



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

FIFTEENTH AFI PLAN STEERING COMMITTEE MEETING

(Maputo, Mozambique, 19 May 2015)

**Agenda Item 3: Status of Implementation of the ICAO Plans of Action
for States under the review of MARB including priority
States.**

(Presented by AFI Plan Secretariat)

EXECUTIVE SUMMARY

This paper presents information related to the progress made in implementing the ICAO Plans of Action for assisting States under the review of the Monitoring and Assistance Review Board (MARB) including priority States.

Action: The Steering Committee is invited to:

- a) note the information contained in the paper and its attachment;
- b) note progress made in the implementation of the ICAO Plans of Action; and
- c) provide further guidance and instruction for the effective implementation of the ICAO Plans of Action in line with proposals in column 8 (Action required from the meeting) of **Attachment A**.

1. INTRODUCTION

1.1 The Steering Committee, at its 14th meeting, was provided with information on the development and implementation status of the ICAO Plans of Action.

1.2 As required in the ICAO Plans of Action, collaboration between ICAO and AFCAC on the implementation of the AFI Cooperative Inspectorate Scheme (AFI-CIS) to provide assistance to African States for addressing safety deficiencies identified through the ICAO Universal Safety Oversight Audit Programme (USOAP) is ongoing. Since the last SC meeting two additional countries Tanzania and Burundi signed the AFI CIS MOU thus increasing the total number of signatories to the AFCAC AFI-CIS MOU to 36.

1.3 This Discussion Paper highlights the progress further made since the 14th AFI Plan Steering committee meeting in the development, presentation, acceptance and implementation of the ICAO Plans of Action for States under the review of the MARB, including priority States. The paper also highlights the USOAP Continuous Monitoring Approach (CMA) activities, including Comprehensive System Approach (CSA) audits and ICAO Coordinated Validation Missions (ICVMs) that have already taken place or are planned for the year 2015.

2. SUMMARY OF PROGRESS: OCTOBER 2014 – MAY 2015

2.1 To date, thirty-one (31) ICAO Plans of Action are being implemented in as many States (i.e. 13 ESAF States and 18 WACAF States). The new ICAO Plans of Action developed for Senegal was accepted by the State on 3 April 2015. The update on the status of implementation of this and other ICAO Plans of Action is provided in **Attachment A** to this Discussion Paper.

2.2 The Regional Office Safety Teams (ROSTs) have been active in assisting States in the implementation of their Corrective Action Plans (CAPs) prepared in response to deficiencies identified by ICAO USOAP Audits.

2.3 Most of the ICAO Plans of Action now have the Abuja Safety Targets incorporated in them and for those States whose implementation timelines have elapsed, revised Plans were developed, presented and accepted. The two Regional Offices (WACAF and ESAF) met in December 2014 and developed a strategy aimed at meeting the annual goals set by the 14th Steering Committee meeting for 2015, in relation to EI improvement, resolution of SSCs and implementation of the AFI Plan training plan. Whereas since the AFI Plan SC/14 meeting of October 2014, a number of States such as Benin, Mali, Niger etc have shown progress in improving their EI levels as determined through off-site validation exercises, the status of SSCs remains unchanged. The latter group of States being still the same, viz: Angola, Djibouti, Eritrea, Malawi, Sierra Leone and Botswana.

2.4 ICAO Technical Cooperation Bureau (TCB) assistance projects identified in various phases of the Plans, have been initiated, implemented, or are currently under consideration in the following States: Angola, Central African Republic, Chad, Comoros, Congo, Djibouti, DRC, Equatorial Guinea, Eritrea, Gabon, Mauritania, Mozambique, Niger, Rwanda, Senegal, Sierra Leone, Swaziland and Uganda. In the case of Burundi, CASSOA, the East African Community RSOO, has been engaged in providing assistance to the State. In Malawi and Zambia, EU/EASA assistance projects have been on-going in addition to assistance to some of the Central African States. The African Development Bank (AfDB) has also been assisting Sao Tome and Principe in capacity building, while Botswana had previously engaged assistance from the UK CAA and is currently receiving support from private consultants.

2.5 As of 30 April 2015, the following States have outstanding SSCs in the ESAF region: Angola, Botswana, Djibouti, Eritrea and Malawi. In spite of the efforts by the Regional Office, Djibouti, Eritrea, Malawi and Lesotho continue to register minimal progress in the implementation of the accepted ICAO Plans of Action and in updating progress in the implementation of their Corrective Action Plans (CAPs) on the USOAP CMA Online Framework (OLF), as required. All these States have missed the timelines in implementing the ICAO Plans of Action and consequently revised Plans were submitted and accepted by the same States. The ESAF Office has maintained continuous engagement with the concerned States in terms of monitoring progress achieved as well as providing appropriate assistance.

2.6 In the WACAF region, Sierra Leone is the only remaining State with an identified SSC and there have been on-going efforts to remotely assist the State to resolve the SSC in a timely manner

despite the current travel restrictions due to the EBOLA outbreak. The main outstanding action for the resolution of Sierra Leone's PEL SSC is the conducting of on-site OJT to complete the qualification and licensing process for the new Air Traffic Controllers. A significant number of WACAF States have been actively updating their implementation progress on the CMA/OLF following working visits to the Regional office viz: Burkina Faso, Cameroun, Congo, Equatorial Guinea, Gabon, Guinea Bissau, Niger and Senegal. Off-site validations have subsequently been conducted by CMO and have shown some improvements in EI levels for some of these States.

2.7 The USOAP activity plan released by CMO on 15 January 2015 has identified priority States tentatively scheduled for a USOAP activity; an Audit, ICVM and/or Off-site Validation in 2015 as follows: ESAF States: Comoros, Ethiopia, Mauritius, Somalia*, South Sudan, Swaziland, Zimbabwe* and WACAF States: Central African Republic*, Chad, Congo, Equatorial Guinea, Ghana*, Guinea-Bissau*, Liberia, Nigeria, and Senegal*.

2.8 The Regional Offices have been conducting ROST missions to assist and provide guidance to States scheduled for USOAP activities as well as to implement the 2015 work program designed to meet the annual goals set by 14th AFI Plan SC meeting.

-END-¹

*States identified for a potential ICVM or Audit but not necessarily in 2015



DP 05 ATTACHMENT A: Status of Development, Revision, Presentation and Implementation of the ICAO Plans of Action for States under the review of MARB including priority States

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
1.	Angola	<p>Presented: 6 Feb 2012</p> <p>Accepted: 16 Feb 2012</p>	<ul style="list-style-type: none"> ▪ AIR/OPS: 21-25 May 2012 ▪ CNS: 25-29 Sept 2012 ▪ CNS: 15 - 19 Oct 2012 ▪ AIR/OPS: 15-24 Oct 2012 ▪ ATM: 3-7 June 2013 ▪ AGA: 26-28 June 2013 ▪ CAPSCA: 27-28 Mar 2014 (cost-recovery) ▪ AGA: 4-6 Nov 2014 	<p>MoU signed:</p> <p><i>NIL</i></p> <p>Missions conducted:</p> <p><i>NIL</i></p>	<ul style="list-style-type: none"> ▪ A TCB project, in the area of AGA and ANS was implemented between November 2011 and April 2012. ▪ State contracted external consultants in the areas of AIR, OPS and PEL. 	<ul style="list-style-type: none"> ▪ Primary aviation legislation enacted. ▪ Specific operating regulations promulgated. ▪ Qualified and trained inspectors recruited. ▪ TGMs developed and implementation on-going. ▪ An ICVM initially scheduled for 3-7 Dec 2012 was cancelled at the request of the State. ▪ SSC NOT resolved (identified in 2007). ▪ EI=35%.(Off site validation 3 March 2015). ▪ ICAO Plan of Action timelines lapsed with little progress in achieving the set targets. 	<ul style="list-style-type: none"> ▪ Urge the State to: <ol style="list-style-type: none"> 1) Implement USOAP CAP with high priority given to the SSC related PQs. 2) Continue to update OLF. 3) Accept CMA activities, as planned. ▪ Provide guidance to the AFI Plan Secretariat, as the ICAO Plan of Action timelines lapsed.

¹**ICAO Plans of Action:** Developed by ICAO and presented to the States to assist in resolving safety deficiencies. Revised due to lapse of time without achieving the milestones and targets as well as the need to incorporate the Abuja safety targets.

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
2.	Benin (WACAF Priority State for 60% EI)	<p>Presented: 19-21 Dec 2011</p> <p>Accepted: 1 Mar 2012</p> <p>Revised Plan Accepted: 28 Dec 2012</p>	<ul style="list-style-type: none"> ▪ MET/AGA: 31 Oct – 4 Nov 2011 ▪ MET: 22 – 26 Apr 2013 ▪ MET/AIR 16 – 18 Mar 2015 	<p>MoU signed:</p> <p><i>NIL</i></p> <p>Missions conducted:</p> <p><i>NIL</i></p>	<ul style="list-style-type: none"> ▪ No TCB Project. ▪ Benin is a member of the COSCAP UEMOA. 	<ul style="list-style-type: none"> ▪ Off-site validation 4 to 30 November 2014: EI: 50.92%. ▪ ICVM conducted 7 to 10 April 2015. ▪ ICAO Plan of Action revised to incorporate Abuja safety targets and ICVM outcome, and accepted. ▪ Cost recovery ECCAIRS Course conducted by ANB & WACAF Office in Cotonou 7 - 16 Nov 2012. ▪ Development of Aerodrome certification regulations and procedures, 90% completed. ▪ Technical library established. ▪ Preparation & publication of ANS regulations, procedures & inspection manuals implemented 90%. ▪ Appropriate air operator certification and Aircraft registration systems developed. ▪ Off-site validation conducted in Nov. 2014, the State currently has EI of 50.92%. ▪ USOAP CMA Integrated Validation Activity (IVA) Information Collection mission conducted during 6-10 April 2015. 	<ul style="list-style-type: none"> ▪ Note progress made and follow-up plans. ▪ To encourage State to sign the AFI CIS MOU and take advantage of the expertise available under the scheme. ▪ To encourage State to request for an off-site Monitoring Activity (validation) ▪ To further encourage the State to take appropriate steps towards improvement of its safety oversight system before requesting for another off-site monitoring activity.

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
3.	Botswana	<p>Presented: 1 Mar 2012</p> <p>Accepted: 27 Mar 2012</p> <p>Revised Plan Accepted: 30 Jan 2013</p>	<ul style="list-style-type: none"> ▪ SMS/SSP: 14-25 May 2012 ▪ CNS: 18-22 June 2012 ▪ AIR/OPS: 2-6 July 2012 ▪ AIR/ATM: 21 – 25 Jan 2013 ▪ AGA/CNS: 11-15 Feb 2013 ▪ AIR/OPS: 23-27 June 2014 	<p>MoU signed: <i>11 Apr 2011</i></p> <p>Missions conducted: <i>NIL</i></p>	<ul style="list-style-type: none"> ▪ Technical assistance has been provided by United Kingdom Civil Aviation Authority International (UK CAA) in the areas of AIR, AGA, ANS, OPS and PEL. ▪ Assistance by PMCA, an external consultant, is on-going. ▪ Botswana is a member of the COSCAP SADC 	<ul style="list-style-type: none"> ▪ Primary aviation legislation enacted. ▪ Specific operating regulations promulgated. ▪ Qualified and trained inspectors recruited but lack experience. ▪ TGMs developed and implementation on-going. ▪ Two SSCs (OPS and AIR) NOT resolved (identified April 2013). ▪ ICVM results revealed an EI improvement from 27% to 53%. ▪ ICAO Plan of Action timelines lapsed with steady progress in achieving the set targets. ▪ ICVM subject to evidence that SSC has been resolved based on CAP updates on OLF. ▪ Air operators have been re-certified. All OPS SSC CAPs have been completed and evidences uploaded on the OLF. 	<ul style="list-style-type: none"> ▪ Urge the State to: <ol style="list-style-type: none"> 1) Implement USOAP CAP with high priority given to the SSC related PQs. 2) Continue to update OLF. 3) Accept CMA activities, as planned. <ul style="list-style-type: none"> ▪ Provide guidance to the AFI Plan Secretariat, as the Revised ICAO Plan of Action timelines have lapsed.

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4.	Burkina Faso (WACAF Priority State for 60% EI)	<p>Presented: 24 June 2014</p> <p>Accepted: 14 July 2014</p>	<ul style="list-style-type: none"> ▪ NCMC paid a working visit to the Regional Office – March 2014 ▪ MET: 14-18 April 2014 	<p>MoU signed: 13 Oct 2011</p> <p>Missions conducted: Nil</p>	<ul style="list-style-type: none"> ▪ No TCB Project ▪ Burkina Faso is a member of the COSCAP UEMOA. 	<ul style="list-style-type: none"> ▪ The State's EI has improved to 62 % from 54% after an off-site validation in May 2014. 	<ul style="list-style-type: none"> ▪ The State to request for a second off-site validation before 31 December 2014. ▪ There is no scheduled USOAP CMA Activity in the State this year.

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5.	Burundi	<p>Presented: 4 June 2104</p> <p>Accepted: 16 June 2014</p>	<ul style="list-style-type: none"> ▪ AIR/OPS: 16-20 Sep 2013 	<p>MoU signed: <i>NIL</i></p> <p>Missions conducted: <i>NIL</i></p>	<ul style="list-style-type: none"> ▪ Burundi is a CASSOA, (the East African Community) member State. RSOO is an active assistance provider. 	<ul style="list-style-type: none"> ▪ Primary aviation legislation enacted. ▪ Specific operating regulations promulgated. ▪ CAA established but lacks sufficient financial and human resources. ▪ Qualified and trained inspectors lacking. ▪ Some TGMs developed; However implementation is lacking. ▪ EI=27% ▪ State has submitted its USOAP-CMA CAP. ▪ Little progress has been noted in CAP implementation. 	<ul style="list-style-type: none"> ▪ Urge the State to: <ol style="list-style-type: none"> 1) Sign AFI-CIS MOU and actively participate in the programme. 2) Allocate sufficient financial resources to the CAA. 3) Implement USOAP CAP with high priority given to establishment of an autonomous CAA, certification, surveillance and resolution of safety concerns related PQs. 4) Update OLF. ▪ Urge CASSOA to maintain and, resources permitting increase its support to the State.

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
6.	Central African Republic	<p>Presented: 23-30 Sept 2011</p> <p>Accepted: 13 Mar 2012</p>	<ul style="list-style-type: none"> ▪ ATM/AGA: 22-26 Aug 2011 ▪ ATM/AGA: was planned for 6 – 10 May, 2013 but could not take place. 	<p>MoU signed: <i>13 July 2011</i></p> <p>Missions conducted: <i>NIL</i></p>	<ul style="list-style-type: none"> ▪ MSA signed with TCB. ▪ Project proposal submitted and approved in 2012 for a Civil Aviation Master Plan development. Implementation is pending mobilization of funds. 	<ul style="list-style-type: none"> ▪ ICAO Plan of Action being revised to incorporate Abuja Safety targets. ▪ ROST follow up mission (ATM/ AGA) scheduled 6-10 May 2013 postponed indefinitely due to security situation. ▪ In August 2013, the State requested for ICVM to be rescheduled to June 2014. This was however not realistic as security situation has worsened since then and mission travel restriction still in place. 	<ul style="list-style-type: none"> ▪ Note lack of progress and inability to deliver assistance due to deteriorating security situation. ▪ Some limited positive steps noted in the State since the appointment of the new DG in April 2013.

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7.	Chad (WACAF Priority State for 60% EI)	<p>Presented: 9 – 12 Sept 2013</p> <p>Accepted: 16 Sept 2013</p>	<ul style="list-style-type: none"> ▪ Post Audit ROST mission to address potential SSCs, OPS/ ATM: 6-10 Aug,2012 ▪ ATM/AIR: 18 – 22 Mar 2013 ▪ AIR-1/AIR-1: 2: 26-29 August 2014 	<p>MoU signed: <i>7 Apr 2011</i></p> <p>Missions conducted: <i>NIL</i></p>	<ul style="list-style-type: none"> ▪ TCB Assistance Project with a duration of 10 months ended in July 2014. ▪ On-going individual consultancy in the AIR area. ▪ Five AOC certification projects started and are at different phases of the process. 	<ul style="list-style-type: none"> ▪ CSA Conducted 29 May – 7 Jun 2012 (State averted SSC by taking immediate action including cancellation of all AOCs). ▪ AOC Certification OJT provided to National Inspectors by TCB OPS & AIR experts deployed since Oct/Nov 2013. ▪ ICAO Plan of Action was revised (with safety targets) after ROST follow up of March 2013. ▪ Regulations and Guidance Materials relating to air operator certification revised in order to conform to International standards contained in relevant ICAO Annexes and Guidance Materials. Certification of four (5) air operators is in progress. ▪ Plan of Action being revised to take into account the lapse of time and progress made by the State since acceptance of the Plan of Action. ▪ Plan of Action revised and submitted to State in Nov. 2014. ▪ ICVM conducted during 25-31 Mar. 2015 with positive results. EI increased from 18.73% to 37.1%. 	<ul style="list-style-type: none"> ▪ Note progress being made by the State. ▪ To note further progress made by the State.

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8.	Comoros	<p>Presented: 17 Dec 2011</p> <p>Accepted: 22 Dec 2011</p> <p>Revised Plan Accepted: 3 June 2013</p>	<ul style="list-style-type: none"> ▪ ANS/AGA: 16 – 20 Jan 2012 ▪ AIR: 19-24 Mar 2012 ▪ OPS: 21-28 Apr 2012 ▪ OPS: 24-27 Feb 2013 ▪ PEL/OPS: 31 Mar - 4 Apr 2014 (cost-recovery) ▪ OPS/AIR: 12-23 May 2014 ▪ ICVM planned for December 2015. 	<p>MoU signed: <i>24 Mar 2011</i></p> <p>Missions conducted²: 12-27 May 2014 Report submitted on 1 of August 2014</p>	<ul style="list-style-type: none"> ▪ A management Service Agreement with ICAO TCB was signed on March 2015. ▪ SAFE and State co-funded Project to be implemented in the areas of OPS (including PEL), AIR and AGA. 	<ul style="list-style-type: none"> ▪ Primary aviation legislation in draft. ▪ Specific operating regulations promulgated. ▪ Qualified and trained inspectors recruited but lack experience. ▪ TGMs developed and implementation on-going (measures to restrict or withdraw AOCs implemented). ▪ EI: 21%. ▪ ICAO Plan of Action timelines (immediate and near) lapsed with steady progress in achieving the set targets. ▪ Recently, the State updated its USOAP CSA CAP. ▪ Phase I of air operators' re-certification has been completed. 	<ul style="list-style-type: none"> ▪ Urge the State to: <ol style="list-style-type: none"> 1) Implement USOAP CAP. 2) Continue Updating the OLF. <ul style="list-style-type: none"> ▪ Provide guidance to the AFI Plan Secretariat, as the Revised ICAO Plan of Action timelines have lapsed.

² Comoros AFI-CIS: Request to AFCAC has been sent. Awaiting availability of AFI-CIS inspectors to support re-certification process of air operators on the basis of the newly promulgated regulations

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9.	Congo	<p>Presented: 23-24 Feb 2011</p> <p>Accepted: 12 Apr 2012</p> <p>Revised Plan Accepted: March 2014</p>	<ul style="list-style-type: none"> ▪ OPS/ATM: 20-29 Sept 2011 ▪ Follow-up ROST mission (AIR / ATM): 11 to 15 Feb 2013 ▪ Working visit by the NCMC to the WACAF Office – June 2014 ▪ OPS/AIR: 15-19 Dec. 2014 ▪ OPS/AIR: 23-27 Feb. 2015 ▪ OPS/AIR: 23-27 Mar. 2015 ▪ AGA: 9-15 Apr. 2015 	<p>MoU signed: <i>13 July 2011</i></p> <p>Missions conducted:</p> <ul style="list-style-type: none"> ▪ <i>29 Apr to 10 May 2013.</i> ▪ <i>29 July to 9 Aug 2013.</i> 	<ul style="list-style-type: none"> ▪ Congo signed TCB an MSA. ▪ A TCB Project was implemented from Oct 2013 with two experts (OPS & AIR) in the State to January 2015. ▪ The Project aimed to assist in the re-certification of air operators and provision of OJT to National Inspectors is on-going. ▪ On-going private individual consultancy in the OPS area 	<ul style="list-style-type: none"> ▪ The State had SSC (OPS) from 2008 audit. Since the follow-up ROST mission, the State has taken some positive steps and the SSC was removed in Oct 2013. ▪ The Plan of Action was revised due to a lapse in time frame and to incorporate the Abuja safety targets following a ROST Follow-up mission in Feb. 2013. The Revised Plan of Action was submitted on 7 Jun 2013 and accepted March 2014. ▪ Regulations and Guidance Materials relating to air operator certification revised in order to conform to International standards contained in relevant ICAO Annexes and Guidance Materials. ▪ Familiarization workshop conducted by the State in March 2014 for potential AOC applicants; five operators – starting with 3 IOSA carriers targeted for Certification. 	<ul style="list-style-type: none"> ▪ To note progress made in the implementation of the ICAO Plan of Action and the resolution of the SSC. ▪ To note efforts by WACAF RO to assist the State in improving its safety oversight capability.

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						<ul style="list-style-type: none"><li data-bbox="1388 277 1709 621">▪ The WACAF Office conducted a series of assistance missions to guide and follow the implementation of the Tactical Plan which was developed based on the accepted ICAO Plan of Action and the USOAP CAP.<li data-bbox="1388 672 1734 732">▪ ICVM conducted 5-12 May 2015.	

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10.	Cote D'Ivoire (WACAF Priority State for 60% EI)	<p>ICAO Plan of Action with Abuja Safety Targets</p> <p>Presented: 8-11 Sept 2013</p> <p>Accepted: 15 Sep 2013</p>	<ul style="list-style-type: none"> ▪ RO/MET/AGA : 22-26 April 2013 ▪ CNS: 15 Sept 2013 • RO/MET /AGA: 22-26 April 2013 • RO/CNS: 27-31 Oct 2014 	<p>MoU signed: <i>8 June 2012</i></p> <p>Missions conducted: <i>NIL</i></p>	<ul style="list-style-type: none"> ▪ No existing Projects. ▪ The State is a member of the COSCAP UEMOA 	<ul style="list-style-type: none"> ▪ State has progressed significantly and is one of the most active in uploading CAP implementation progress on CMA-OLF. ▪ Off-site validation conducted in Jan 2014 and EI of 46.2% registered; an improvement of 4.4% on 2008 Audit result. ▪ ICVM conducted in March 2014. Final results published with EI at 55.46%. ▪ CAP to be revised based on the ICVM recommendation. ▪ Second Off-site validation conducted in Nov/Dec 2014 and EI presently at 64.41% thus achieving the Abuja Safety Target. 	<ul style="list-style-type: none"> ▪ Note progress being made by the State. ▪ Urged the State to update its CAP in consideration of the Recommendation of the ICVM. ▪ Urged the State to refine its training policy for technical personnel in order to reinforce its safety oversight capability. ▪ To note the progress registered by the State in improving its safety oversight system.

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11.	Djibouti	<p>Presented: 25 Sept 2011</p> <p>Accepted: 4 Dec 2011</p> <p>Revised Plan Accepted: 13 Nov 2012</p>	<ul style="list-style-type: none"> OPS: 27 Jan – 1 Feb 2013 	<p>MoU signed: 29 Sept 2011</p> <p>Missions conducted³: NIL</p>	<ul style="list-style-type: none"> A TCB Project to assist the State develops a strategic plan to establish a fully functional CAA completed in October 2014. The first phase of the project is completed. The report was sent to ANB and the RO. The second Phase of the project is subject to recruitment of technical personnel by the DCA. 	<ul style="list-style-type: none"> Primary aviation legislation enacted. Specific operating regulations development on-going. NIL qualified and trained inspectors. TGMs lacking. SSC (OPS) NOT resolved (identified Nov 2008). EI: 4%. ICAO Plan of Action revised timelines (immediate) lapsed with hardly any progress in achieving the set targets. ICVM subject to evidence that SSC has been resolved based on CAP updates on OLF. A State letter was sent in May 2015, proposing a high-level meeting with SG in Maputo, Mozambique 	<ul style="list-style-type: none"> Note the minimal progress made in the implementation of the ICAO Plan of Action. Urge the State to: <ol style="list-style-type: none"> 1) Allocate adequate resources to the CAA or consider delegating some of its safety oversight functions to another State or Body. 2) Implement USOAP CAP with high priority given to the SSC related PQs. 3) Update OLF. Provide guidance to the AFI Plan Secretariat, as the State hardly gives any attention to its safety oversight responsibilities.

³ Djibouti AFI-CIS: Planned AFI-CIS mission in March 2013 was postponed due to lack of technical counterpart in the State

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12.	DRC	<p>Presented: 26-29 Sept 2011</p> <p>Accepted: 2 Nov 2011</p>	<ul style="list-style-type: none"> • AIR/AGA: 15-19 Aug 2011 • DRD & AGA: 2 – 5 Apr 2013 • DRD/AIR/OPS: 23-25 July 2014 • Working visit by the NCMC and other State officials to the WACAF Office – August 2014 	<p>MoU signed: <i>15 Jun 2011</i></p> <p>Missions conducted:</p> <ul style="list-style-type: none"> ▪ <i>Two cost-recovery AFI-CIS Missions conducted</i> ▪ <i>12-23 Nov 2012 and</i> ▪ <i>29 Nov- 7 Dec 2012, ahead of the ICVM in Jan 2013.</i> ▪ <i>AFI-CIS mission conducted on 11-15 Dec 2013.</i> 	<ul style="list-style-type: none"> ▪ TCB OPS SSA proposal made and acceptance yet to be received. ▪ DRC is a member of the COSCAP SADC. 	<ul style="list-style-type: none"> ▪ ICVM conducted 13 - 24 Jan 2013. Two SSCs in ANS and OPS identified; with a drop in overall EI from 11.7% in 2006 to 11.1%. ▪ Revision of ICAO Plan of Action to incorporate Abuja safety targets and ICVM outcome could not be completed due to failure of the State to provide inputs after follow up ROST mission (DRD/AGA) 2-5 Apr 2013). ▪ Recertification of operators is under way through a World Bank funded project being implemented by IATA. ▪ The State took part in a closed-door follow up meeting with partners during the AFI Safety Symposium, Dakar 27-28 May 2014. ▪ The State has taken mitigating actions thereby resolving the identified SSCs in ANS and OPS as communicated via EB 2014/43 and EB 2014/46 	<ul style="list-style-type: none"> ▪ Note developments following ICVM and efforts of different partners to reinvigorate the commitment of the State.

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						<p>dated 23/7/14 and 31/7/14 respectively.</p> <ul style="list-style-type: none"> ▪ ICAO organized a Safety workshop with partners and relevant stakeholders in DRC during 23-25 July 2014 ▪ There has been a recent change in CAA management and the RO is making efforts to re-engage the new management for continued commitment towards improvement of the safety oversight system. 	

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13.	Equatorial Guinea	<p>Presented: 12-14 Dec 2011</p> <p>Accepted: 13 Feb 2012</p> <p>Revised Plan Accepted: 7 Mar 2013</p>	<ul style="list-style-type: none"> • MET/AIM: 3-7 Oct 2011 • MET: 18 -22 Apr 2013 • Working visit by the NCMC to the WACAF Office – August 2014 	<p>MoU signed: 12 April, 2014</p> <p>Missions conducted: NIL</p>	<ul style="list-style-type: none"> ▪ First TCB assistance project expired then extended in both duration and scope, in Aug 2013 for further 3yrs. ▪ The State was informed by TCB that the project will be closed and the experts repatriated if no additional funds are received at the end of October. 	<ul style="list-style-type: none"> ▪ DG visited and briefed WACAF office in Dec 2012 on progress. ▪ The Plan of Action was revised due to a lapse in time frame and to incorporate the Abuja safety targets. The Revised Plan was submitted on 13 Dec 2012 and accepted in March 2013. ▪ Minimal progress in the implementation of the accepted ICAO Plan of Action. ▪ High level follow up held during ICAO Council President’s visit (with WACAF RD) to the State for the Meeting of African Ministers of Transport 7-11 April 2014. ▪ State will be assessed on implementation of Plan of Action and readiness for ICVM. ▪ State is scheduled to receive an ICVM from 2 to 8 Sept. 2015. 	<ul style="list-style-type: none"> ▪ To encourage State to actively upload on the CMA OLF, evidence of work carried out and progress made in the implementation of the USOAP Corrective Action Plan (CAP).

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
14.	Eritrea	<p>Presented: 30 Jan 2012</p> <p>Accepted: 10 Feb 2012</p> <p>Revised Plan Accepted: 28 May 2013</p>	<ul style="list-style-type: none"> • CNS: 4 -8 Jun 2012 • CNS: 18 - 22 Jun 2012 • SSP/SMS: 11 - 22 Jun 2012 • ATM: 29 Oct- 2 Nov 2012 • AIR/OPS: 3 – 7 Dec. 2012 • AIR/OPS: 25-29 Mar 2013 	<p>MoU signed: <i>NIL</i></p> <p>Missions conducted: <i>NIL</i></p>	<ul style="list-style-type: none"> ▪ TCB PRODOC aimed at capacity building funded by SAFE was proposed in January 2015 but withdrew due to no response from the State. ▪ Available funds have been re-allocated for an assistance project to another ESAF State due to lack of reaction of Eritrea. 	<ul style="list-style-type: none"> ▪ Primary aviation legislation enacted. ▪ Specific operating regulations promulgated. ▪ Inadequate qualified and trained inspectors. ▪ TGMs developed and implementation on-going. ▪ SSC (OPS) NOT resolved (identified Nov 2010). ▪ EI: 21%. ▪ ICAO Plan of Action timelines lapsed with little progress in achieving the set targets. ▪ ICVM subject to evidence that SSC has been resolved based on CAP updates on OLF. 	<ul style="list-style-type: none"> ▪ Note the minimal progress made in the implementation of the ICAO Plan of Action. ▪ Urge the State to: <ol style="list-style-type: none"> 1) Allocate adequate resources to the DCA or consider delegating some of its safety oversight functions to another State or Body. 2) Implement USOAP CAP with high priority given to the SSC related PQs. 3) Update OLF. ▪ Provide guidance to the AFI Plan Secretariat, as the Revised ICAO Plan of Action timelines lapsed with little progress.

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
15.	Gabon	<p>Presented: 21-22 Jul 2011</p> <p>Accepted: 13 Apr 2012</p>	<ul style="list-style-type: none"> ▪ AIR: 7-11 June 2011 ▪ MET: 16 – 18 June 2014 ▪ Working visit by the NCMC and other State officials to the WACAF Office – August 2014 	<p>MoU signed: 11 Apr 2011</p> <p>Missions conducted: 28 Aug–1 Sept 2011,</p> <p><i>AFI- CIS Evaluation & Monitoring mission 28 Aug–1 Sept 2011</i></p>	<ul style="list-style-type: none"> ▪ TCB assistance project expired. Last activities in 2011. ▪ TCB Project aimed to review Aviation Act was proposed by State and a response letter was sent in April 2014 advising a possible SAFE funding upon State’s action on the CAP implementation. 	<ul style="list-style-type: none"> ▪ ICVM conducted 6-14 Aug. 2012 improvement in EI from 6.24% to 17.99%. Final report sent to State in Jan 2013. ▪ ICAO Plan of Action being revised to incorporate Abuja Safety targets and ICVM results and presented to the State. ▪ Due to little progress, high level follow up was held during ICAO Council President’s visit for the Meeting of African Ministers of Transport, Malabo 7-11 April 2014. 	<ul style="list-style-type: none"> ▪ Note that little progress made by the State in the improvement of its EI. ▪ To encourage State to request for an off-site Monitoring Activity (validation).

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
16.	Guinea Bissau	<p>Presented: 25 -27 Feb 2013</p> <p>Accepted: 15 Mar 2013</p> <p>Revised Plan Accepted: 26 Feb 2013</p>	<ul style="list-style-type: none"> ▪ DRD/CNS/AIR: 1-5 Oct. 2012 ▪ Working visit by the DG, NCMC and other CAA officers to the WACAF Office – Sept 2014 	<p>MoU signed: <i>28 Aug 2012</i></p> <p>Missions conducted:</p> <ul style="list-style-type: none"> ▪ <i>Joint AFI CIS COSCAP-UEMOA missions conducted in Nov. 2012.</i> ▪ <i>Two AFI CIS follow up missions conducted in May and Aug 2013.</i> 	<ul style="list-style-type: none"> ▪ No TCB Project so far. ▪ Guinea Bissau is a member of COSCAP UEMOA 	<ul style="list-style-type: none"> ▪ From 2008 CSA audit State has SSCs in OPS and AIR. ▪ ICAO Plan of Action with safety targets was presented 25-27 Feb 2013 and accepted on 15 March 2013. ▪ State took immediate steps involving cancellation/withdrawal of AOCs, Licenses etc. and both SSCs were removed in April 2013. ▪ New CAA management, that took office in September 2014, is showing great commitment towards enhancing the safety oversight capability of the State and thus overall improvement of State’s EI expected. ▪ ICAO Plan of Action revised and CMA/OLF familiarization and uploading activities conducted during September working visit. • Self-assessment to be carried out after CAP update. 	<ul style="list-style-type: none"> ▪ Note progress made in the timely resolution of the identified SSCs. ▪ New CAA management is showing great commitment towards enhancing the safety oversight capability of the State and thus overall improvement of State’s EI expected. ▪ Identify with the State the relevant domain of assistance needed. ▪ Urge the State to complete its CAP provide evidences upload on ICAO OLF and conduct a self- assessment.

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
17.	Guinea	<p>Presented: 22-25 Apr 2013</p> <p>Accepted: 2 May 2013</p>	<ul style="list-style-type: none"> ▪ AIR/AGA: 12-16 Nov 2012 ▪ MET/TC: 2 – 6 Nov 2013 	<p>MoU signed: 21 Jun 2012</p> <p>Missions conducted:</p> <ul style="list-style-type: none"> ▪ <i>Joint AFI CIS/BAGASOO mission conducted 16-27 Jul 2012</i> ▪ <i>Synergy built up through coordination with AFI CIS and BAGASOO to address SSC.</i> ▪ <i>AFI CIS follow up mission: 18-29 Mar 2013.</i> ▪ <i>Second AFI CIS/BAGASOO follow-up</i> 	<ul style="list-style-type: none"> ▪ No TCB Project so far. ▪ Guinea is a member of BAGASOO 	<ul style="list-style-type: none"> ▪ CSA conducted 17-25 Apr 2012 resulted in an SSC (OPS). ▪ ICAO Plan of Action, including Abuja safety targets presented 22-25 Apr 2013. ▪ State took concrete actions to resolve SSCs, i.e. Cancellation of all AOCs licenses and deregistration of aircraft. ▪ SSC declared resolved at the end of May 2013. ▪ With the assistance of AFI CIS/BAGASOO, the State revised Primary Aviation Legislation, Regulations and Guidance Materials. ▪ Primary Aviation Legislation promulgated 28 November 2013. ▪ Re-certification of operators has begun with the help of AFI CIS/BAGASOO Inspectors. However, the process has ceased due to inaction on the part of the AOC 	<ul style="list-style-type: none"> ▪ Note progress made in the implementation of AFI-CIS / BAGASSO and ROST activities, as well as positive action of the State resulting in resolution of SSCs and adoption of aviation legislation and regulations. ▪ State to be encouraged to establish an autonomous CAA before the conduct of an ICVM. ▪ Note the progress registered by the State from the recent Off-site validation activity conducted.

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
				<p><i>mission: 8-31 Jul 2013</i></p>		<p>applicants.</p> <ul style="list-style-type: none"> ▪ The WACAF/World Bank mission of Nov 2013 drafted with DNAC-Guinée, a plan for the State to effectively establish an autonomous CAA. ▪ An ICVM scheduled for June 2014 has to be rescheduled due to insufficient progress in the implementation of the State Corrective Action Plan. ▪ A CMA Off-site Monitoring Activity (Validation) was conducted for Guinea during 06 August 2014 through 23 September 2014. resulted in overall EI improvement from 7.57% to 17.97%. 	

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
18.	Lesotho	<p>Presented: 27 Feb 2012</p> <p>Accepted: 1 Mar 2012</p> <p>Revised Plan Accepted: 11 Jun 2013</p>	<ul style="list-style-type: none"> ▪ AIR/OPS: 1-5 Oct 2012 	<p>MoU signed: <i>22 Jun 2011</i></p> <p>Missions conducted: <i>25 Nov – 13 Dec 2013</i> <i>Report submitted on the 31 July 2014</i></p>	<ul style="list-style-type: none"> ▪ NIL on-going external assistance. ▪ The State is a member of the COSCAP SADC. 	<ul style="list-style-type: none"> ▪ Primary aviation legislation needs to be revised. ▪ Specific operating regulations (promulgated in 1980) need to be updated to conform with latest ICAO provisions. ▪ Inadequate qualified and trained inspectors. ▪ TGMs developed and implementation on-going. ▪ EI: 22%. ▪ A joint letter by ICAO President and Secretary General requesting for renewed commitment by the State was sent on 13 Mar 2013. ▪ A previous letter had been sent on 28 Jun 2011 to communicate serious safety concerns following the USOAP audit in 2007. ▪ ICAO Plan of Action timelines lapsed with very little progress in achieving the set targets. 	<ul style="list-style-type: none"> ▪ Note the minimal progress made in the implementation of the ICAO Plan of Action. ▪ Urge the State to: <ol style="list-style-type: none"> 1) Allocate adequate resources to the DCA or consider delegating some of its safety oversight functions to another State or Body. 2) Implement USOAP CAP with high priority given to the legislation and regulations related PQs. 3) Update OLF. ▪ Provide guidance to the AFI Plan Secretariat, as the Revised ICAO Plan of Action timelines lapsed with little progress.

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19.	Liberia	<p>Presented: 21-23 Aug. 2012</p> <p>Accepted: 22 Oct 2012</p>	<ul style="list-style-type: none"> ▪ CNS/AIM: 29 Apr – 4 May 2012 ▪ AGA/CNS: 8-13 Dec 2012 	<p>MoU signed:</p> <p><i>NIL</i></p> <p>Missions conducted:</p> <p><i>NIL</i></p>	<ul style="list-style-type: none"> ▪ The State is a member of BAGASOO. ▪ State requested assistance project for Runway rehabilitation and ATC installations refurbishment. ▪ In March 2014 State requested for TCB assistance in the recruitment of the GM for the Airport Authority. ▪ No TCB Project 	<ul style="list-style-type: none"> ▪ ICAO Plan of Action with Abuja Safety targets and ICVM results accepted by the State. ▪ CSA audit conducted from 15 to 19 May 2006. Current EI: 19.34%. ▪ State has made very little progress in the implementation of the USOAP CAP with current level of CAP progress at 2.98%. 	<ul style="list-style-type: none"> ▪ Note progress made on ROST Implementation activities. ▪ Urge the State to complete its CAP, upload evidences onto ICAO OLF and conduct a self- assessment.

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
20.	Madagascar	<p>Presented: 12 Jan 2012</p> <p>Accepted: 13 Jan 2012</p>	<ul style="list-style-type: none"> ▪ AIR/ANS: 10 – 16 Mar 2012 ▪ OPS: 14-20 Apr 2012 ▪ CNS: 19-26 May 2012 ▪ AGA: 9 – 12 Oct. 2012 ▪ AIR/OPS: 26-30 Aug 2013 ▪ Meeting: 22-23 July 2014 	<p>MoU signed: <i>5 May 2011</i></p> <p>Missions conducted: <i>NIL</i></p>	<ul style="list-style-type: none"> ▪ NIL on-going external assistance. ▪ The State is a member of the COSCAP SADC. ▪ Assistance Project Document was signed in May 2014 between Madagascar, ICAO and French CAA, managed and monitored by SAFE Fund mechanism for a 28-month period regarding the procurement of consultancy services for addressing audit findings. FOS' involvement is limited to raising the PR. The implementation of the project has started after the signing of contract with consultant on January 2015. 	<ul style="list-style-type: none"> ▪ Primary aviation legislation enacted. ▪ Specific operating regulations promulgated. ▪ Inadequate qualified and trained inspectors. ▪ TGMs developed and implementation on-going. ▪ Potential SSC (OPS) resolved (resolved in May 2012). ▪ EI: 59%. ▪ ICAO Plan of Action timelines lapsed with steady progress in achieving the set targets. ▪ State has been updating its CAP and requested for an additional Off-site validation. 	<ul style="list-style-type: none"> ▪ Urge the State to: <ol style="list-style-type: none"> 1) Maintain the implementation of the USOAP CAP with high priority given to the certification related PQs. 2) Continue Updating the OLF, especially in OPS. <ul style="list-style-type: none"> ▪ A revised ICAO Plan of Action submitted for acceptance.

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21.	Malawi	<p>Presented: 8 Mar 2012</p> <p>Accepted: 12 Mar 2012</p> <p>Revised Plan Accepted: 20 June 2013</p>	<ul style="list-style-type: none"> ▪ FLS/OPS: 11-14 June 2012 	<p>MoU signed: <i>5 Apr 2012</i></p> <p>Missions conducted: <i>16 - 27 July 2012</i></p> <p><i>5 – 16 Nov 2012</i></p>	<ul style="list-style-type: none"> ▪ Support from Ethiopian CAA received for air operators' certification process. ▪ An EU assistance project was initiated in 2013 where EU/EASA signed a contract to implement a project extending to Dec 2016 whose objectives are to strengthen the Malawi DCA oversight capacity and that of the local training facility. ▪ The State is a member of the COSCAP SADC. 	<ul style="list-style-type: none"> ▪ Primary aviation legislation needs to be revised. ▪ Specific operating regulations need to be updated. ▪ Inadequate financial resources. ▪ Inadequate qualified and trained inspectors. ▪ TGMs developed and implementation on-going. ▪ SSC (OPS) NOT resolved (identified Jan 2009). ▪ EI: 35%. ▪ ICAO Plan of Action timelines lapsed with little progress in achieving the set targets. ▪ ICVM subject to evidence that SSC has been resolved based on CAP updates on OLF. 	<ul style="list-style-type: none"> ▪ Note the minimal progress made in the implementation of the ICAO Plan of Action ▪ Urge the State to: <ol style="list-style-type: none"> 1) Allocate adequate resources to the DCA. 2) Implement USOAP CAP with high priority given to the legislation and regulations as well as the SSC related PQs. 3) Update OLF. ▪ Provide guidance to the AFI Plan Secretariat, as the Revised ICAO Plan of Action timelines lapsed with little progress.

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22.	Mali (WACAF Priority State for 60% EI)	<p>Presented: 23 Jan 2015</p> <p>Accepted: 25 Feb 2015</p>	<p>CNS/AGA: 29 Sept – 3 Oct 2014</p> <p>Mission conducted in response to State’s request for technical assistance mission in the areas of ANS and AGA – Letter reference N°14 001211/ANAC/DG/ DSA dated 18 August 2014.</p>	<p>MoU signed: <i>24 Jan 2011</i></p> <p>Missions conducted: <i>NIL</i></p>	<ul style="list-style-type: none"> ▪ No TCB Project. ▪ The State is a member of the COSCAP UEMOA 	<ul style="list-style-type: none"> ▪ ICVM Conducted 24-28 Oct 2011. ▪ (21% improvement in LEI). From 20.87% to 25.25%. ▪ Security situation in State precluded any field assistance in the past. ▪ Coordination on-going for plans for fact-finding mission. ▪ Off-site validation conducted in Nov. 2014 resulting in current EI of 57.12%. 	<ul style="list-style-type: none"> ▪ Note progress made by State.

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23.	Mauritania	<p>Presented:</p> <p>None: (Priority State)</p>	<ul style="list-style-type: none"> ▪ TC/AVSEC/ AIR: 14-18 Mar 2011 ▪ AIR/CNS : 5-9 Dec 2011 	<p>MoU signed:</p> <p>21 Mar 2011</p> <p>Missions conducted:</p> <p>NIL</p>	<ul style="list-style-type: none"> ▪ Airport Construction consultancy project agreed with TCB and State funds provided for startup. ▪ The State was recently asked if the project should be implemented, however no response received. The recruitment was initiated in May 2013. ▪ The State is a member of the COSCAP UEMOA. 	<ul style="list-style-type: none"> ▪ ICVM conducted in April and Aug 2012 resulting in an EI of 34.03%. (37% improvement in LEI). State now exceeds world average on EIs. ▪ State removed from EU Operational ban list in Dec 2012. ▪ Another cost recovery ICVM was conducted during 30 June - 4 July 2014 and the results are being awaited. ▪ An Off-site validation was conducted from 30 June to 4 July 2015. Currently, the EI stands at 85.62%. ▪ With the results of the last Off-site Validation in Aug/Sept. 2014, the current EI stands at 85.62%. 	<ul style="list-style-type: none"> ▪ Note progress made by State as per ICVM results and lifting of EU operational ban. ▪ State has registered significant progress in the improvement of its safety oversight system.

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24.	Mozambique	<p>Presented: 12 Sep 2011</p> <p>Accepted: 7 Oct 2011</p>	<ul style="list-style-type: none"> • AIR: 16 – 20 Jan 2012 • AGA: 20 – 24 Feb. 2012 • AGA: 9 -12 Jul 2013 • AIR/ATM/ OPS: 9-13 Sept 2013 • PEL, OPS, AIR, AIG: 12-15 Aug 2014 • ATM SAR: 28-31 Oct 2014 	<p>MoU signed: <i>NIL</i></p> <p>Missions conducted: <i>NIL</i></p>	<ul style="list-style-type: none"> ▪ A TCB Project providing assistance in implementing the USOAP and USAP CAPs is ongoing, with experts in the areas of ORG, OPS/AIR, PEL, ANS, AGA and AVSEC. ▪ Replacement of the PEL expert is being initiated. ▪ The State is a member of COSCAP SADC. 	<ul style="list-style-type: none"> ▪ Primary aviation legislation enacted. ▪ Specific operating regulations promulgated. ▪ Inadequate qualified and trained inspectors. ▪ TGMs developed and implementation on-going. Additional guidance has been established. ▪ An ICVM was conducted from 26 to 30 September 2014, resulting in an EI improvement from 31.93% to 44.16%. ▪ ICAO Plan of Action timelines lapsed with some progress in achieving the set targets. ▪ Some mitigation actions have been undertaken by the CAA to address deficiencies in the certification of air operators. 	<p>Urge the State to:</p> <ul style="list-style-type: none"> ▪ Allocate adequate resources to the CAA. ▪ Implement USOAP CAP with high priority given to the certification, surveillance and resolution of safety concerns related PQs. ▪ Continue to update OLF. ▪ Accept CMA activities, as planned. ▪ Provide guidance to the AFI Plan Secretariat.

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
25.	Niger (WACAF Priority State for 60% EI)	Presented: 13 July 2014 Accepted: 29 July 2014	<ul style="list-style-type: none"> ▪ CNS 16 - 20 June 2014 • Working visit by the NCMC to the WACAF Office – September 2014 	MoU signed: 11 Feb. 2011 Missions conducted: NIL	<ul style="list-style-type: none"> ▪ None ▪ The State is a member of the COSCAP UEMOA. ▪ AOC Inspector OJT Pilot Project was planned to be funded by the SAFE but pending implementation, seeking a contributing State to provide instructors. 	<ul style="list-style-type: none"> ▪ Plan launched on 1 August 2014. ▪ State is completing the CAP and restructuring its Safety oversight system. ▪ Application of the new Regulations in OPS and AIR by: <ul style="list-style-type: none"> ➤ Deregistration/Registration of Aircraft ➤ Cancellation/Reissuance of AOCs ▪ On-going Self-assessment activities being carried out by the State. ▪ Off- site validation to be requested by the State. ▪ Off- site validation conducted in Jan/Feb. 2015 and increment of EI from 42.21% to 48.7%. 	<ul style="list-style-type: none"> ▪ Note the ongoing actions undertaken by the State. ▪ Provide any necessary assistance to the State to reinforce its Safety oversight systems such as training, of Technical personnel finalization of Regulations Procedures. ▪ To take note of the progress being made by the State towards improvement of its safety oversight system and attainment of Abuja Safety Target.

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
26.	Rwanda	<p>Presented: 15 Sept 2011</p> <p>Accepted: 6 Oct 2011</p>	<ul style="list-style-type: none"> • AIR/OPS: 23 – 27 Jan 2012 • CNS: 13 - 17 May 2012 • AIR/OPS: 28 May - 1 Jun 2012 • AGA: 4 - 8 Jun 2012 • AIR/OPS: 24 – 27 Sept 2012 	<p>MoU signed: <i>22 Jun 2011</i></p> <p>Missions conducted: <i>NIL</i></p>	<ul style="list-style-type: none"> ▪ Discussions are underway for the initiation of the follow up Phase II project which will cover assistance in implementation of the ANS regulatory regime. ▪ Rwanda is a member of CASSOA, (the East African Community) RSOO is an active assistance provider. ▪ The CAA has requested TCB assistance in the areas of OPS and AGA. 	<ul style="list-style-type: none"> ▪ Primary aviation legislation enacted. ▪ Specific operating regulations promulgated. ▪ The CAA is predominantly reliant on hired expatriate inspectors. Local inspectors have been hired and their training and acquisition of experience is on-going. ▪ TGMs developed and implementation on-going. ▪ SSC (OPS) resolved (resolved in Dec 2012). ▪ EI: 43%. ▪ ICAO Plan of Action timelines lapsed with steady progress in achieving the set targets. 	<ul style="list-style-type: none"> ▪ Note the significant milestone achieved by the State in resolving an SSC following an ICVM conducted in Dec 2012. ▪ Urge the State to: <ol style="list-style-type: none"> 1) Implement USOAP CAP with high priority given to the surveillance and resolution of safety concerns related PQs. 2) Update OLF.

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
27.	Sao Tome and Principe	<p>Presented: 1-4 Oct 2012</p> <p>Accepted: 27 Nov. 2012</p>	<ul style="list-style-type: none"> ▪ OPS/ATM: 14-27 Jun 2012 ▪ ATM/AIR: 4 – 8 Mar, 2013 ▪ AIR-1/AIR-2: 14-18 April 2014 	<p>MoU signed: 23 May 2014</p> <p>Missions conducted: NIL</p>	<ul style="list-style-type: none"> ▪ Currently No TCB Project. ▪ Africa Development bank (AfDB) Capacity building project launched in second half of 2014. 	<ul style="list-style-type: none"> ▪ State had 3 SSCs (AIR/OPS/AGA) from CSA audit in 2010. ▪ The USOAP CAP was revised following a ROST Follow-up mission in May 2013. ▪ The current EI is 18.55%. ▪ State action on cancellation / suspension of AOCs and Aircraft Registration Certificates resolved AIR SSC in Jul 2013. ▪ HR capacity building plan for CAA developed by the State and reviewed with the Regional office is ready for implementation through AfDB funding now available. ▪ During A/38 side meeting, State undertook to implement measures to address OPS SSC by Dec 2013. ▪ AGA and OPS SSCs resolved following a follow-up ROST mission in 	<ul style="list-style-type: none"> ▪ Note ROST Implementation activities and efforts made by the State. ▪ To encourage the State to take advantage of the expertise available through the AFI CIS following signature of the MOU.

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
						<p>April 2014. Ref: EB 2014/24 dated 28/05/14.</p> <ul style="list-style-type: none"> ▪ Due to slow progress, high level follow up consultations held during ICAO Council President’s mission for the Meeting of African Ministers of Transport, Malabo, 7-11 April 2014. ▪ Closed-door follow up meeting held with partners during the AFI Safety Symposium, Dakar 27-28 May 2014. ▪ With the recent change in CAA management, RO plans to meet and re-engage the new management during the AFI Safety Week in Maputo. 	

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
28.	Senegal	<p>Presented: 24 Mar. 2015</p> <p>Accepted: 3 Apr. 2015</p>	<ul style="list-style-type: none"> ▪ AIR/CNS/MET: 17-28 Feb 2014 • Working visit by the NCMC and other State officials to the WACAF Office – March/April 2014. 	<p>MoU signed:</p> <p><i>10 May 2011</i></p> <p>Missions:</p> <p><i>NIL</i></p>	<ul style="list-style-type: none"> ▪ Currently No TCB Project. ▪ The State is a member of the COSCAP UEMOA. 	<ul style="list-style-type: none"> ▪ Draft ICAO Plan of Action with safety targets prepared and submitted to ANACIM for review prior to presentation. ▪ Following the ROST mission, the RO has actively continued to work with the State to upload information on CAP implementation unto the OLF. ▪ Off-site validation activity completed with improvement in EI from 55.39% to 60.62%. 	<ul style="list-style-type: none"> ▪ Note progress made by State in the attainment of the 60% EI.

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
29.	Sierra Leone	<p>Presented: 11-15 Apr 2012</p> <p>Accepted: 14 Jun 2012</p>	<ul style="list-style-type: none"> ▪ AIR/MET: 21-25 Nov 2011 ▪ AGA: 22-26 Jul 2013 ▪ A Tactical Plan was developed by RO on 25 August, 2014 and presented to the State for endorsement and implementation. The Plan is envisaged to resolve/mitigate the PEL SSC by 15 October, 2014. 	<p>MoU signed: <i>16 May 2011</i></p> <p>Missions conducted: <i>NIL</i></p>	<ul style="list-style-type: none"> ▪ Newly updated TCB PRODOC revising the previous PRODOC that was pending acceptance since June 2013 was proposed in July 2014, aimed at the safety oversight capability building to be co-funded by SAFE and State; awaiting its acceptance. ▪ In addition, State requested for assistance in new airport construction supervision. ▪ The State is a member of BAGASOO. ▪ Joint letter of SG & President 	<ul style="list-style-type: none"> ▪ ICAO Plan of Action revised to incorporate Abuja Safety targets. ▪ Follow up ROST mission (AGA) conducted 22-26 Jul 2013. ▪ Project proposals prepared, awaiting State's decision. ▪ State has indefinitely suspended all certification/licensing activities. ICVM conducted, 29 Jan – 5 Feb. 2014, and three SSCs identified in the areas of AGA, ANS and PEL. AGA SSC was resolved before publication. ANS SSC was subsequently resolved through mitigation action resulting in the publication of a NOTAM on the calibration status of the NAVAIDs. The PEL SSC remains unresolved. ▪ Due to little progress, high level follow up meeting was held with State officials during ICAO Council President's 	<ul style="list-style-type: none"> ▪ Note progress made through ROST Implementation activities. ▪ To urge the State to redouble its efforts in the implementation of the Tactical Action Plan with a focus on the timely resolution of the outstanding SSC. ▪ To urge the State to pronounce on and commit resources to the implementation of proposed Assistance projects.

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
					<p>of ICAO Council to the Head of State (26 March 2015) offering assistance in the mobilization of the necessary technical and financial resources to support Sierra Leone in meeting its safety oversight obligations and advising of follow up actions by the Regional Director, WACAF Office.</p>	<p>mission for the Meeting of African Ministers of Transport, Malabo, 7-11 April 2014.</p> <ul style="list-style-type: none"> ▪ Closed-door follow up meeting with partners held during the AFI Safety Symposium, Dakar 27-28 May 2014. ▪ Implementation of the Tactical Action Plan is on-going with effective monitoring by RO. 	

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
30.	Swaziland	<p>Presented: 23 Feb 2012</p> <p>Accepted: 24 Feb 2012</p> <p>Revised Plan Accepted: 9 Sept 2013</p>	<ul style="list-style-type: none"> ▪ AIR: 13-16 Feb 2012 ▪ CNS: 25-29 Jun 2012 ▪ ATM: 2-6 Jul 2012 ▪ AIR/OPS: 6-9 Aug 2012 ▪ AGA: 26-30 Nov 2012 ▪ AVSEC: 20-22 May 2014 ▪ PEL, OPS, AIR and AIG: 20-24 Oct. 2014 	<p>MoU signed: <i>8 Aug 2011</i></p> <p>Missions conducted: <i>NIL</i></p>	<ul style="list-style-type: none"> ▪ A TCB project commenced in July 2013, providing assistance in the implementation of the USOAP CAP and in capacity building commenced with experts in PEL, OPS and AIR. ▪ Additional assistance was and is being provided in AGA and LEG, respectively. ▪ The State is a member of the COSCAP SADC. 	<ul style="list-style-type: none"> ▪ Primary aviation legislation enacted. ▪ Specific operating regulations promulgated. ▪ Establishment of an autonomous CAA implemented. ▪ Inadequate qualified and trained inspectors. ▪ TGMs developed and implementation on-going. <p>ICVM conducted from 8 to 14 April 2015, resulting in an improvement of the EI from 12.26% to 31.68%.</p> <ul style="list-style-type: none"> ▪ ICAO Plan of Action timelines lapsed with steady progress in achieving the set targets with the help of TCB. 	<ul style="list-style-type: none"> ▪ Note the significant milestone achieved by the State in establishing a functional CAA. ▪ Urge the State to: <ol style="list-style-type: none"> 1) Implement USOAP CAP with high priority given to the inspectors training, certification, surveillance and resolution of safety concerns related PQs. 2) Update OLF.

NO.	STATE	ICAO Plans of Action ¹	ROST Assistance	AFI-CIS Assistance	TCB and other Assistance Projects	Status of Implementation: ICAO Plans of Action	Action Required from the Meeting
31.	Zambia	<p>Presented: 6 Jul 2011</p> <p>Accepted: 21 Jul 2011</p>	<ul style="list-style-type: none"> • AFCAC: 15 Aug-1 Sept 2011 • AGA: 21-25 May 2012 • AIR/OPS: 23 - 25 Jul 2012 • ATM: 24-28 Sept 2012 • 12-23 Nov 2012 (AFCAC follow up mission) • ATM: 12-15 Feb 2013 • AIR/OPS: 7-11 Oct 2013 • USOAP CMA Workshop: 11-13Mar 2014 (cost-recovery) 	<p>MoU signed: <i>7 Apr 2011</i></p> <p>Missions conducted: <i>OPS/AIR: 15-31 Aug 2011</i></p> <p><i>5 – 16 Nov 2012</i></p>	<ul style="list-style-type: none"> ▪ EU Project is currently on-going with efforts geared towards the establishment of an autonomous CAA. ▪ A need for support by the implementation of a TCB project has been expressed by the CAA. ▪ ICAO AOC Project, with the support of South African CAA has started being implemented on the 25 of August 2014 to re-certify air operators and provide OJT to the Zambia CAA inspectors. The implementation was completed successfully. ▪ The State is a member of the COSCAP SADC. 	<ul style="list-style-type: none"> ▪ Primary aviation legislation enacted and revision on-going. ▪ Specific operating regulations promulgated. ▪ Establishment of an autonomous CAA is on-going. ▪ Inadequate qualified and trained inspectors. ▪ TGMs developed and implementation on-going. ▪ SSC (OPS) resolved (resolved in Dec 2012). ▪ The ICVM conducted in Dec 2012 revealed an EI improvement from 35% to 47%. ▪ ICAO Plan of Action timelines lapsed with steady progress in achieving the set targets. 	<ul style="list-style-type: none"> ▪ Note the significant milestone achieved by the State in resolving an SSC following an ICVM conducted in Dec 2012. ▪ Urge the State to: ▪ Implement USOAP CAP with high priority given to the certification, surveillance and resolution of safety concerns related PQs. ▪ Update OLF.

DP 05 ATTACHMENT A: Status of Development, Revision, Presentation and Implementation of the ICAO Plans of Action for States under the review of MARB including priority States

ACRONYMS AND ABBREVIATIONS

AFI-CIS	AFI Cooperative Inspectorate Scheme	LEG	Primary Aviation Legislation and Civil Aviation Regulations
AGA	Aerodromes and Ground Aids	OLF	Online Framework
AIG	Aircraft Accident and Incident Investigation	OPS	Aircraft Operations
AIR	Airworthiness of Aircraft	ORG	Civil Aviation Organization
ANB	Air Navigation Bureau	MOU	Memorandum of Understanding
ANS	Air Navigation Services	NCMC	National Continuous Monitoring Coordinator
AOC	Air Operator Certificate	PEL	Personnel Licensing and Training
ATM	Air Traffic Management	PQ	Protocol Question
CAA	Civil Aviation Authority	RO	Regional Office
CAP	Corrective Action Plan	ROST	Regional Office Safety Teams
CAPSCA	Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation	RSOO	Regional Safety Oversight Organization
CASSOA	Civil Aviation Safety and Security Oversight Agency	SAAQ	State Aviation Activity Questionnaire
CC	Compliance Checklist	SARPs	Standards and Recommended Practices
CE	Critical Element	SMS	Safety Management System
CMA	Continuous Monitoring Approach	SSC	Significant Safety Concern
CSA	Comprehensive Systems Approach	SSP	State Safety Programme
EFOD	Electronic Filing of Differences	TCB	Technical Co-operation Bureau
EI	Effective Implementation	TGM	Technical Guidance Material
iSTARS	Integrated Safety Trend Analysis and Reporting System	USOAP	Universal Safety Oversight Audit Programme
ICVM	ICAO Coordinated Validation Mission		

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