Resulting from the informal briefing to the 198th ICAO Council Session in addition to coordination between the Chairperson and the Secretariat it was deemed not necessary to present to the 199th session of the ICAO Council the amendments of A37-7.</p>	<p>Meeting is requested to note action taken.</p>
	<p>3.4.2 Conduct an informal briefing for African Ministers, tentatively for 23rd September 2013, in preparation for the 38th Assembly.</p>	<p>Informal briefing to African Ministers on achievements of AFI Plan since inception and benefits for the continuation of the programme in the next triennium.</p>	<p>A high-level Ministerial briefing was held on 23rd September 2013 attended by over 200 participants, including Ministers responsible for Aviation, Directors General of Civil Aviation and representatives of relevant international and regional organizations.</p>	<p>Meeting is requested to note action taken.</p>

STATUS OF IMPLEMENTATION OF THE WORK PROGRAMME 2013				
Activity	Objective	Expected Deliverables	Action undertaken	Action required from the meeting
SEVEN Partners States (Djibouti, Egypt, Eritrea, Ethiopia, Libya, Somalia and Sudan)	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.	Presented in Discussion Paper 2	
Provide direct support to African States in their effort to resolve identified deficiencies	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> <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</p>	Presented in Discussion Paper 3	

STATUS OF IMPLEMENTATION OF THE WORK PROGRAMME 2013				
Activity	Objective	Expected Deliverables	Action undertaken	Action required from the meeting
		certification of their international airports in line with the High-Level Safety Targets of the Abuja Ministerial Conference.		
Government Safety Inspectors (GSI) training courses	<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 GSI PEL Courses (with the support of U.S. Safe Skies for Africa).</p> <p>1 Bilingual State Safety Oversight Organization Course.</p>	<p>EASA, Nairobi, Kenya 5-22 November 2013</p> <p>Not held and postpone to 2014</p> <p>ATNS, Johannesburg, South Africa, 18 November - 4 December 2013</p> <p>Dakar, Senegal, 10-26 April 2013</p> <p>EASA, Nairobi, Kenya, 27 November – 19 December 2013</p> <p>Nairobi, Kenya, 20-22 May 2013</p>	Meeting is requested to note courses held and that Aerodrome courses are still under development to be rolled out in 2014.
Seminars, workshops and safety related training courses other than GSI, SSP and SMS	<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>	All the listed workshops/seminars have been rescheduled to 2014 due to schedule constraints of resource persons.	Meeting is requested to take note of rescheduling of the workshops/seminars under work programme 2013.

STATUS OF IMPLEMENTATION OF THE WORK PROGRAMME 2013				
Activity	Objective	Expected Deliverables	Action undertaken	Action required from the meeting
		One Aviation Medicine workshop.		
Conduct Safety Management Systems courses (service providers as well as instructors) Support the development of service providers SMS	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.	SMS Course material is under review to reflect Annex 19 and 3 rd edition Doc 9859. It is envisaged that the course material will be available in early 2014.	Meeting is requested to take note.

-END-



DP/01 Attachment B: A38/... 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) have begun to demonstrate positive progress in enhancing aviation safety in the continent;

Noting with satisfaction the significant progress made by several African States in improving their level of Safety Oversight;

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 continued 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 is supporting many African States to establish Regional Safety Oversight Organizations and Regional Accident Investigation Agencies;

Noting the Abuja Declaration on Aviation Safety in Africa adopted during the Ministerial Conference on Aviation Safety held in Abuja in July 2012;

Noting the aviation safety targets adopted during the Ministerial Conference on Aviation Safety held in Abuja in July 2012 and endorsed by the Assembly of the African Union in January 2013;

Noting the ICAO Plans of Action developed for some Contracting States will serve as a platform to provide, in coordination with other stakeholders, direct assistance in resolving their Significant Safety Concerns (SSCs) as well as other major safety deficiencies.

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; and

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) *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 undertaken by the AFI Plan;
- 3) *Urges* Contracting States of the AFI region that accepted the ICAO Plan of Action, to commit to achieve the objectives set forth in the Plan, through the resolution of major safety-related deficiencies, including the significant safety concerns (SSCs).
- 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) *Urges* Contracting States of the AFI Region to refrain from duplication of services in joining more than one RSOO;
- 6) *Urges* Contracting States of the AFI Region to ensure the implementation of the recommendations of the AFI Planning and Implementation Regional Group (APIRG) and the Regional Aviation Safety Group (RASG-AFI) Meetings;
- 7) *Urges* States, industry and donors to support the implementation of priority activities identified by APIRG and RASG-AFI;
- 8) *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;
- 9) *Urges* African States, ICAO and AFCAC to jointly address identified safety deficiencies
- 10) *Instructs* the Council to monitor the achievement of the aviation safety target established by the Ministerial Conference on Aviation Safety held in Abuja in July 2012;
- 11) *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;
- 12) *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
- 13) *Declares* that this resolution supersedes Resolution A37-7.