



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

NINTH AFI PLAN STEERING COMMITTEE MEETING

Montréal, 30 April-1 May 2012

**Agenda Item 1: Progress Report on the implementation of the AFI
Plan since the Eighth meeting of the Steering
Committee**

(Presented by the Secretary)

EXECUTIVE SUMMARY

This paper presents information related to the implementation of the decisions of the eighth meeting of the Steering Committee of the AFI Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) which was held from 24 to 25 October 2011.

Action: The Steering Committee is invited to:

- a) note the information contained in the paper; and
- b) provide further instructions for the continued implementation of the recommendations and conclusions of the eighth meeting of the Steering committee in line with column 6 (Actions required from the meeting) of Attachment A.

1. INTRODUCTION

1.1 During its eighth meeting, the Steering Committee reviewed the actions taken since its seventh meeting on the implementation of the AFI Plan and made additional recommendations and conclusions on activities to be undertaken for the implementation of the AFI Plan.

1.2 The Steering committee further authorized its Chairperson to deliver an oral report to the Council on the eighth meeting of the AFI Plan Steering Committee. The Oral report was presented to the Council on 7 November 2011 which endorsed the recommendation and conclusions of the eighth meeting of the AFI Plan Steering Committee (C-DEC 194/4 refers).

1.3 The present paper summarizes the progress made in the implementation of the recommendations and conclusions of the eighth meeting of the AFI Plan Steering Committee as endorsed by the Council.

2. SUMMARY OF PROGRESS NOVEMBER 2011 – MARCH 2012

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

2.2 The list of recommendations and conclusions of the eighth meeting of the AFI Plan Steering Committee is attached (**Attachment A**) along with an update on the actions undertaken so far by ICAO, their outcomes and actions required from the meeting.

2.3 BAGASOO was informed of the availability of support to facilitate the development of Regional Safety Plan on the basis of the experience with the East African Community (EAC). BAGASOO welcomed support from ICAO to enable it integrate into its on-going activities for the development of a Regional Safety Plan.

2.4 Also, the BAG Secretariat (in relation to BAGAI A), the CEMAC and UEMOA Commissions were sensitized on the urgency of establishing their Regional Safety Oversight Systems on the basis of the frameworks developed by their regional experts with the assistance of AFI Plan.

2.5 The ICAO Technical Cooperation Bureau is still assisting the BAG Member States in the recruitment of a Commissioner for the BAGAI A.

2.6 To date the CEMAC Commission has not provided information on progress made towards the approval of the frameworks for the operationalization of its Regional Safety Oversight Organization (ARSA) and the creation of the Regional Accident Investigation Agency.

2.7 On 29 March 2012, the UEMOA Commission informed ICAO that although approved by the Ministers of Transport, the creation of the RSOO cannot proceed further due to formal reservation from Senegal. The UEMOA Commission further requested the support of ICAO to assist to resolve the concerns raised by Senegal and carry out a study on the regional passenger service charge to finance the activities of the RSOO. Subject to the approval of the Steering Committee, AFI Plan could work with Senegal and the UEMOA Commission to assist resolving the concerns raised by Senegal and conduct the study on the regional passenger service charge on the basis of the existing LoU between the UEMOA Member States and ICAO.

2.8 The ESAF Regional office continued to work with the EAC Member States and its Civil Aviation Safety and Security Agency (CASSOA) for the implementation of the regional priorities in line with the LoU between ICAO and the EAC Partner States. At the request of CASSOA, a review of the organizational, legal & financial frameworks is being conducted 10th – 27th April 2012 by an ICAO expert. However, CASSOA indicated that the development of common personnel licensing examination data was no longer required.

2.9 A Work Plan for the implementation of the LoU between the Civil Aviation Authorities of the Southern African Development Community (SADC) Member States and ICAO was forwarded to the SADC Member States and presented to the SADC Institutionalization Working Group (IWG). The Terms of Reference of the IWG are similar to those of the High Level Review Task Force (HLRTF) established

so far in other regions to spearhead the development of frameworks for creation of Regional Safety Oversight Systems. The report of the IWG is expected to be reviewed by the SADC-COSCAP Steering Committee during its meeting on 17-18 April 2012. Also, the approval of the Draft Charter by the SADC Council of Ministers is scheduled for August 2012 which will then establish the SADC Aviation Safety Organization (SASO).

2.10 With respect to the Seven Partner States (Djibouti, Egypt, Eritrea, Ethiopia, Libya, Somalia and Sudan), a review meeting was held in Khartoum, Sudan on 18 - 19 March 2012, between the Directors General of the Civil Aviation Authorities of the Seven Partner States and ICAO. The report of the meeting is attached (**Attachment B**). The meeting approved a revised Work Plan for the implementation of the support project with new timelines for the development, approval of the frameworks and establishment of the regional organizations (RSOO and RAIA). Also, the States agreed to set up a High Level Review Task Force by 20 April 2012 to spearhead the development of the frameworks of the two regional organizations

2.11 With regard to the implementation of the framework for harmonization of aviation training in Africa, a consultative conference on the creation of the Association of African Aviation Training Organizations (AATO) was held in Nairobi from 2 - 4 April 2012. The report of the Conference is attached (**Attachment C**). The Conference established an Interim Council to expedite the creation of AATO.

2.12 In terms of Regional Office Safety Teams (ROSTs), States were informed of the availability of the support and encouraged to take advantage of the existing resources and structures. Also, ICAO Plans of Actions were presented to 12 States in ESAF and 8 in WACAF. It is to be noted that 11 States in ESAF and 6 in WACAF have accepted the proposed Plans and the implementation of actions identified under the short term period has been initiated. The ICAO Plans of Actions for States are discussed in further detail in Discussion Paper 2.

2.13 With regard to the Work Programme 2012, the AFI Plan coordinated with the concerned bureau at Headquarters and Regional Offices for the implementation of the activities approved by the Steering Committee during its Eighth meeting.

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**DISCUSSION PAPER 1 - Progress Report on the implementation of the AFI Plan since the
Eighth meeting of the Steering Committee (24-25 October 2011)**

ATTACHMENT A – Implementation of the decisions of the Eighth Meeting of the Steering Committee

| Focus Area 1 – Enabling States to establish and maintain an effective and sustainable safety oversight system | | | | | |
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| Issue/Subject | Actions Required* | Expected deliverables | Actions undertaken | Outcomes | Actions Required from the meeting |
| Regional safety Oversight Organizations and Regional Accident Investigation Agencies (General) | <ul style="list-style-type: none"> 1.24 The committee agreed that a State can be a member of only one RSOO. The committee also agreed that those who are assisting States with the development of frameworks for the establishment of the RSOO and RAIO should ensure that the texts developed allow for a merger of the two organizations, if warranted. | <ul style="list-style-type: none"> AFI States sensitized on the existing groups and the support provided for their establishment and effective operation as well as the necessity to be member of only one RSOS and the potential conflicts of adhering to more than one RSOO Support partners also sensitized on the necessity to develop frameworks that would facilitate the merging of RSOS if needed | No action undertaken. The committee agreed that a State can be a member of only one RSOO and recommended that a State letter be sent out to that effect. The statement above was overtaken by the conclusion of the RSOO Symposium held in October 2011, which states that there might be a valid reason why a State would wish to be a member of more than one RSOO. What is important is that the functions delegated to each of the RSOOs do not overlap or conflict with each other. | N/A | Note that the Secretariat is in the process of finalizing a State letter on the conclusions of the RSOO Symposium |
| BAG member States (Cape-Verde, Gambia, Ghana, Guinea, Liberia, Nigeria, Sierra-Leone) | 1.18 Considering the support being provided to EAC Partner States for the development of the State Safety | <ul style="list-style-type: none"> Support provided to BAGASOO for the development of Model SSP | <ul style="list-style-type: none"> Information on availability of support communicated by WACAF to BAGASOO | <ul style="list-style-type: none"> BAGASOO welcomed support from ICAO to be integrated into their on-going activities | <ul style="list-style-type: none"> Note progress and agree that the Secretariat will report at the next meeting of the Steering Committee on the progress made towards assisting BAGASOO in the development and implementation of Regional Safety Plan |

*The Paragraph number in column 2 refers to the report of the Eighth meeting of the Steering Committee

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| | <p>Programme, the committee recommended to the Secretary General that similar support programmes be extended to all the other RSOOs.</p> <ul style="list-style-type: none"> • 1.23 The committee supported that the ICAO Regional Directors, Dakar and Nairobi continue to provide support to the Banjul Accord Group (BAG) member States (Cape Verde, Gambia, Ghana, Guinea, Liberia, Nigeria and Sierra Leone) for the effective operation of the BAG Accident Investigation Agency (BAGAIA) and sustained activities of the BAG Aviation Safety Oversight Organization (BAGASOO). | <ul style="list-style-type: none"> • Support provided to BAG Member States for the operationalization of BAGAIA and effective operation of BAGASOO | <ul style="list-style-type: none"> • Liaison continued with BAG Secretariat for an update on the process of selecting a Commissioner | <ul style="list-style-type: none"> • Selection process still ongoing and no decision yet on the appointment of the Commissioner by the Ministers of Transport of the BAG member States | <ul style="list-style-type: none"> • Request TCB and BAG Member States to facilitate expeditious recruitment of the Commissioner |
| <p>CEMAC member States and Sao Tome and Principe (Cameroon, Chad, Central African Republic, Congo, Equatorial Guinea, Gabon, Sao Tome & Principe)</p> | <ul style="list-style-type: none"> • 1.20 Considering the slow progress on the establishment of an RSOO and an RAIO for CEMAC and Sao Tome e Principe, the committee invited those groupings of States to expedite the process for the creation of the RSOO and RAIO on the basis of the | <ul style="list-style-type: none"> • Regional Agency for safety Oversight in Central Africa (ARSA) operationalized and Regional Accident Investigation Agency created | <ul style="list-style-type: none"> • Communication with CEMAC Commission to sensitize it on the necessity to expedite the process of operationalizing ARSA and creating Regional Accident Investigation Agency on the basis of the frameworks developed by the regional experts with the assistance of AFI | <ul style="list-style-type: none"> • No feedback so far from the CEMAC Commission | <ul style="list-style-type: none"> • Note the limited progress and request the Secretariat to convene a high level meeting of the CEMAC Region to devise a way forward |

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| | documents developed by the national experts under the auspices of the AFI Plan | | Plan [Letter dated 17 January 2012 with a deadline for response on 20 March 2012, visit to the Commission] | | |
| East Africa Community (EAC) Partner States (Burundi, Kenya, Rwanda, Uganda, Tanzania) | <ul style="list-style-type: none"> 1.19 The committee requested that the AFI Plan Secretary present a progress report on the development of a common personnel licensing examination data bank for the EAC Partner States to its next (i.e. ninth) meeting. | <ul style="list-style-type: none"> Common personnel licensing examination data bank for the EAC Partner States operational | <ul style="list-style-type: none"> CASSOA informed the secretariat that the project is no longer required | N/A | <ul style="list-style-type: none"> Note that the project is no longer needed by CASSOA and the Partner States |
| Seven Partners States (Djibouti, Egypt, Eritrea, Ethiopia, Libya, Somalia and Sudan) | <ul style="list-style-type: none"> 1.21 The committee also supported that the ICAO Regional Directors, Dakar and Nairobi continue to monitor the situation in the Seven Partner States and to present a progress report to its next meeting. | <ul style="list-style-type: none"> Situation in the Seven Partner States assessed and way forward determined | <ul style="list-style-type: none"> Meeting held 18-19 March 2012 between the Seven Partner States and ICAO (meeting report in Attachment B) | <ul style="list-style-type: none"> Work Plan for the implementation of the support project revised with new timelines for the development, approval of the frameworks and establishment of the regional organizations States agreed to set up a High Level Review Task Force by 20 April 2012 to spearhead the development of the frameworks of the two regional organizations | <ul style="list-style-type: none"> Note continuation of the project and progress made. |
| SADC member States (Angola, Botswana, DRC, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, Zambia, Zimbabwe) | <ul style="list-style-type: none"> 1.22 The committee further requested that the ICAO Regional Director, Nairobi pursue assistance activities with SADC member States, taking into account the new developments and the | <ul style="list-style-type: none"> Assistance provided towards the creation of SADC Aviation Safety Organization (SASO) | <ul style="list-style-type: none"> Work plan submitted to SADC Member States and presented to the Institutionalization Working Group (IWG) | <ul style="list-style-type: none"> The IWG recommended that ICAO AFI-Plan work within the SADC framework i.e. COSCAP-SADC and SADC secretariat in providing assistance and support for the establishment of the SASO. The approval of the Draft Charter by the SADC Council | <ul style="list-style-type: none"> Note continuation of the project and progress made. |

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| | approval of the charter, and to report to its next meeting on progress in this regard. | | | of Ministers is scheduled August 2012 which will then establish the SASO. | |
| UEMOA member States and Mauritania (Benin, Burkina Faso, Cote d'Ivoire, Guinea Bissau, Mali, Mauritania, Niger, Senegal, Togo) | <ul style="list-style-type: none"> 1.20 Considering the slow progress on the establishment of an RSOO and an RAIO for UEMOA and Mauritania, the committee invited those groupings of States to expedite the process for the creation of the RSOO and RAIO on the basis of the documents developed by the national experts under the auspices of the AFI Plan | <ul style="list-style-type: none"> Regional safety Oversight Organization and Regional Accident Investigation Agency created | <ul style="list-style-type: none"> Communication with UEMOA Commission to sensitize it on the necessity to expedite the process of creating Regional safety Oversight Organization and Regional Accident Investigation Agency on the basis of the frameworks developed by the regional experts with the assistance of AFI Plan [Letter dated 17 January 2012 with a deadline for response on 20 March 2012] | <ul style="list-style-type: none"> In its response dated 29 March 2012, The UEMOA Commission informed ICAO that although approved by the Ministers of transport, the creation of the regional safety oversight organization cannot proceed further due to formal reservation from Senegal. The UEMOA Commission further requested the support of ICAO to assist to resolve the concerns raised by Senegal and carry out a study on the regional passenger service charge to finance the activities of the Regional Safety Oversight Organization | <ul style="list-style-type: none"> Note the request from the UEMOA Commission and approve the conduct of the study on the passenger service charge and to work with Senegal and UEMOA Commission to address the concerns raised by Senegal |
| Focus Area 2 – Assist States to resolve identified deficiencies within a reasonable time | | | | | |
| Issue/Subject | Actions Required | Expected deliverables | Actions undertaken | Outcomes | Actions Required from the meeting |
| Training strategies for aviation safety in Africa (SP AFI RAN Meeting Recommendation 5/8), includes harmonization and standardization of training courses and cooperation among African Aviation Training Institutes | <ul style="list-style-type: none"> 1.26 The committee approved the continuation of support to states, aviation services providers and aviation training organizations in the implementation of the framework for the harmonization of aviation training in Africa. The committee recommended that additional long-term | <ul style="list-style-type: none"> Association of African Aviation Training Organization (AATO) created to take the lead in the implementation of the framework for the harmonization of aviation training in Africa | <ul style="list-style-type: none"> Consultative Conference for the creation of AATO held in Nairobi 2-4 April 2012 (Conference report in attachment C) | <ul style="list-style-type: none"> Creation of an Interim Council of 8 members (Training Organizations) to expedite the actual creation of AATO | <ul style="list-style-type: none"> Note progress made and approve the provision by AFI Plan of secretariat support to the AATO-interim council towards the establishment and operationalization of AATO |

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| | <p>partnerships be sought to accompany these efforts. It also recommended that the frameworks to be put in place be aligned with the ICAO training policy and that training centres be assisted as much as possible to attain the TRAINAIR PLUS requirements. The committee further requested ICAO Regional Directors, Dakar and Nairobi to continue to review the aviation training needs and resources in Africa and to ensure that the information on projects needed to enhance the capabilities of existing training centres is made available to States and donors on the AFI Plan web page.</p> | | | | |
| Tailored made ICAO Plans of actions for States under the review of MARB | | | | | |
| <ul style="list-style-type: none"> • Regional safety Office Teams (ROSTs) | <ul style="list-style-type: none"> • 1.25 The steering committee recommended that States take advantage of the assistance made available under ROSTs to support the implementation of their respective Corrective Action Plans and ensure that the targets set by the joint ICAO-AFCAC meeting (Ndamena, May 2010) are met, insofar as possible, prior | <ul style="list-style-type: none"> • States to take advantage of availability of ROST | <ul style="list-style-type: none"> • Information on availability of support communicated to States | <ul style="list-style-type: none"> • ROST missions deployed to States (details provided in DP 2) | <ul style="list-style-type: none"> • Note progress made and that ROST implementation is an on-going effort |

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| <ul style="list-style-type: none"> • Implementation of ICAO Plans of Actions | <p>to the 38th Session of the ICAO Assembly.</p> <ul style="list-style-type: none"> • 2.5 The steering committee requested the Secretary General to undertake, in coordination with AFCAC and other partners and with acceptance of the States, implementation of the actions identified under the plans • 2.6 To facilitate the mobilization and coordination of the support required, the committee requested ICAO Regional Directors, Dakar and Nairobi to ensure that a list of all support projects, including those identified during the gap analysis is included in a dedicated AFI Plan web page and is linked with the Safety Collaborative Assistance Network (SCAN). • 2.7 The committee agreed that the AFI-CIS project should be adequately manned by AFCAC in order to undertake the | <ul style="list-style-type: none"> • ICAO Plans of Actions presented to States and actions identified under the plans implemented in those States who have accepted them. • Information on support projects identified during the gap analysis available to States and donors • AFI-CIS project adequately manned by AFCAC in order to undertake the necessary activities related to the preparation, planning | <ul style="list-style-type: none"> • ICAO Plans of Actions presented to 12 States in ESAF, accepted by 11 States, and implementation of the actions identified under the plans initiated. • Plans of Actions presented to 8 States in WACAF accepted by 6 States, and implementation of the actions identified under the plans initiated. • Information on support projects identified during the gap analysis posted on AFI plan webpages and linked to SCAN • AFCAC to provide update | <ul style="list-style-type: none"> • Assistance provided to States to resolve immediate safety concerns and build long-term capacities (Further details in DP2) • Information on support projects identified during the gap analysis available to States and donors • AFCAC to provide update | <ul style="list-style-type: none"> • Note progress made • Note actions taken and encourage donors to assist in the implementation of projects arisen from the gap analysis • Note update from AFCAC and advise accordingly |
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| | <p>necessary activities related to the preparation, planning and coordination of, and subsequent follow up to, the missions to States.</p> <ul style="list-style-type: none"> • 2.8 The committee further requested that ICAO continue to support AFCAC with the finalization of the Policy and Procedures Manual and other guidance material, taking into account the lessons learnt from the pilot missions, and to facilitate the translation of documents from English to French, as may be required. | <p>and coordination of and subsequent follow up to, the missions to States.</p> <ul style="list-style-type: none"> • Support provided to AFCAC to the implementation of AFI-CIS | <ul style="list-style-type: none"> • Concept paper and work programme 2012 developed by ICAO | <ul style="list-style-type: none"> • Concept paper and work programme 2012 approved by AFCAC | <ul style="list-style-type: none"> • Note progress made and that AFI-CIS implementation is an on-going effort |
| Work Programme 2012 | | | | | |
| Issue/Subject | Actions Required | Expected deliverables | Actions undertaken | Outcomes | Actions Required from the meeting |
| <ul style="list-style-type: none"> • Activities 2012 | <p>3.1 The committee reviewed the work programme to be executed under the auspices of AFI Plan for the year 2012.</p> | <ul style="list-style-type: none"> • Work Programme 2012 implemented as approved | <ul style="list-style-type: none"> • Work programme and list of activities coordinated with HQ bureau and regional Offices | <ul style="list-style-type: none"> • Activities approved for the year 2012 implemented | <ul style="list-style-type: none"> • Note progress made and detailed report in Discussion paper 3 |
| <ul style="list-style-type: none"> • Support from US SSFA | <p>3.5 At the request of the steering committee, the US-SSFA agreed to examine, in coordination with the Federal Aviation Administration (FAA) methods to make its work tracking system available to the regional safety oversight organizations.</p> | <ul style="list-style-type: none"> • FAA work tracking system available to the regional safety oversight organizations | <ul style="list-style-type: none"> • Liaison with US-SSFA to facilitate availability of the FAA work tracking system to the regional safety oversight organizations | <ul style="list-style-type: none"> • FAA agreed to schedule one WTS training class late in the year 2012 in a State to be recommended by ICAO, possibility of provision of additional WTS classes in AFI States to be further explored with FAA. However, because the software used to install the WTS program is covered by U.S. | <ul style="list-style-type: none"> • Note progress made and on-going discussions with US-SSFA |

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| | | | | <p>export controls, it cannot be provided to the AFI Plan for a train-the-trainer training.</p> | |
| <ul style="list-style-type: none"> • Support to AFI CIS | <p>3.9 AFCAC was requested, as soon as possible, to advise the Chairperson and the Secretary of the AFI Plan Steering Committee of the AFI-CIS-specific training needs, which will then be incorporated into the AFI Plan work programme for 2012.</p> | <ul style="list-style-type: none"> • AFI-CIS-specific training needs addressed | <ul style="list-style-type: none"> • Approved GSI training courses planned • Specific courses for AFI-CIS to be scheduled if additional needs are identified | <ul style="list-style-type: none"> • Inspectors trained in GSI already planned for the year 2012 • Update on needs to be provided by AFCAC | <ul style="list-style-type: none"> • Note update from AFCAC and advise accordingly |

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**DISCUSSION PAPER 1 - Progress Report on the Implementation of the AFI Plan since the
Eighth meeting of the Steering Committee (24-25 October 2011)**

**ATTACHMENT B - Conclusions of the Third Meeting of the Civil Aviation Authorities of the
Seven Partner States, Khartoum, Sudan, 18-19 March 2012**

1. At the invitation of the Civil Aviation Authority of Sudan (SCAA), the Third meeting of the Civil Aviation Authorities of the States of Djibouti, Egypt, Eritrea, Ethiopia, Libya, Somalia, and Sudan (Seven Partner States) was held in Khartoum, Sudan, 18-19 March 2012.
2. The meeting was attended by representatives of all Seven Partner States and ICAO. The list of participants is given in Appendix A.
3. The meeting was briefed by ICAO on the integration into the regular Work Programme of the Regional Offices of the activities related to the implementation of the ICAO AFI Regional Comprehensive Implementation Plan for Aviation Safety in Africa (AFI Plan). It was also appraised on the activities of the AFI Plan since the last meeting of the Seven partner States (19-20 December 2010). It was agreed that ICAO would provide the participants with a copy of the AFI Plan Work Programme 2012 which is also available on the AFI Plan WebPages (<http://www.icao.int/safety/afiplan/Pages/default.aspx>) and that the Seven Partner States would continue to participate to the various activities of the AFI Plan.
4. ICAO presented a summary of the outcomes of the gap analysis conducted in 2009 and 2010 in most of the Seven Partner States under the Global Aviation Safety Roadmap. The meeting agreed that the results of the gap analysis would continue to be the basis for the development of the frameworks of the Regional Safety Oversight Organization and Regional Accident Investigation Agency for the Seven Partner States.
5. The meeting further reviewed the progress made by the Seven Partner States towards the establishment of the Regional Safety Oversight Organization and the Regional Accident Investigation Agency for the Seven Partner States in line with the regional priorities determined during their first meeting (5-6 September 2010) and the Letter of Understanding (LoU) signed between the Seven Partner States and ICAO during their second meeting (19-20 December 2010).
6. It was noted that ICAO submitted in March 2011 a Work Plan for the implementation of the LoU. However, the activities envisaged in the Work Plan could not be completed due

to the political situation that prevailed in some States in the Region throughout the year 2011.

7. After review of the initial Work Plan, the meeting decided to expedite the creation of a Regional Safety Oversight Organization and a Regional Accident Investigation Agency for the Seven Partner States, and, to this end, a High Level Review Task Force (HLRTF) was agreed to be set up and mandated to develop the necessary frameworks for the establishment of the two organizations. The Terms of Reference of the HLRTF are attached in Appendix B.
8. The meeting further adopted a revised Work Plan for the implementation of the LoU in two separate and consecutive steps. The revised work plan is attached in Appendix C.
9. During the first step, it is anticipated that the framework for the establishment of the Regional Safety Oversight Organization will be finalized and adopted at the ministerial level by first Quarter 2013.
10. The second step will start in the second quarter 2013 and will be dedicated to the Regional Accident Investigation Agency and it is anticipated that the framework for its establishment will be finalized and adopted at the ministerial level by first Quarter 2014.
11. The participants express their gratitude to the Sudan Civil Aviation Authority for their hospitality and all support extended to them during their stay in Khartoum.

SIGNED, Khartoum, 19 March 2012

| STATE | NAME | SIGNATURE |
|-----------------|-------------------------|------------------|
| Djibouti | Hassan Ahmed Maoulid | |
| Egypt | Capt. Alaa Ahmed Ashour | |
| Eritrea | Gebre-meskel Tecele | |
| Ethiopia | Yene Shawul | |
| Libya | Abdurrazag M. Zaatut | |

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| Somalia | Ali Mahamoud Ibrahim | |
| Sudan | Mohamed Abdel Aziz Ahmed | |

APPENDIX A - Sudan Civil Aviation Authority

Regional Safety Oversight Organization (RSOO) ICAO 3rd Follow –up meeting,
Khartoum 18-19 March 2012

| # | State/Organization | Name |
|----|--------------------|--------------------------|
| 1. | Djibouti | Hassan Ahmed Maoulid |
| 2. | Egypt | Capt. Alaa Ahmed Ashour |
| | | Mohamed Abass Mohamed |
| | | Azza Abdelmagid Yusri |
| 3. | Eritrea | Gebre-Meskel Tecele |
| 4. | Ethiopia | Yene Shawul |
| 5. | Libya | Abdurrazag M. Zaatut |
| | | Suliman Elmsellati |
| 6. | Somalia | Mohamed Dirie Hersi |
| | | Ali Mahamoud Ibrahim |
| 7. | Sudan | Eng. Mohamed Abdelaziz |
| | | Gen. Yousif Ibrahim |
| | | Capt. Haile Belai |
| | | Mahmoud Elhassan Mohamed |
| | | Kamil Ahmed Mohamed |
| 8. | ICAO | Meshesha Belayneh |
| | | Mohamed Redha Khonji |
| | | Maamoune Chakira |

APPENDIX B - TERMS OF REFERENCE OF THE HIGH LEVEL REVIEW TASK FORCE (HLRTF)

I. Background

The Civil Aviation Authorities of the Seven Partner States and ICAO states signed on 20th December 2010 a Letter of Understanding on the provision by ICAO of support to the Seven Partner States in the implementation of the regional priorities of the Seven Partner States which include the development of the frameworks for the establishment of a Regional Safety Oversight Organization and (RSOO) and Regional Accident Investigation Agency (RAIA).

ICAO inputs include the provision of expertise required for the implementation of the activities identified under the LoU and the overall execution of the project in close coordination with the Seven Partners States.

The Seven Partner States agreed to provide local counterparts, support personnel and to furnish ICAO experts all relevant information necessary for the successful implementation of the project.

The frameworks for the establishment of the Regional Organizations are to be developed on the basis of a thorough review of the safety oversight and accident investigation activities of each Partner State and identification of those to be covered under the Regional Organizations, as well as the level and timeline for the implementation of the functions under the Regional Organizations.

The High Level Review Task Force (HLRTF) is set up to assist ICAO in the above review process and subsequent development of the framework for the establishment of the Regional Organizations to be submitted to the Directors General of Civil Aviation of the Seven Partner States.

II. Scope of the work of the HLRTF

The High Level Review Task Force (HLRTF) shall carry out the following activities:

- a. Provide the basic data on the safety oversight and accident investigation activities of the Seven Partner States;
- b. Review of the findings of the analysis of the safety oversight and accident investigation activities of the Seven Partner States with a view of identifying and

addressing potential conflicts and limitations and ensure optimization of the regionalization of the safety oversight and accident investigation functions ;

- c. Review of the general framework (Overall organizational architecture, functions & transitional arrangements) for the establishment of the Regional Organizations which will form the basis of the development of the detailed legal, organizational and financial frameworks of the two Organizations;
- d. Review of the detailed frameworks (legal, organization, and financial) and any other document related for the establishment of the Regional Organizations;
- e. Submit the detailed frameworks to the Directors General of Civil Aviation Authorities of the Seven Partner States for their acceptance, leading to the establishment of the two organizations as applicable.

III. Composition of the HLRTF

Each Partner State shall nominate one member for the HLRTF. Each member may have one or more advisers as the State may deem necessary. The nominations of members to HLRTF shall be forwarded to ICAO not later than 20 April 2012.

ICAO will provide secretariat support to the HLRTF.

The nominated members should preferably have experience with management organizations, and/or the structures related to the performance of safety oversight and accident investigation functions, and ICAO related documentation. HLRTF members shall not represent their State. They will participate in the activities of the Task force as independent experts and will share with their colleagues from other states and ICAO all relevant information necessary for the successful implementation of the project in an open and transparent manner with the view of optimizing the regionalization of the safety oversight and accident investigation functions for the benefits of the overall region.

IV. Schedule of activities

The HLRTF will be consulted by ICAO in each phase of the implementation of the project. The activities will be carried out through exchanges of e-mail, phone conference calls, and meetings as may be required.

APPENDIX C - Revised Work Plan for the implementation of the Letter of Understanding (LoU) between the Seven Partner States and ICAO as adopted during the 3rd meeting of the Directors General of Civil Aviation Authorities of the Seven Partner States held in Khartoum, 18- 19 March 2012

I. Introduction

The Seven Partner States met in Khartoum, Soudan, 18-19 March to review the progress made towards the establishment of their Regional Safety Oversight Organization and Accident Investigation Agency on the basis of the regional priorities determined in September 2010 and the Letter of Understanding (LoU) signed in December 2010 between the Seven Partner States and ICAO.

The meeting noted that ICAO submitted in March 2011 a Work Plan for the implementation of the LoU and the development of the necessary frameworks for the establishment of the two regional organizations. However, due to the political situation that prevailed in some States in the Region throughout the year 2011, the activities could not be carried out.

The objective of this document is to present the **Revised Work Plan** for the implementation of the LoU between AFI Plan and the Seven Partner States.

II. The Revised Work Plan

The objective of the project is for AFI Plan to provide to the Seven Partner States technical assistance and support for the accelerated implementation of the priority actions determined and the subsequent establishment of the Regional Safety Oversight Organization, Regional Accident Investigation Agency, development of the required documentation for the implementation and effective operation of the two regional organizations, and the development and implementation of Regional Safety Programme (RSP).

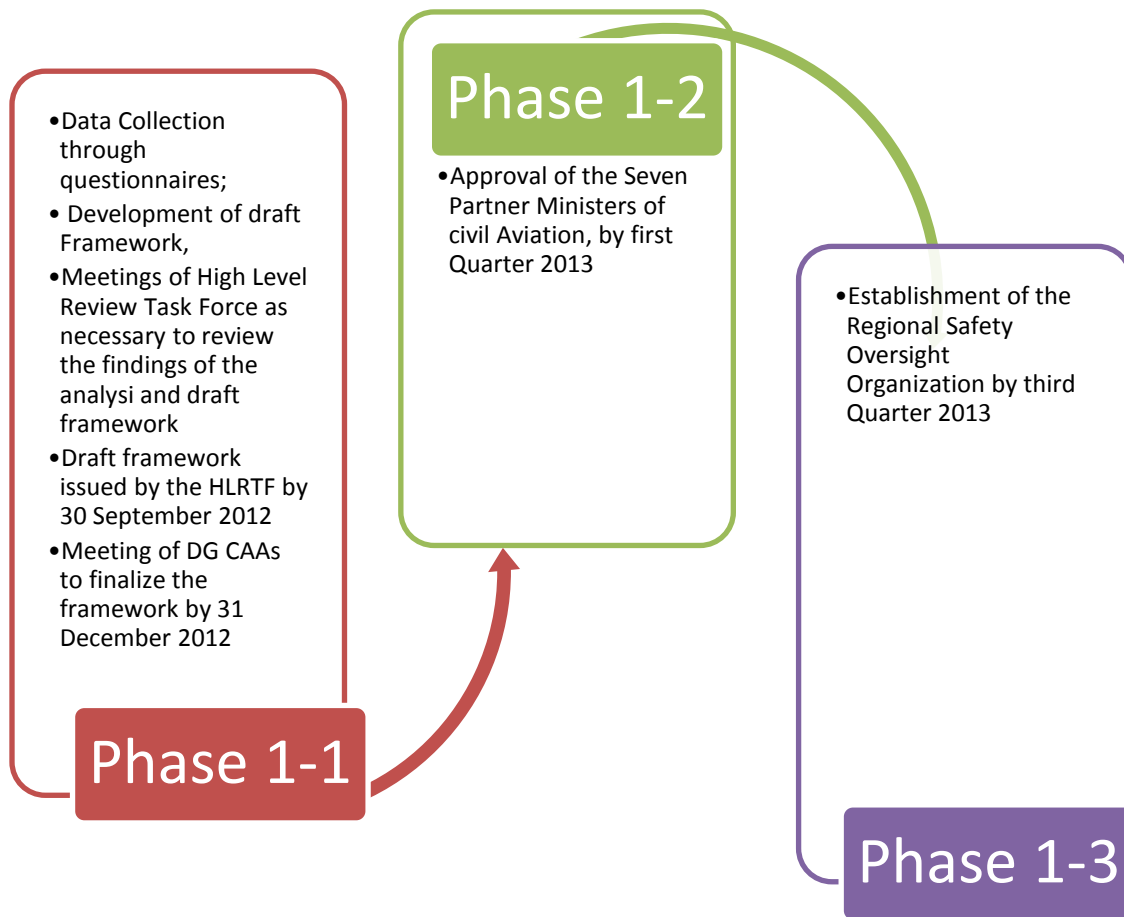
The required documents will be developed in a joint effort between AFI Plan and the national experts from Seven Partner States, and stakeholders through a phased-approach.

The required documents will be developed jointly by AFI Plan and national experts, agreed at the level of the Directors General of Civil Aviation (DGCAA), prior to the submission to the Ministers in charge of Civil Aviation for final approval.

The project will be carried out in two steps. In the first step, the framework for the establishment of the Regional Safety Organization will be developed. The second step will be dedicated to the establishment of the Regional Accident Investigation Agency.

III. Establishment of the Regional Safety Oversight Organization

The first step will start in the second quarter 2012 following the nomination by all States of the members to the HLRTF. It is anticipated that the framework for the establishment of the Regional Safety Oversight Organization will be finalized and adopted at the ministerial level by first Quarter 2013.

Figure 1: Step 1 - RSOO

Below is a description of the activities to be carried out during step 1.

- 1.1 A Review of the safety oversight activities of each Partner States shall be conducted and completed during the third quarter 2012 through the High Level Review Task Force. The objective of the review is to identify and agree with each Partner State the activities to be covered under the Regional Safety Oversight Organization as well as the level and timeline for the transfer of such functions to the Regional Organization.
- 1.2 Based on the above, an initial draft general framework outlining the structure of the Organization (Overall organizational architecture, functions & transitional arrangements) shall be developed and submitted to the High Level Review Task Force (HLRTF) for further consideration and amendment.
- 1.3 Based on the general framework as adopted by the HLRTF, an initial draft detailed framework along with an implementation plan for the establishment of the organization shall be developed and submitted to the HLRTF for further consideration and

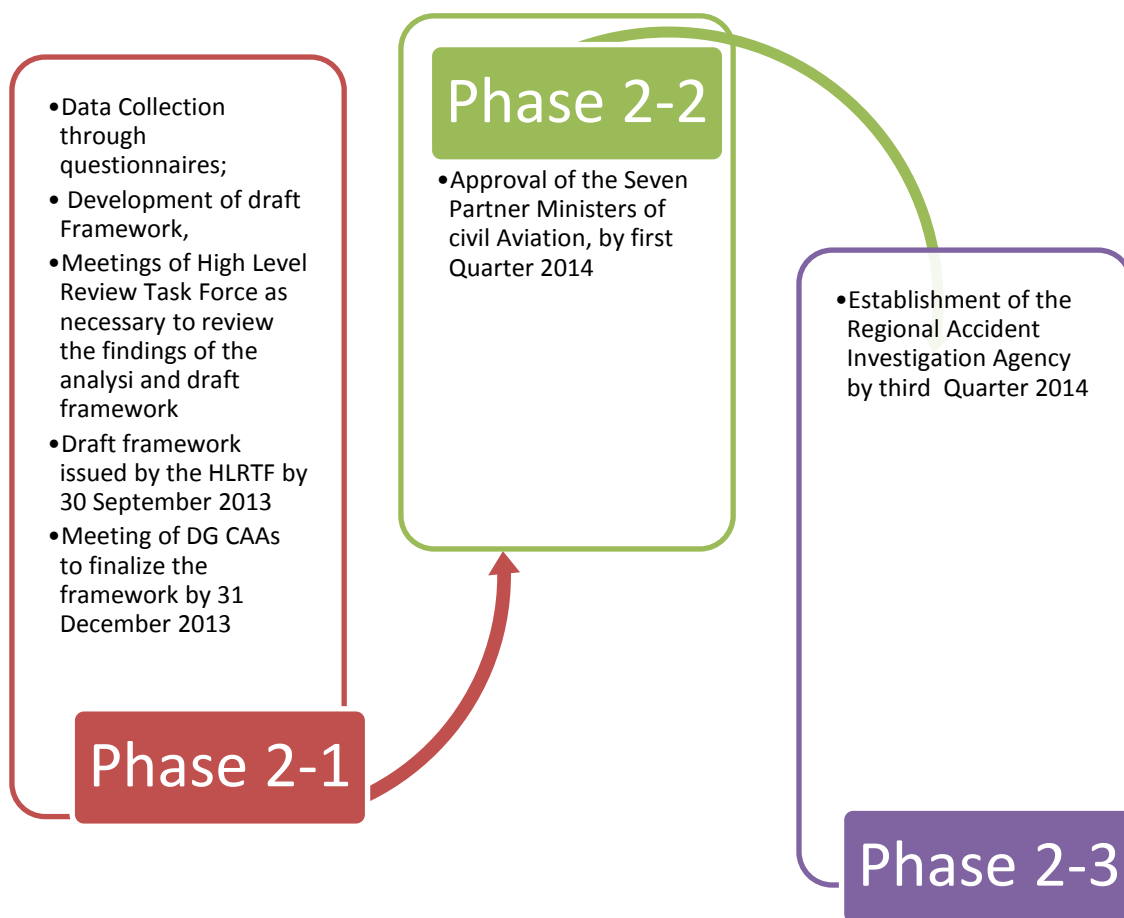
amendment. The detailed framework shall specify the structure of the organization, functions, powers and authorities vested to it by the respective States, its governance rules and management structure, staffing and financial arrangements, as well as any transitional arrangements that may be deemed necessary.

- 1.4 The revised draft detailed framework, implementation plan and other documents deemed necessary by the HLRTF will be submitted to the DGCAA for their approval during a meeting to be held fourth Quarter 2012
- 1.5 The Detailed Framework and other required documents for the establishment of the RSOO approved by the DGCAAs will be submitted to the approval of the Ministers in charge of civil aviation of the Seven Partner States first Quarter 2013.
- 1.6 When necessary, the documents developed will be submitted to review by specialized committees (legal, finance, etc..) as may be identified by the HLRTF without changing the overall deadlines set out in items 1.2- 1.5.
- 1.7 The RSOO is to be established within 6 months after the signature of the framework by the Ministers in charge of civil aviation of the Seven Partner States.

IV. Establishment of the Regional Accident Investigation Agency

The second step is expected to start in the second quarter 2013. It is anticipated that the framework for the establishment of the Regional Accident Investigation Agency will be finalized and adopted at the ministerial level by first Quarter 2014.

Figure 2: Step 2 - RAIA



Below is a description of the activities to be carried out during step 2.

- 2.1 A Review of the accident investigation activities of each Partner States shall be conducted and completed during the third quarter 2013 through the High Level Review Task Force. The objective of the review is to identify and agree with each Partner State the activities to be covered under the Regional Accident Investigation Agency as well as the level and timeline for the transfer of such functions to the Regional Agency.
- 2.2 Based on the above, an initial draft general framework outlining the structure of the Agency (Overall organizational architecture, functions & transitional arrangements) shall be developed and submitted to the High Level Review Task Force (HLRTF) for further consideration and amendment.
- 2.3 Based on the general framework as adopted by the HLRTF, an initial draft detailed framework along with an implementation plan for the establishment of the agency shall be developed and submitted to the HLRTF for further consideration and amendment. The detailed framework shall specify the structure of the agency, functions, powers and authorities vested to it by the respective States, its governance rules and management structure, staffing and financial arrangements, as well as any transitional arrangements that may be deemed necessary.
- 2.4 The revised draft detailed framework, implementation plan and other documents deemed necessary by the HLRTF will be submitted to the DGCAA for their approval during a meeting to be held fourth Quarter 2013
- 2.5 The detailed framework and other required documents for the establishment of the Agency approved by the DGCAAs will be submitted to the approval of the Ministers in charge of civil aviation of the Seven Partner States first Quarter 2014.
- 2.6 When necessary, the documents developed will be submitted to review by specialized committees (legal, finance, etc..) as may be identified by the HLRTF without changing the overall deadlines set out in items 2.2- 2.5.
- 2.7 The RAIA is to be established within 6 months after the signature of the framework by the Ministers in charge of civil aviation of the Seven Partner States.

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**DISCUSSION PAPER 1 - Progress Report on the implementation of the AFI Plan since the
Eighth Meeting of the Steering Committee (24-25 October 2011)**

***ATTACHMENT C - Conclusions of the Consultative Conference of the Association of
African Aviation Training Organizations,***

Nairobi, Kenya, 2-4 April 2012

1. The consultative Conference of the Association of African Aviation Training Organizations, organised by the ICAO AFI Regional Comprehensive Implementation Plan for Aviation Safety in Africa (AFI Plan), and hosted by the Kenya Civil Aviation Authority was held in Nairobi, Kenya, 2 to 4 April 2012.
2. The Conference brought together 150 delegates from 23 States, representing 20 civil aviation authorities, 8 aviation services providers, 28 aviation training organizations, and 6 regional and international organizations.
3. The Conference opened on 2 April 2012 with a welcome note from Ms. Justina Nyaga, A.g Director, East African School of Aviation (EASA). She reiterated the readiness of the EASA to develop its capabilities to meet international standards and continue to cooperate with training institutions throughout Africa.
4. The Conference was also addressed by Col (Rtd) Hillary Kioko, Director General, Kenya Civil Aviation Authority and officially opened by Mr. Raymond Benjamin, ICAO Secretary General.
5. In his opening remarks, Col (Rtd) Hillary Kioko informed the participants that the promotion of aviation training in Kenya was at the core of the functions of KCAA and as such the organization has been investing internally through the East African School of Aviation and also promoting learning opportunities across Kenya to bridge the gap between the supply and demand for aviation professionals.
6. Mr. Raymond Benjamin, Secretary General, ICAO thanked the Kenya Authorities for having accepted to host this important conference for the aviation community in Africa and worldwide. He recalled that the exercise is another demonstration that Africa has come a long way since the launch of the AFI Plan on the eve of the 36th Session of the ICAO Assembly in 2007. He reiterated that ICAO stands ready to provide support in pooling and connecting strengths and resources of institutions through harmonization, standardization and quality assurance of training dispensed. He also encouraged the

- aviation training institutions throughout Africa to participate to ICAO key programmes such as the TRAINAIR PLUS and the Next Generation of Aviation Professionals (NGAP) programmes.
7. Mr. Benjamin highlighted the leading role that played by EASA being the first training organization to join the TRAINAIR PLUS programme in the Eastern and Southern African region. He then presented the TRAINAIR PLUS Associate Membership certificate to the Director of EASA and encouraged other training organizations to join EASA and participate in the global training effort for the benefit of Africa.
 8. The Conference served as a platform to review the implementation of the framework for harmonization of aviation training in Africa adopted by the third Pan-African Aviation Training Coordination Conference which was held in Cape Town, South Africa, 27-29 July 2011.
 9. The Conference further addressed the following issues related to aviation training in Africa.
 - **Report on the status of aviation training needs and resources in Africa:** As requested by the Second Pan-African Aviation Training Coordination Conference, ICAO continues to collect data on training needs and resources. The database now contains information on the training needs of 75 States civil aviation authorities and aviation services providers and the training capabilities of 35 training institutions. The available information shows that the existing training organizations do not have adequate capabilities to match the requirements for aviation training in Africa.
 - **Framework for the harmonization of aviation training in Africa:** The Conference received presentations on the framework for harmonization of aviation training in Africa as adopted by the third Pan-African Aviation Training Coordination Conference which was held in Cape Town, South Africa, 27-29 July 2011. The framework is comprised of:
 - i. The creation of an Association of African Aviation Training Organizations;
 - ii. The designation of Centers of excellence;
 - iii. The establishment of an “African Aviation Training Advisory Board (TAB)”;
 - iv. The adoption of a regional training policy and the requirements for a common African Aviation training accreditation system recognized worldwide.
 10. The Conference participants reviewed and made recommendations on:
 - A. The Draft constitution of the Association of African Aviation Training Organizations (AATO);
 - B. The draft organizational structure of the AATO;
 - C. The initial list of activities of the AATO that require financial consideration in finalization of the Business Plan 2012-2016 of the Association

11. The Conference appoints an interim Council to further pursue the activities towards the finalization of the establishment of the AATO. The terms of Reference of the Interim Council are given in Appendix to the Conclusions.
12. Regional Aviation Organizations such as AFCAC, AFRAA, ACI-Africa, and ASECNA are called upon to play a key role in the implementation of the proposed framework, in the area of their respective competence, including through voluntary financial contribution and technical support to the Interim Council.
13. International partners and other stakeholders are urged to support States, aviation services providers and aviation training organizations in the implementation of the approved framework in line with ICAO Assembly Resolution A37-7.
14. The conference participants expressed their profound appreciation to the Kenyan authorities for their warm hospitality and all the hosting arrangements for the Conference, and requested the organizers convey to KCAA and EASA their gratitude and appreciation.

**Appendix to the Conclusions of the Consultative Conference of the Association of African
Aviation Training Organizations,**

Nairobi, Kenya, 2-4 April 2012

Terms of Reference of the Interim Council

A. Tasks

1. Distribute all the documentation among all the potential members,
2. Conduct the formal constitutive assembly leading to the signature of the Constitution by the founding members;
3. Carry out Membership drive;
4. Oversee the establishment of the Secretariat and prepare the Business Plan
5. Facilitate the election of the Council in line with the Constitution.

B. Duration

The Interim Council is expected to complete the above tasks within one year from its date of formation.

C. Members

1. African School of Aviation and Meteorology - ASECNA
2. Air Traffic and Navigational Services (ATNS) – South Africa
3. Aviation Sciences College - Sudan
4. East African School of Aviation - Kenya
5. Egyptian Aviation Academy - Egypt
6. Ethiopian Aviation Academy - Ethiopia
7. Nigerian College of Aviation Technology - Nigeria
8. Regional Fire-fighting School – Cameroon

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