



AFI COMPREHENSIVE IMPLEMENTATION PROGRAMME (ACIP)

Fourth Steering Committee Meeting

Montreal, 13 to 14 October 2009

REPORT

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This report has been approved by the Chairperson of the Steering Committee.

Haile Belai
Secretary
ACIP Steering Committee

1. INTRODUCTION

The Fourth ACIP Steering Committee Meeting was held from 13 to 14 October 2009 at ICAO Headquarters in Montreal, Canada. The meeting was attended by 13 out of the 15 members.

The Chairperson of the Steering Committee, Dr. Bernard O. Aliu, Representative of Nigeria to the ICAO Council, opened the meeting by welcoming all participants and acknowledging the presence of the Secretary General. He then invited the new Secretary General of ICAO to address the meeting, Mr. Raymond Benjamin, opened his speech by first assuring the Steering Committee members that the ACIP Programme continues to be one of ICAO's primary undertakings and a top priority of his administration.

He highlighted that the Programme has been moving forward with the implementation of its approved work plan, especially in the areas of conducting gap analysis and assisting States to establish effective and sustainable safety oversight systems.

He reiterated that one of the major problems in aviation in Africa is the lack of appropriately qualified and experienced personnel to undertake the responsibilities of a State authority as well as that of industry. Throughout 2008 and 2009, the effort of ACIP has been to raise awareness through seminars and workshops and also to assist States in determining the gaps that exist in the States' systems. Awareness programmes will have to be followed up with training courses to ensure that capabilities are developed in Africa at the required numbers. It is with this objective that the year 2010 is dedicated to building African capabilities and thus will focus on the provision of training in safety-relevant areas.

During 2010 the plan is to also prepare the groundwork for the integration of the ACIP Programme activities into the Regional Office Regular Programme activities to ensure continuity and the effective implementation of on-going projects. Although ACIP was established by the Council for a four-year period, the Secretary General is satisfied that ACIP, as a special project can cease to exist while its activities will continue to be implemented through an integration to the Regional Office Regular Programmes by the end of 2010, three years after its establishment.

The Chairperson thanked the Secretary General for his commitment to the objectives of the Programme and the participants recognized the dedication of the Secretary General towards ensuring the continued implementation of the AFI Plan enabling it to achieve the objectives determined in Assembly Resolution A36-1. They expressed their appreciation that the Secretary General is determined to give this Programme one of the highest priorities and that he will continue to directly supervise and monitor its effective implementation as one of his top priorities.

Discussions started by reviewing the Agenda. The participants felt that discussions on the contributions made to the Programme and on the continuation of the activities of the Programme beyond 2010 should be added to the proposed Agenda. Accordingly, Agenda Item 5 – Continuation of ACIP Activities Beyond 2010, was added while the support provided to the Programme and contributions made would be discussed under new Agenda Item 6 – Other Business.

The meeting closed its business on the afternoon of 14 October 2009, having addressed all the issues that had been presented for its review and by instructing the Secretariat to implement its decisions as contained in this report.

2. **FIFTH MEETING OF THE STEERING COMMITTEE**

The Steering Committee agreed to hold its fifth meeting from 4 to 6 May 2010 in Montreal, Canada. The agenda for the meeting will be developed and forwarded to the Steering Committee members. The Steering Committee is expected to review material to be presented to the 37th Session of the ICAO Assembly.

The list of participants is attached in the Appendix.

Agenda Item 1: Progress Report

1.1 The participants were briefed on the activities of ACIP since the third Steering Committee (May 2009) and appraised with the progress made. It was noted that ACIP had conducted a number of seminars, workshops and training courses to raise awareness as well as transfer knowledge in subjects known to enhance aviation safety.

1.2 The following seminars and/or workshops and training courses were held during the reporting period (June to September 2009):

- a) An Airworthiness (AIR) Workshop was held in Banjul, Gambia, from 29 June to 3 July 2009. The Workshop was attended by 29 participants from eight States and three regional organizations.
- b) Workshops on the Establishment and Management of a State's Safety Oversight System were held in Nairobi, Kenya, from 27 to 31 July 2009 and in Dakar, Senegal, from 3 to 7 August 2009 in English and French, respectively.
- c) A seminar on Air Traffic Management and Safety was held in Dakar, Senegal, from 10 to 13 August 2009. The seminar was held in English and French. Forty-nine participants from 13 States and three regional organizations attended the seminar.
- d) The Third ICAO State Safety Programme (SSP) and Safety Management System (SMS) awareness seminar and training courses were held in Dar-es-Salaam, Tanzania from 17 to 28 August 2009. The seminar and courses were conducted in English. The one-day awareness seminar was attended by 75 participants from nine States and one regional organization. Forty-one students from 13 States and two regional organizations took part in this SSP course, while two ICAO Regional Office staff members were trained as instructors. The SMS was attended by 48 participants from 15 States and two regional organizations.
- e) SSP/SMS Train-the-Trainer courses were held in Johannesburg, South Africa, from 21 to 25 September 2009 and Bamako, Mali, from 28 September to 2 October 2009, in English and French, respectively. A total of 38 potential SSP/SMS instructors from 18 African States and three regional organizations participated in the training.

1.3 The First meeting of the Aviation Training Experts Working Group (TEWG) was held in Nairobi, Kenya, on 17 and 18 September 2009. The TEWG, established in line with the Recommendations of the 2008 Special Africa-Indian Ocean (AFI) Regional Air Navigation (RAN) Meeting (Recommendation 5/8 - Training strategies for safety in Africa), reviewed questionnaire developed by ACIP and SITA for the purpose of the training needs analysis and capabilities in Africa, with the aim of establishing a framework for harmonization and standardization of aviation training.

1.4 Since the last Steering Committee meeting, additional State specific gap-analyses were conducted in: Djibouti, Kenya, CEMAC States (Cameroon, Chad, Gabon, Congo Brazzaville and Central African Republic), SADC States (Botswana, Lesotho, Madagascar, Namibia, South Africa, Swaziland, Zambia and Zimbabwe), bringing the total number of States that have undergone a State specific gap analysis in the AFI Region to 37.

1.5 A meeting was held with the Directors General of Civil Aviation of the East African Community (EAC) States (Burundi, Kenya, Rwanda, Tanzania and Uganda) with the aim of determining priority actions in line with Assembly Resolution A36-1.

1.6 A meeting was held with the Directors General of Civil Aviation of UEMOA Member States and Mauritania, which resulted in the signing of a Letter of Understanding clearly identifying their respective responsibilities and defining a schedule of implementation.

1.7 A meeting was held with the Banjul Accord Group (BAG) States Secretariat, the host States for BAGASOO and BAGAIA, ICAO's Technical Co-operation Bureau and ACIP to determine the terms of reference of the BAGASOO Chief Executive Officer (CEO) and the BAGAIA Commissioner, to draft the host State agreement and to implement the Management Service Agreement (MSA) signed between ICAO and the BAG States.

1.8 ACIP participated in two regional conferences during this period. Participation in the various conferences and meetings offered ICAO the opportunity to effectively introduce the objectives of the AFI Implementation Plan and the work programme of ACIP. The meetings offered the opportunity to enhance aviation safety awareness in the continent and solidify relationships with partners and stakeholders.

1.9 Chief ACIP attended the EASA Symposium in Livingston, Zambia, from 13 to 15 July 2009 and presented ICAO activities relating to the establishment of Regional Safety Oversight Organizations based on existing platforms in line with the ACIP Programme Focus Area 1, that requires ACIP to assist States to establish Regional Safety Oversight Organizations. ACIP informed the participants on actions so far taken with respect to the establishment of regional safety oversight organizations and confirmed that it will continue to support such initiatives.

1.10 The Leadership Conference (Addis Ababa, 31 August to 1 September 2009) was organized by the Aviation and Allied Business Journal under the theme "One Continent, one Strategy." ACIP's presentation focussed on safety strategies supported and promoted by ICAO and new strategies that have been developed by ICAO specifically to enhance aviation safety in Africa. ACIP presentation highlighted the need for close cooperation among the African States to address the region's safety concerns and the need for the creation of partnerships with other regions leading to the transfer of skills and knowledge for the development of African capabilities. ACIP reiterated that, although assistance and support from outside Africa will still be required, progress depends on the ability of Africans to take advantage of support provided to achieve self-sufficiency and self-dependency.

1.11 Recalling its instruction that the gap analysis of all African states should be completed by the end of 2009, the Committee queried why this instruction cannot be fulfilled. The Secretary explained the difficulties encountered to complete the gap analyses as instructed and specifically the fact that all States have yet to participate in Global Aviation Safety Roadmap (GASR) workshop before a specific State gap analysis can be performed. The Secretariat informed that the Seventh GASR Workshop will be conducted in Khartoum, Sudan in October. It is expected that States that have not participated in previous workshops will participate in the Khartoum workshop enabling ACIP to conduct and complete the remaining gap analyses.

1.12 The Committee reiterated the importance of completing the gap analyses especially as the AFI RAN Meeting held in November 2008 has directed that all African States should be able to meet the Level 3 Maturity Level defined by the ICAO Global Aviation safety Plan (GASP) and the Global Aviation Safety Roadmap (SP AFIRAN Recommendation 5/1 refers). In this respect, it was noted that,

although the gap analyses will not be completed by the end of this year, the Programme as a whole is on time to meet the schedule of GASP implementation determined by the AFIRAN meeting.

1.13 In concluding its discussions, the Steering Committee agreed that:

- a) ACIP make all the effort to complete the gap-analysis of all African States by the first quarter of 2010.

Agenda Item 2: Establishment of a database on training needs and capabilities in Africa

2.1 Following the AFI RAN Meeting, the Council instructed ACIP to provide the required resources to develop and establish a database for aviation training needs and capabilities in Africa.

2.2 One of the key aims of the TEWG is to establish a database for aviation training needs and capacities in Africa in order to develop a framework for the harmonisation of aviation training in Africa and to determine and distribute actions among States and Training Institutions.

2.3 The database will include a dynamic quantification of training needs and a quantification of provision and resources available for training. The initial objective of the database is to identify the gaps in training capacity and capability versus the training needs of States, air navigation service providers (ANSPs), airports and airlines. This gap analysis will allow for a master plan to be developed for aviation training for the African region and enable areas of cooperation, standardization and harmonization to be identified.

2.4 To this end, ACIP entered into a cooperative agreement with SITA for the development of a training database for the AFI region, covering training needs both at the regulatory and service providers' level, as well as identifying training capabilities available on the Continent with the aim of devising a means to fill the gap.

2.5 The ACIP-SITA agreement specifically calls for the development of a questionnaire for the collection of data on training needs and resources, the development and implementation of an analysis of the information collected, and the processing of data, analysis and recommendations issues such as: potential harmonization in training provision; priorities for training provision (subjects); priorities for training provision (locations); opportunities for rationalization.

2.6 SITA and ACIP jointly developed the Project Definition Document which was signed on 27 August 2009, which clearly identifies milestones for the project.

2.7 The Working Group of Training Experts held its first meeting in Nairobi, Kenya, on 17 and 18 September 2009. It reviewed the questionnaire and user requirements submitted by SITA and submitted its comments and input for amendment.

2.8 The final version of the questionnaire was posted (9 October 2009) on a website specifically designed for this purpose and will be forwarded to States, aviation service providers and all aviation training institutions by the end of October. The website can be accessed through a link from the ACIP website (<http://www2.icao.int/en/acip/Pages/default.aspx>). In addition to the data collected through the questionnaire, senior consultant trainers will undertake missions to selected training centres to elicit qualitative information relating to training needs and provision (including quality control system and applicable regulatory requirements) to enhance the data already gathered from the questionnaires.

2.9 The whole process, to be implemented in three phases, is scheduled to take approximately 70 working days and will be completed by 31 January 2010.

2.10 The Steering Committee reiterated that the visits to the selected training centres should be as representative as possible and its purpose clearly defined to avoid misunderstanding and to not give the impression that the centres visited have been endorsed by ICAO or are considered as institutes that would

specifically benefit from the data collected or the analyses performed. ACIP, in its communication with States and the institutes should highlight that the purpose is strictly for eliciting qualitative information relating to training needs and for the purpose of sampling to compliment the data gathered through the questionnaire distributed.

2.10 Concluding its discussion the Steering Committee agreed that:

- a) a mechanism be established to update the database on training needs analysis and capacity;
- b) a Second Conference on training should be organized to consider implementation of the working group outcomes;
- c) ACIP consider that the Training Centre that organized the 1st Conference on training be visited as part of the validation process; and
- d) ACIP to circulate the questionnaire to all training centres including those of Civil Aviation Administrations, airlines, airports and other service providers.

Agenda Item 3: Enabling States to establish an effective and sustainable safety oversight system

3.1 The support provided by ACIP to the Banjul Accord Group (BAG) member States in line with the instructions of the Council (C-DEC/185-6) resulted in the signing of agreements by the Ministers of Transport responsible for Civil Aviation of the BAG member States (Montreal 30 June 2009) for the establishment of a Regional Safety Oversight Organization (BAGASOO) and a Regional Accident Investigation Agency (BAGAIA). Additionally, the signing of an ICAO Management Support Agreement (MSA) by the Ministers allows ICAO to follow-up on the effective implementation of the two Regional Organizations as per the schedule established and provide support as may be required.

3.2 Following the signature of the agreement to establish the BAGASOO and the BAGAIA, a meeting was held in Abuja from 7 to 8 September 2009 to determine the terms of reference of the BAGASOO Chief Executive Officer (CEO) and the BAGAIA Commissioner, to develop a Host State Agreement which would lead to the recruitment of the two Senior Officers and review further assistance that may be required to ensure the effective launching of the two Organizations.

3.3 The BAG member States are on the right track to establish the BAGASOO and BAGAIA, but will still require support from ICAO especially in the area of document development and also to ensure that the Organizations are established as planned. It was noted that the Board met on 12 October 2009 and has taken concrete action leading to the recruitment of the Heads of the two Organizations, finalizing the host-State agreement and on collecting contributions from the member States. It was also noted that the two Organizations would require financial assistance as presented to the Council (187/13) to help in the initial establishment of the two Organizations.

3.4 ACIP and the UEMOA member States and Mauritania held a meeting in Ouagadougou, Burkina Faso, 3 to 4 September 2009 to discuss the effective implementation of the instructions given to ACIP (C-DEC/187-13) and the modalities of implementing the support to be provided by ACIP. The meeting reviewed the draft Letter of Understanding (LoU) developed for the purpose of establishing a Work Plan and schedule for the accelerated implementation of the priority actions.

3.5 In line with the LoU, the Work Plan was developed by ACIP detailing the objectives of the exercise, including schedules, activities and outputs expected. ACIP has already identified a Project Manager to lead the implementation of the Work Plan and consultation between States and ICAO experts will start as of 2 November 2009.

3.6 The UEMOA member States and Mauritania have demonstrated the much needed political will and commitment to address their safety oversight obligations and collectively provide for more effective safety oversight and accident investigation within their sub-region. It is envisaged that with the close collaboration of the UEMOA Commission and other regional and international stakeholders, the process of the development of the frameworks for the establishment of the Regional Safety Oversight Organization and the Regional Accident Investigation Agency would be completed on time with the agreement for their establishment expected to be achieved by the middle of 2010.

3.7 An observer raised the issue of possible duplication as he was aware of initiatives to accomplish the same objective supported by other regional organizations and donors. He indicated that the initiatives encompass other regional entities such as the CEMAC States and possibly ASECNA member States and that effort should be made to avoid duplication and misuse of resources.

3.8 The Secretariat indicated that it has no interest in duplicating efforts and is more interested with the groups that have launched initiatives for the establishment of regional organizations. To this end, it was explained that activities relating to UEMOA States and Mauritania will start with a consultation with the UEMOA Commission in order to ensure coordination and cooperation with existing initiatives, if any. In this respect, a Committee member stated that the so called initiatives, although planned and proposed, have not yet materialized into concrete action and thus it is important for ACIP to continue to support the UEMOA States and Mauritania as instructed by Council (C-DEC 187/13 refers). Further, it was noted that at the appropriate time and following a determination of priority projects by the CEMAC member States, ACIP should provide similar support to the CEMAC States. It was envisaged, as agreed during the ECOWAS Ministerial meeting (Yamoussoukro, June 2-6, 2009), that the Regional Organizations that will be established with the assistance from ICAO/ACIP may join, in the future, to establish a single Regional Safety Oversight Organization encompassing all their members.

3.9 ACIP, in line with ICAO Assembly Resolution A36-1 and, within the framework of the Global Aviation Safety Plan (GASP) conducted a gap-analysis of the East African Community (EAC) member States between December 2008 and July 2009. The EAC Member States determined the priority actions to resolve the gaps with the aim of enhancing the capabilities of the Civil Aviation Safety and Security Oversight Agency (CASSOA), which has been established as a community safety oversight organization. ACIP was directed to specify assistance that can be directly provided by ACIP and include this information on the report to be presented to the Council for further instructions. The Committee also reiterated that information on on-going be made available to ICAO to ensure its role in coordinating activities as directed by Assembly Resolution A36-1

3.10 A meeting of the Directors General of Civil Aviation of the EAC member States was held in Kampala, Uganda (13-14 August 2009) to determined priority projects and programmes and to assess the support that may be required from ICAO. Following the meeting, a letter, requesting support from ICAO was sent to the Secretary General and was presented to the Steering Committee for its review and recommendation for further action.

3.11 The Steering Committee agreed that:

- a) ACIP present the request for support from the EAC member States to the ICAO Council for its consideration and to provide guidance;
 - b) the ESAF and WACAF Regional Offices consider the submission of a Special Implementation Project (SIP) to assist EAC and other regional bodies on an initial training course for GNSS flight procedures;
 - c) ACIP conclude the CEMAC gap analysis as soon as possible and continue to support UEMOA and CEMAC with respect to the priority projects determined with the aim of providing the required support for their implementation;
 - d) ACIP should coordinate with the Regional Economic Commissions and other partners to identify assistance provided to establish similar projects to avoid the duplication of efforts; and
 - e) ACIP continue to support the BAGASOO and the BAGAIA to ensure the effective establishment and management of the two organizations.
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Agenda Item 4: ACIP Work Programme for 2010

4.1 The year 2009 for ACIP was mainly focussed on supporting States to develop the capability for safety oversight, provide assistance to States in their effort to resolve identified deficiencies and enhance safety culture of African aviation service providers. In general, it was a year dedicated to raising awareness in States and industry on the establishment of effective safety oversight systems, highlight safety-related duties and responsibilities at the regulatory and service providers' level and advocate the importance of compliance with international requirements.

4.2 ACIP's theme for the year 2010 is "*Building African Capabilities*" and its activities will mainly focus on the provision of training in areas that will enable African States to develop human capability in meeting their safety oversight obligations including the development and implementation of national and regional SSP and SMS Programmes. To build effective capability for safety oversight and SSP/SMS implementation, it is essential that appropriate and relevant training courses be made widely available to States and service providers. This should include the training of instructors in the various subjects to ensure Africa-wide self-sufficiency and dependency.

4.3 It is planned that SSP and SMS training courses will be targeted to three or four States at a time. The training shall include a two-day gap analysis of the participating States in accordance to the Global Aviation Safety Roadmap (GASR) and culminated by producing a generic SSP for the States involved.

4.4 In addition to SSP and SMS courses, training will also be provided in other safety related subjects that would also include the provision of training to potential instructors. Training is expected to be given in the areas listed below and ACIP will solicit the support of other stakeholders that are providing training in the areas targeted:

- a) Organization and Management of Safety Oversight Systems;
- b) Safety Officers and Inspectors courses covering Personnel Licensing, Flight Operations, Aircraft Airworthiness and Aerodromes;
- c) Train the trainer courses for SSP/SMS and Safety Officers and Inspectors; and
- d) ECCAIRS courses for programmers and end users.

4.5 Other courses, such as the Transport of Dangerous Goods by Air and Accident Investigation will be considered.

4.6 ACIP has already conducted SSP/SMS train-the-trainer courses in Johannesburg, South Africa (21 – 25 September 2009) and Bamako, Mali (28 September to 2 October 2009). A total of 38 students have been trained (18 in English and 20 in French) and will be given on-the-job-training during the implementation of the training programme planned for 2010. This would ensure the existence of regional capability to provide SSP and SMS courses, eliminating the need for soliciting assistance in this area and also significantly reducing costs associated with the training of a large number of experts.

4.7 Train-the-trainer courses for Safety Officers and Inspectors are planned to be delivered in the first quarter of 2010 thus developing the required capability in this area. The United States has confirmed their support with respect to the provision of GSI training for the region, including

train-the-trainers, as per the procedures of the GSI programme. The United States also confirmed that an Aerodrome certification workshop will be conducted in Ghana in November at a very nominal charge. ACIP will translate all training courses into French so that the courses can be delivered both in English and French, as applicable.

4.8 The ultimate goal is to develop the required capabilities in the continent to be able to provide necessary training when and where it is required. It is also aimed at enabling African States and service providers to meet the considerable need for training in safety subjects and ensuring, to a considerable degree, self-sufficiency and self-dependency in the provision of training.

4.9 The Steering Committee in adopting the theme advised that the training programme should be coordinated with all partners and stakeholders and that ICAO endorsed training institutes be fully involved in the provision of training especially the safety officers and inspectors related trainings. To this end, it was also advised that other training institutes be encouraged to meet the requirements for ICAO endorsement so that training can be given in as many training institutes as possible throughout the continent.

4.10 Participants unanimously supported the objective of providing wide-spread training in the areas mentioned and a number of Committee members whose States or organizations are involved in the provision of training pledged to support the training programme contemplated by ACIP and specifically in the provision of train-the-trainer courses.

4.11 The establishment of the TEWG, the activities being undertaken by ACIP in the development of training need analysis and available capabilities, and the goal to harmonize and standardize aviation training throughout the Continent, are all parts of the effort to ensure “Building African Capabilities” in the area of appropriately trained and qualified aviation work force. Along the same line, ACIP will work closely with African States, the TEWG, the African aviation training institutes, and the industry to ensure that relevant training, based on the need and capability analysis expected to be completed by January 2010, is made available to the whole region and is in line with the harmonization and standardization criteria being developed by the Working Group.

4.2 The Steering Committee agreed that:

- f) the work plan presented for 2010 should be fully supported by all stakeholders;
- g) ACIP coordinate with partners and stakeholders to take advantage of existing training programmes and courses and also to avoid duplication of efforts;
- h) ACIP ensures that COSCAPs, RSOOs and Training Organizations/Institutes in Africa be included in the Training Programme;
- i) training be conducted in the aviation training institutes and centres in the Region, whenever possible; and
- j) ACIP coordinates with AFCAC, EASA, FAA and other stakeholders, for effective delivery of safety-related training programmes.

Agenda Item 5: Continuation of ACIP Work Programme Activities beyond 2010

5.1 The Committee noted that ACIP, as a stand alone special project will cease to exist as of 31 December 2010 and that all its activities will be integrated into the Regional Offices work programme. Several members of the Committee expressed that there should be a clear plan for the integration that includes the identification of activities to be continued and supported by the Organization.

5.2 Echoing the points raised, the Secretary General highlighted that the integration and continuity of the activities will require the consideration of several elements that would be determinant to the continued implementation of the AFI Plan. These include:

- a) identification of the activities that will continue after 2010;
- b) assessment of how successful those activities were; what they have achieved and what more needs to be achieved;
- c) how will the continuation of those activities be funded; and
- d) how the regional offices with responsibilities in Africa will interface to ensure effectiveness and efficiency in the continuous implementation of those activities.

5.3 The Chairperson reiterated that the Programme was originally established for a period of four years, thus it is possible that adequate funds for continuing the activities as part of the Regional Office activities in the year 2011 can be made available from ACIP funds that have not been consumed in the three years as the Programme was essentially funded for four years. However, he pointed out that a clear indication on how the activities integrated into the Regional Office work programme will be financed in the two remainder years of the triennium (2012 and 2013).

5.4 The Director of the Air Navigation Bureau informed the Committee of the decision taken by the ANC with respect to reporting to the ICAO Assembly. The ANC is of the opinion that the report to the Assembly should include measurement of progress made in achieving the objectives of the AFI Plan and that States be compelled to present papers on the effectiveness of the Programme and the benefits that have been gained.

5.5 The expected establishment of the Regional Aviation Safety Groups (RASG) was identified as a possible body to assist in the continued implementation of the activities, while other possibilities can also be considered.

5.6 The Committee highlighted the importance of developing a clear transition plan for the ACIP activities since the ACIP Programme is a project that was designed to be integrated into the activities of the Regional Offices, ensuring the leadership role of ICAO as defined in Assembly Resolution A36-1. It was agreed that the focus on ICAO's leadership role should not be lost.

5.7 The Steering Committee agreed that:

- k) ACIP develop a clear transition plan for the integration of the ACIP activities into the Regional Office Regular Programme; and
 - l) Report to be presented to the Assembly should include proposals for the continued funding of the Programme activities within the Regional Office Regular Programme budget.
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Agenda Item 6: Other Business

6.1 The Committee asked the Secretariat to provide it with information relating to pledges made and contributions received by donors, industry and stakeholders during the High-level meeting (Montreal 17 September 2007) that established the Comprehensive Regional Implementation Plan for Aviation Safety in Africa.

6.2 The Secretariat informed the Committee that, to date, only three States (China in 2008 and 2009; Saudi Arabia in 2008 and South Korea in 2009) made financial contributions amounting to a total of CAD\$ 490,557. The Secretariat stated that it has not assessed the support that was provided by the African States in terms of hosting seminars, workshops and training course and that such contribution was instrumental in achieving the objectives of the Programme.

6.3 Obviously, pledges made during the High-level meeting were not met as expected and the Committee, while thanking the three States that have made direct contributions, sadly observed that failure to meet the pledges made was not commensurate with the expectations of the High level Conference and Assembly Resolution A36-1.

6.4 Some Steering Committee members indicated that, although they may not have made direct contribution to the Programme or provided assistance as a result of priority projects identified by the Programme, they would like support provided to African States and airlines on bilateral basis for the improvement of aviation safety considered as their contributions to the AFI Plan.

6.5 Considering that pledges made were not met as expected, the Committee suggested that those who have made pledges to support the Programme be encourage to make good of their pledges and that the President of the Council and the Secretary General make use of their good offices, in addition to the standard practice of sending State letters, to solicit redemption of pledges.

6.6 The Steering Committee agreed:

- m) that ACIP inform the Council on pledges made and received; and
- n) ACIP make an assessment of the support provided by African States in furthering the work of ACIP and achieving the objectives of the AFI Plan.

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