



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

**Seventh Meeting of the Steering Committee**

**Montreal, 14 and 15 April 2011**

**REPORT**

This report has been approved by the Chairperson of the Steering Committee, Dr. O. Bernard Aliu,  
Representative of Nigeria on the ICAO Council.

Meshesha Belayneh  
ICAO ESAF Regional Director &  
Secretary of AFI Plan Steering  
Committee

## A. INTRODUCTION

i) The Seventh Meeting of the AFI Comprehensive Implementation Plan (AFI Plan) Steering Committee Meeting was held on 14 and 15 April 2011 at ICAO Headquarters in Montreal, Canada. The meeting was attended by twenty one participants including observers from the ICAO Council and Air Navigation Commission. A list of the participants who attended the meeting appears at the appendix to this report.

ii) The Chairperson of the Steering Committee, Dr. O. Bernard Aliu, Representative of Nigeria on the ICAO Council, opened the meeting by welcoming the Secretary General of ICAO and all participants. The Chairperson specifically welcomed all new members of the Steering Committee and the newly appointed Regional Directors of WACAF and of ESAF, who is also the Secretary of the Committee. The Chairperson invited the Secretary General, Mr. Raymond Benjamin, to address the meeting.

iii) During his opening remarks, the Secretary General reaffirmed his commitment to the effective implementation of the *Comprehensive Regional Implementation Plan for Aviation Safety in Africa* (AFI Plan). He referred to the expanded AFI Plan Steering Committee and welcomed new members and observers. He also informed the Steering Committee that he has received apologies from the President of the Air Navigation Commission and the African Airlines Association (AFRAA).

iv) The Secretary General informed the Steering Committee that the activities related to the implementation of the AFI Plan have been integrated into the regular work programme of the Regional Offices as of January 2011, and that a total of 7 staff positions were added to the Eastern and Southern African Office, Nairobi and Western and Central African Office, Dakar. In addition, a continuation plan was developed defining the activities, objectives and outputs of the AFI Plan. In line with this, the Secretary General had amended the Terms of Reference for the Steering Committee to reflect the changes.

v) The Secretary General informed the Steering Committee that the audit report on the AFI Plan prepared by the external auditor was very well received by the Council and an action plan had been developed to implement the relevant recommendations. The survey on the implementation of the AFI Plan and its activities also validated the approach taken. All respondents without exception indicated that they would like to see the training activities and the establishment of regional safety oversight organizations continue until their respective objectives are realized. The Secretary General emphasized the need to build on recent initiatives to improve the delivery of services to States.

vi) It was stated that the AFI Plan continues to work with States, including the 14 members of Southern African Development Community, the Seven Partner States, (*Djibouti, Egypt, Ethiopia, Eritrea, Libya, Sudan and Somalia*) the West African Economic and Monetary Union (UEMOA) and the Monetary and Economic Community of Central Africa (CEMAC) and others in the establishment of Regional Safety Oversight Organizations (RSOOs) and Regional Accident Investigation Organizations (RAIOs), previously referred to as Accident Investigation Agencies (RAIAs). This will be reinforced by the holding of the RSOO Symposium by ICAO in October 2011 at which the Secretary General expected to see the presence of all participants of the Steering Committee.

vii) With regard to training, the Secretary General informed the Group that a training programme had been developed, listing the training activities to be undertaken in 2011 as part of the continuation plan. This plan will be presented to the Steering Committee for approval. It was also stated that the AFI Plan also developed an assistance project to support the Seven Partner States (*Djibouti, Egypt, Ethiopia,*

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*Eritrea, Libya, Sudan and Somalia*) in their establishment of a Regional Safety Oversight Organization and a Regional Accident Investigation Agency. The advice of the Steering Committee will be required to establish a sustainable working relationship with the partners.

viii) With regard to the AFI Cooperative Inspectorate Scheme CIS, the Secretary General stated that ICAO is cooperating with the African Civil Aviation Commission to implement the scheme and provide assistance to some African States to enable them to address the Significant Safety Concerns identified through the USOAP audits.

ix) In closing, the Secretary General reiterated his determination to use all means available to ICAO, in cooperation with industry, to achieve the goals of the AFI Plan. He stated that the Council has agreed to the task at hand, and that ICAO has all the necessary resources available to complete the task.

x) The Chairperson thanked the Secretary General for his very positive remarks, and requested all participants to introduce themselves given the expanded Steering Committee.

### **B. APPROVAL OF AGENDA**

i) The meeting reviewed and approved the Agenda presented by the Secretary with minor changes and amended the list of Discussion Papers to include the papers to be presented by the African Civil Aviation Commission (AFCAC).

ii) The meeting also agreed to a presentation to be made by the Director of the Air Navigation Bureau related to proposed new priorities and timelines for the AFI Plan.

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## 1. Agenda Item 1: Progress Report on the implementation of the AFI Plan

### *Transition and continuation of the AFI Plan*

1.1 The Steering Committee reviewed the actions taken on the implementation of the Comprehensive Regional Implementation Plan for aviation safety in Africa (AFI Plan). It was noted that, as directed by the Steering Committee and the Council, the activities related to the implementation of the AFI Plan have been integrated into the work programme of the Regional Offices as of January 2011.

1.2 The Steering Committee reviewed and approved the continuation plan of the AFI Plan defining the activities, objectives and outputs based on the three focus areas previously approved by the Steering Committee. It was noted that the continuation plan is a living document that will be periodically amended. It was also agreed that an additional column will be added to the work plan to indicate the current status of implementation and level of progress made by each action.

1.3 It was noted that Regional Office Safety Teams, (ROSTs) under the leadership of the Deputy Regional Directors, were mandated to lead the teams and their regional activities will be visible in the regions to implement the expectations of States. The Steering Committee requested that their efforts be intensified in relation to States implementation of Corrective Action Plans. With regards to resources in the Regional Offices, the Steering Committee noted with satisfaction the additional 7 positions provided in the regular programme budget.

1.4 It was noted that the recruitment of staff, where applicable, will be expedited and the Secretary General agreed to work with the Regional Directors to ensure a full complement of human resources as soon as practical.

1.5 It was agreed that a Programme of Action be developed for 2011 for each focus area and a training programme that could be circulated to States.

### *GAP analysis, recommendations and support projects*

#### *Survey*

1.6 With regards to the survey of States completed on the implementation of the AFI Plan and the activities of the then AFI Comprehensive Implementation Programme (ACIP), the Steering Committee noted States' appreciation of the AFI Plan. It was agreed that the survey should be repeated at the end of 2011, prior to the GAP analyses in 2012. The GAP analyses will measure if States can achieve maturity level 3 of the implementation of an effective safety oversight System by 2015.

1.7 The Regional Directors were requested to use all means possible to ensure greater response from States, specifically those on the ARRB list, in the next survey. It was also proposed that a Ministerial meeting be convened at ICAO after the completion of the GAP analyses to provide the outcome of the survey to the Ministers. It would also be an opportunity to discuss the continuation of the AFI Plan.

### *Recommendations*

1.8 With regards to States that are on the ARRB list, the Steering Committee fully endorsed the Secretary General's new approach to follow up with these States at the policy and political level. It was supported that, the President of the Council and the Secretary General will co-sign a personal letter addressed to the Minister of Transport of each State on the ARRB list.

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1.9 The letter from the Secretary General will inform States that they are on the ARRB list, and at the same time, explain what this means. It will highlight what the deficiencies are and explain that ICAO has the intention to assist them and explain how this will be done. The letter will also request the commitment of the State to complete their part of the work. The letter will request comment and demand a response from the State. It was noted that regular State Letters may never reach the political level in States. The Steering Committee requested that a copy of the letters be sent to AFCAC for their coordinated action through the AFCAC structures.

1.10 It was also noted that there is an ongoing work related to electronic tools to facilitate States responses to State Letters, and filing of differences that may help in the future.

1.11 In a related development, the Steering Committee noted that the African Union has decided to convene a Ministerial Conference in Angola, during October/November 2011 and that ICAO will be invited at the highest level to participate. However, it was noted that because these dates may coincide with the Council Session, AFCAC is requested to arrange for coordination of the possible dates with ICAO. It was proposed that a Working Paper be prepared on the subject by the Secretary of the AFI Plan, to be presented to the Ministers. It was noted that Transport Ministers responsible for Air, Rail, Road, Maritime and Inland Waterways etc. will attend meetings in parallel. The Steering Committee requested AFCAC to ensure that the relevant people are scheduled to meet with the Secretary General in side meetings during the Ministerial Conference in order that the objectives are met. The Steering Committee also requested AFCAC to communicate details of all relevant meetings of the AU to ensure that all opportunities are taken to send high level ICAO representation.

1.12 With regard to direct assistance to States, the Steering Committee was informed that Mozambique had hired the former ESAF Regional Director, as well as technical experts in the field of OPS, PEL, AIR to assist with implementation of corrective action plans to resolve SSC's. The Representative of Mozambique requested the type of direct assistance ICAO can provide. The Secretary informed the Steering Committee that the Regional Office will visit a State prior to an ICVM, not as a pre validation visit, but rather to assist and guide States to fully implement their Corrective Action Plans. The Regional Office is in that respect in contact with Mozambique to establish possible dates for a mission to review the implementation of the State's Corrective Action Plan.

1.13 The Steering Committee was informed that the Regional Office Safety Teams are now up and running. The intent is for the ROSTs to go to States to provide advice and guidance on the implementation of CAPs.

1.14 With regard to ICVM, the Steering Committee agreed that it will be far better if Regional Offices coordinate with States in advance of an ICVM. This will enable a much more efficient use of resources by ICAO and the States concerned. There are thus two independent and separate steps. Step one is for the Regional Office to assist States with the CAP and ensure that it is implemented and the second step is the ICVM.

1.15 To this end, the Steering Committee recommended to the Secretary General that the Regional Offices guide the States to fully address and implement their Corrective Action Plans. Thereafter, coordinate closely with the Continuous Monitoring and Oversight Section (CMO) to ensure that ICVMs will be meaningful and effective. This will ensure that ICVMs do not have a negative impact on States.

1.16 The Regional Directors should encourage the States to work with the Regional Office, TCB, AFCAC and RSOOs to ensure that their Corrective Action Plans are promptly implemented.

*Harmonization of Training*

1.17 The Steering Committee reviewed and approved the AFI Plan training programme for 2011 with the understanding that it will be amended as required to ensure that the AFI-CIS requirements related to training is met. It was also agreed that in future, the training programme will be presented in a tabular format.

1.18 It was agreed that all Government Safety Inspector courses must be coordinated with all the role players, specifically the Regional Offices, States and the States that provide the GSI training. The need to translate the currently used Model Regulations into French was highlighted. It was noted that this documentation will save resources as all COSCAPS will use the harmonised material. It was also noted that ICAO is currently considering a project to develop these sample regulations and will report back to the next Steering Committee.

1.19 With regards to Safety Management Systems (SMS) and State Safety Programmes (SSP) training, the Steering Committee recalled that it was decided to focus the training on GSI and ECCAIRS training and tools and work with the States on the development of Regional Safety programmes. It was noted that from now on, SMS and SSP courses will be conducted on a cost recovery basis. It was noted that the work should focus on implementation rather than on general training. It was agreed that it will be beneficial for high level State officials to be made aware of the advantages of SMS/SSP implementation in States. The Secretariat was instructed to inform States of the latest version of SMS training material available.

1.20 It was noted that States are requesting guidance material and templates related to State Safety Programmes (SSP) and the Secretariat is working with the Air Navigation Commission (ANC) on a Safety Management Annex. The guidance material should be available by the end of 2011. This will allow States that had the basic SSP training to implement the Programme. At that time, ICAO should consider Regional Workshops to further assist with implementation.

1.21 It was noted that the 2011 AFI Plan training schedule makes provision for a total of 4 ECCAIRS training courses (2 in English & 2 in French), 4 GSI courses in English (2 in Airworthiness and 2 in Operations), 4 Aerodromes Inspector courses (2 in English and 2 in French). Seminars and Workshops are also planned in accident investigation, aviation medicine, dangerous goods, establishment of an oversight organization, and the global aviation safety plan.

1.22 The Steering Committee noted with satisfaction that Niger and Namibia are no longer on the ARRB list.

*Terms of reference of the Steering Committee*

1.23 The Steering Committee recalled that the Chairperson was mandated during the previous meeting to work with the Secretariat to develop a new Terms of Reference for the group, to be approved by the Secretary General. The Steering Committee fully supported the newly approved Terms of Reference. With regards to membership, it was noted with concern and disappointment that the African Development Bank and the World Bank have not attended Steering Committee Meetings. It was highlighted that these institutions have an important role to play. To this end, the Steering Committee requested the Secretary General to contact these financial institutions with a view to determine their position, and to encourage them to participate and support the States in need of financial assistance. The Secretary General agreed to report back to the next Steering Committee Meeting.

1.24 The Steering Committee also noted that the Technical Co-operation Bureau (TCB) is working with various financial institutions with respect to finding sources for funding for several projects.

*Other members to be invited*

1.25 The Steering Committee recalled that there is a new way in Africa to deal with projects and assistance. It was recalled that the New Partnership for Africa's Development (NEPAD) was integrated into the structures and processes of the African Union (AU). This included the establishment of the NEPAD Planning and Coordinating Agency (NPCA) as a technical body of the AU to replace the NEPAD Secretariat. The NPCA is mandated to facilitate and coordinate the implementation of continental and regional priority programmes and projects and to mobilise resources and partners in support of their implementation.

1.26 With this in mind, it was agreed that the Secretary General will invite NPCA to participate in the Steering Committee in the future.

*AFI Plan Support to the establishment of Regional Safety Oversight Organizations (RSOOs) and Regional Accident Investigation Organizations (RAIOs)*

1.27 It was noted that the AFI Plan continued to support the establishment of Regional Safety Oversight Organizations (RSOOs) and Regional Accident Investigation Organizations (RAIOs) throughout the continent, as instructed by the Council. In this respect it was noted that the Banjul Accord Group (BAG) member States have established the Banjul Accord Group Aviation Safety Organization (BAGASOO) which commenced its operations in July 2010. The recruitment of staff for BAGASOO and the Commissioner for the Banjul Accord Group Accident Investigation Agency (BAGAIA) is underway with the support of TCB.

1.28 Pursuant to Council Decision 190/4, the engagement of the AFI Plan with the CEMAC member States including Sao Tome & Principe is progressing. The draft general framework was finalized by the High Level Review Task Force (HLRTF) and approved by the DGCAs on 14 April 2011.

1.29 With regard to the implementation of the support project to UEMOA member States & Mauritania, the High Level Review Task Force (HLRTF) completed the documentation required for the establishment of RSOO. The AFI Plan continues to liaise with the UEMOA Commission on the planning of the UEMOA statutory meetings for the formal adoption and signing of the framework agreement.

**2. Agenda Item 2: Council Decision 191/3 of 19 November 2010 – Assistance to States in the establishment of Regional Safety Oversight Organizations (RSOOs) and Regional Accident Investigation Organizations (RAIOs)**

*Seven Partner States (Djibouti, Egypt, Ethiopia, Eritrea, Libya, Sudan and Somalia)*

2.1 The Steering Committee reviewed the information related to the implementation of the Council Decision 191/3 of 19 November 2010 on the assistance to the Seven Partner States (Djibouti, Egypt, Eritrea, Ethiopia, Libya, Somalia and Sudan) in the establishment of a Regional Safety Oversight Organization (RSOO) and a Regional Accident Investigation Organization (RAIO)

2.2 It was noted that a Letter of Understanding was signed on 19 December 2010 between the Civil Aviation Authorities of the Seven Partner States and the ICAO/AFI Plan to establish a working relationship and an assistance project was developed to support the Seven Partner States in their establishment of RSOO and RAIO.

2.3 The Steering Committee was informed that a work plan was developed and sent to the States concerned. It was noted that the support project is scheduled to commence during the third quarter of 2011. However, the Steering Committee noted with concern the political challenges of the States within the partnership that may hinder progress. It was also highlighted that the majority of the Partner States do not belong to a Regional Grouping and therefore do not have a lot of experience working together or a regulatory framework or protocol or other binding documents to work with. Further challenges in the areas of harmonizing regulations, political will etc were also raised along the current uncertainties in some of the States. In view of this the challenge to bring all the seven member States together to establish a RSOO in a timely manner was revisited.

2.4 The Steering Committee agreed that the AFI Plan should make use of the lessons learnt from BAGASOO, CASSOA, etc. and work with those States that are ready to implement an RSOO. Furthermore the Steering Committee instructed the AFI Plan to work cautiously, note all the challenges, monitor the whole process and if for some reason the plan is not workable, inform the Steering Committee and provide an alternative solution.

2.5 In a general discussion, AFCAC informed the Steering Committee regarding political challenges involved in membership of States in various regional groupings. The Secretary General of AFCAC stated that all the African States are members of the African Union, with the exception of Morocco. However, Morocco is a member of AFCAC. It may also be possible for a new State to be inaugurated in July, namely South Sudan. It was also recalled that all AFCAC member States are ICAO contracting States. According to the AU structure, Africa is divided into 5 Regions to avoid overlap by the Regional Economic Communities.

2.6 AFCAC informed the Steering Committee that the AU recognises eight economic communities and Morocco is member of one of these communities. There is therefore an overlap. In addition, Africa is covered by four ICAO Regional Offices. It was noted that one possible solution is to encourage States to join existing groupings.

2.7 In light of the above, the Steering Committee tasked the Secretariat to monitor progress on the establishment of RSOOs and RAIOS from a political, technical and financial point of view, and report to the next meeting of the Steering Committee on progress.

*Clarification related to the use of the term letters of understanding, memoranda of cooperation, etc.*

2.8 The Steering Committee requested that the Secretariat obtain clarification from the Legal Bureau as to the distinction or similarity between such instruments as letters of understanding, memoranda of understanding, memoranda of cooperation and exchange of letters. The Legal Bureau confirmed that these instruments are all non-treaty in nature (i.e. they do not create legally enforceable obligations as do treaties) and as such they reflect informal arrangements.

2.9 Therefore there is no legally definable distinction between these terms in terms of the degree of obligation they impose upon the Parties concerned. The intent of the Parties in such instruments would be reflected in the text and are to be non binding in nature (e.g. the use of the words “the Parties will” instead of the words “the Parties shall”).

*Assistance to the SADC Member States (Angola, Botswana, Democratic Republic of Congo, Lesotho, Malawi, Madagascar, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, Zambia and Zimbabwe).*

2.10 The Steering Committee reviewed the information related to the implementation of the Council Decision 191/3 of 19 November 2010 related to the assistance to the SADC Member States (Angola, Botswana, Democratic Republic of Congo, Lesotho, Malawi, Madagascar, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, Zambia and Zimbabwe).

2.11 It was noted that an assistance project was developed to support the SADC Member States in their establishment of Regional Safety Oversight Organization (RSOO) and Regional Accident Investigation Organization (RAIO). A Letter of Understanding (LoU) was submitted to the Civil Aviation Authorities of SADC Member States in February 2011 to establish a working relationship between the SADC Member States and the ICAO/AFI Plan.

2.12 The Steering Committee expressed its concern with the slow pace of establishing a RSOO & a RAIO in the SADC States given that some States are on the ARRB list. It was noted that only seven States have signed the agreement so far. With respect to South Africa, concerns were expressed regarding the need for its effective participation in, and support to the RSOO.

2.13 The Steering Committee was informed that within the SADC regime, once two-thirds of States has agreed to a binding document, that document will go to the Committee of Ministers to approve the document. After this, the document will be an Annex to the Protocol.

2.14 In light of this, the Steering Committee instructed the AFI Plan to proceed with those States that are ready and have signed the LoU, to establish RSOO & RAIO, and finalize the process. The Steering Committee also noted that there are certain State Protocols to be completed by States prior to the signing of LoU's and that this may also have an effect, which is not necessarily a negative indication of the support of States for the project. It was proposed that States be informed at what level of government it is expected that the MoU be signed to avoid delays.

2.15 The Steering Committee highlighted the need to ensure financial sustainability of all of the RSOOs as this is a major issue that require a serious effort and workable solution. Without this, all efforts by ICAO and States will be lost. The output of establishing a RSOO is one thing; however, the outcome of supporting States with their oversight in a sustainable manner remains a challenge.

2.16 The Steering Committee requested that the AFI Plan Secretary attend the SADC meeting scheduled for June 2011 in Namibia.

*RSOO Symposium and related Guidance material*

2.17 The Steering Committee stressed the importance of the availability of guidance material under preparation by the Secretariat on the establishment of RSOO (Doc 9734B) as soon as possible. The Steering Committee also noted that the planned RSOO symposium will take place in Montreal from 26 to 28 October 2011. This will be the ideal opportunity for all to share views and to map the way forward to ensure migration of COSCAPs to RSOOs. Other issues to be discussed will be political, financial and technical solutions to ensure sustainability of the RSOOs. It was highlighted that all COSCAPs and RSOOs should be invited.

2.18 The Steering Committee was informed that the Airports Economics Panel and Air Navigation Services Economics Panel (AEP-ANSEP) have established a Working Group that will specifically look at the use of charges and levies for the purpose of safety oversight and funding of RSOOs as no provision

for this is made in current ICAO provisions. ISD Safety is working with this group and it is envisaged that this information will be available in time to be addressed by the Symposium in October 2011. The new DOC 9734B will have a separate chapter on funding arrangements, to be aligned with the AEP-ANSEP Working Group recommendations.

**3. Agenda Item 3: Cooperation with AFCAC—Support to the implementation of the AFI-CIS**

3.1 The Steering Committee reviewed the information related to the cooperation between African Civil Aviation Commission (AFCAC) and the Comprehensive Regional Implementation plan for aviation safety in Africa (AFI Plan) and the implementation of the AFI Cooperative Inspectorate Scheme (AFI-CIS)

3.2 The Steering Committee noted that to date, 14 States have signed the MOU and 71 inspectors were offered by States with qualification template. It was noted that Sierra Leone requested assistance and an AFCAC evaluation mission will be sent with a team comprising members of BAGASOO and BAG secretariat. A second evaluation mission is tentatively scheduled in May 2011 to assist Mauritania.

3.3 The Steering Committee noted that the draft Policy & Procedure Manual for the AFI-CIS inspectors was ready in English as planned by 31 March 2011 with the translation to French in progress.

3.4 It was noted that progress is slow with the signing of the AFI-CIS MOU and this can contribute to the same problems highlighted in Agenda Item 2. To expedite the process, it was agreed that AFCAC start the AFI-CIS project with those States which have already signed the MOU and at the same time follow up with the States that have not signed as yet. The Steering Committee gave AFCAC advice to collaborate with the African Union (AU) in organizing Ministerial meetings including the upcoming meeting in Angola sometime in October/November 2011. The Steering Committee agreed that a prerequisite of support to States should be the signing of the MOU.

3.5 A question was raised as to how States that are on the ARRB list can provide Inspectors to the AFI-CIS as they have pressing issues at home to address in order to be removed from the ARRB. The Secretary General of AFCAC responded that ICAO has placed emphasis on training. There are therefore various individuals in Africa who have been trained through various successful projects. Some of those candidates are very successfully working for ICAO, COSCAPS, AFCAC and other TCB Projects. Many are not utilised by their States and will be more effectively utilised by the AFI-CIS. The status of aviation in their home States has no bearing on their capabilities.

3.6 With regard to ICAO's support to AFCAC to kick start the AFI-CIS, it was agreed that ICAO will send HQ staff on missions to assist AFCAC on as required basis. It was recalled that the AFI-CIS was originally an ICAO proposal and is a project under the AFI Plan, and that AFCAC was chosen as the implementing agency in order to take advantage of AFCAC's resources and political support.

*D/ANB Presentation: Next Steps for the AFI Plan*

3.7 The Director of the Air Navigation Bureau made a presentation to the Steering Committee focused on a single ICAO approach towards the AFI Plan implementation. The presentation highlighted the need to develop a comprehensive set of solutions for States taking into account the political, operational, economic and technical solutions for each of the priority States. The main items for discussions were ICAO Priority States, Plan of action for each Priority State and Regional group, a proposed timeline and requested a mandate from the Steering Committee to revise the AFI Plan continuation plan.

3.8 On the Priority States, the ANB presentation included the results of the additional analysis which is based on traffic levels of States which the correlation predicted opportunities to loss of life. This analysis brings more States in the Priority list over and above the States with SSCs. As a result of this, a review of the AFI continuation plan was proposed.

3.9 Members of the Steering Committee recalled that the AFI Plan was created to specifically address flight safety concerns in Africa. Aircraft Accident Reports and ICAO Audits have shown that many States in the region were facing significant challenges in flight safety. It was also recalled that for these reasons the Terms of Reference of the Special AFI RAN meeting was reviewed to include flight safety issues, which are not usually addressed by a RAN. It was also argued that ICAO is an aviation technical body and not equipped to judge or prioritise States related to internal State politics and should refrain from doing so. Members of the Steering Committee further recalled that the AFI Plan was approved by the high level meeting prior to the 36<sup>th</sup> Assembly, and argued that no changes should be made to the AFI Plan.

3.10 Concerns were also expressed as to with which outside Organizations ICVM activities are coordinated with, or which other organizations participate in ICVM Missions as it may impact on the principles that underpin the ICAO Audits.

3.11 In summarising the deliberations, the Chairperson reminded the Steering Committee that the audits have shown that many States have different categories of deficiencies in flight safety, in air navigation and in aerodrome services, as well as in aviation security. Significant air navigation and aerodrome deficiencies in Africa are also contained in the documentation of the AFI Planning and Implementation Regional Group (APIRG) and addressed by the ANC and Council whereas aviation security concerns are addressed through the Aviation Security mechanism. However, the flight safety concerns are being addressed through the AFI Plan under the three focus areas. It was also noted that the Regional Offices are responsible and tasked to assist States in addressing all these deficiencies including the air navigation, aerodrome, security and flight safety deficiencies.

3.12 It was noted that Air Navigation Services (ANS) and Aerodromes, Air routes and Ground Aids (AGA) assistance projects are not covered by the AFI Plan and the AFI-CIS, and these issues will have to be addressed by the Technical Co-operation Bureau and Air Navigation Bureau through other mechanisms. It was noted that work is in progress between the Bureaux. The Steering Committee requested that the Regional Offices, ANB and TCB report back to the next meeting of the Steering Committee on this issue.

3.13 The Secretary General reiterated to the Steering Committee that flight safety is still a major concern in Africa, and that we should remain focussed on this and not tackle other issues as we do not have the resources and we will dilute our efforts. The Secretary General urged the Steering Committee to remain within the parameters agreed to at the start of the AFI Plan and let the other issues be dealt with by other forums or in different programs. We should remain focused on our current mission to get States off the ARRB list within 2 years. We will not do States any justice by trying to find solutions to other problems at this time as we cannot solve them in this forum.

3.14 In light of the above, the Steering Committee, agreed to keep the original criteria for the AFI Plan and not to revise the AFI continuation plan at this time. It was also agreed not to change the current prioritization criteria for States as proposed, but to maintain the *status quo*, i.e. States with SSCs, States before the ARRB and States with high Lack of Effective Implementation (LEIs).

*ICAO information Manual for Ministers*

3.15 The Steering Committee discussed and supported a proposal to develop an ICAO quick reference manual for Ministers responsible for civil aviation as those positions are prone to frequent changes. It was highlighted that Ministers are elected officials and may not be fully aware of State's responsibilities in terms of the Convention, the inner works of ICAO, assessments, or their point of contact for support. Such a document will also maintain continuity on various safety initiatives. It was agreed that ICAO (ANB) will develop such a document in consultation with role players.

**4. Agenda Item 4: Other business**

4.1 The Steering Committee considered the dates for the next meeting and recalled for planning purposes that the next Council Session will resume on Monday 31 October 2011. It was agreed to ensure efficiency, the next Steering Committee meeting should coincide with the RSOO Symposium scheduled to be held from 26 to 28 October 2011 in Montreal. There is also the possibility of a donor conference during the same timeframe.

4.2 It was agreed that the next Steering Committee meeting be tentatively scheduled on Monday 24 October and Tuesday 25 October 2011 in Montreal.

4.3 The Steering Committee authorized the Chairperson to review and approve the meeting report for distribution.

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## LIST OF PARTICIPANTS

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Mr.	Mohamed Elamiri	Deputy Director ANB, Safety Management and Monitoring
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Mr.	Roger Lambo	Chief, Implementation Support and Development Safety Section
Mr.	Soo-Ho Jun	Implementation Support and Development Safety Officer
Mr.	Gil Williams	Chief, Field Operations Section
Mr.	Romain Ekoto	Field Operations Officer

**Also present**

Mr.	Christian Schleifer	First Vice-President, Air Navigation Commission
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**Secretary of the Meeting**

Mr.	Meshesha Belayneh	ICAO RD, Nairobi (ESAF)
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Assisted by:

Mr.	Herman Pretorius	Implementation Support and Development —Safety
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