



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 3: Programme of activities under AFI Plan (2012-2013)

(Presented by the Secretary)

EXECUTIVE SUMMARY

This paper presents information related to the implementation of the AFI Plan Work Programme for the year 2012 as approved by the Steering Committee during its Eighth meeting.

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.

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 activities under the AFI Plan for the period 2012-2013 in line with column 5 (Action required by the meeting) of Attachment A.

1. INTRODUCTION

1.1 During its eighth meeting, the Steering Committee reviewed and approved the programme of activities under the AFI Plan for the year 2012.

1.2 The present paper summarizes the progress made in the implementation of the Work Programme 2012.

2. SUMMARY OF PROGRESS NOVEMBER 2011 – MARCH 2012

2.1 Progress has been made in the implementation of the AFI Plan Work Programme 2012 as approved by the Steering Committee during its Eighth meeting.

2.2 The list of activities is attached (**Attachment A**) along with an update on the status of their implementation.

2.3 With regard to the GASR workshops, the Steering Committee approved the conduct of 2 GASR workshops in preparation for a round of gap analysis to be conducted in 2012-2013 to assess the progress made towards the implementation of the GASR since the previous gap analysis conducted in 2009-2010. However, after consultations with ANB, it was noted that GASR workshops have already been held in almost all States in Africa. Therefore, there is no need to continue with this activity. The ANB advised that the focus in Africa should be consistent with the presentation made by D/ANB at the AFI-RASG/1 meeting, working towards resolving SSCs, the fundamentals of a safety oversight system and then turning to the highest priority safety issues such as runway safety. The GASR workshops were useful to the point where we were able to identify gaps.

2.4 It should be noted that the Gap analyses are complete and it is now time to focus our resources on implementation activities following the priorities described by D/ANB.

2.5 As requested by the Steering Committee, the AFI Plan pursued its work with States in sub-regions to continue to assist them towards the establishment of Regional Safety Oversight Systems or strengthening of existing ones. A detailed report on the activities related to Regional Safety Oversight Systems is given in Discussion Paper 1.

2.6 In terms of implementation of the framework for the harmonization of aviation training in Africa, a Consultative Conference for the creation of AATO was held in Nairobi from 2 to 4 April 2012 and established an Interim Council to spearhead the creation of AATO. A detailed report on the activities related to the implementation of the framework for harmonization of aviation training in Africa is given in Discussion Paper 1.

2.7 With regard to training courses, aerodrome inspectors courses have been scheduled (1 in English and 1 in French) as per the approved Work Programme 2012. In addition, as requested by the Steering Committee, the course material for training of Air Navigation Services inspectors is under development by ANB, using the resources of the training centers members of TRAINAIR PLUS. Furthermore, the Government Safety Inspectors Courses (GSI) in English (1 Airworthiness, 2 Personnel licensing and 1 Operations) are planned as approved by the Steering Committee. However, although the students' binder material had been translated, it had not been possible to establish the modalities for the approval of the translated material in time for the conduct of the GSI courses in French in 2012. Also, ANB advised that the State Safety Oversight Organization course could not be conducted in a course format as approved by the Steering Committee.

2.8 It should also be noted that the seminars/workshops on Accident and Incident Investigation and Transport of Dangerous Goods by Air have been scheduled for the year 2012.

2.9 Furthermore, direct support is being provided to States in their effort to resolve identified deficiencies through the development and implementation of ICAO Plans of Actions tailored to the needs and situations of States under the review of MARB. The ICAO Plans of Actions are discussed in detail in Discussion Paper 2. The direct support to the States is provided through Regional Office Safety Teams (ROST) in the immediate phase of the ICAO Plans of Actions. An assessment of the level of the implementation of the ICAO Plans of Actions approved by the States will be provided by the end of the third quarter 2012 in order to reflect on progress made and identify actions that may be required to be continued in 2013.

2.10 With regard to the sharing of information on projects, the information on projects arisen from the gap analysis is available on AFI Plan Webpages. Additional projects information based on the tailor-made ICAO Plans of Actions will be posted on the same pages as they become available.

2.11 Finally, as requested by the Steering Committee, survey questionnaires on the impact of training activities have been sent out with a deadline of 29 May 2012.

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DISCUSSION PAPER 3 - Programme of Activities under AFI Plan (2012-2013)

ATTACHMENT A – Status of Implementation of the Work programme 2012

Activity	Objective	Programme 2012	Status of implementation as of 19 April 2012	Action Required from the meeting
Focus Area 1 – Enabling States to establish and maintain an effective and sustainable safety oversight system				
GASR workshops	<ul style="list-style-type: none"> • Provide awareness on the Global Aviation Safety Roadmap (GASR) and the process of conducting States and regional gap analysis • Introduce and encourage the implementation of best practices in performing aviation duties thus enhancing safety and efficiency 	<ul style="list-style-type: none"> • One workshop for the States who did not participate to the exercise for the period 2009-2010 • One workshop at continental level 	<ul style="list-style-type: none"> • Not implemented 	<ul style="list-style-type: none"> • Withdraw the GASR workshops from the AFI Plan work programme 2012 . The ANB advised that there is no need to continue with this activity. Rather, the focus in Africa should be consistent with the presentation made by D/ANB at the AFI-RASG/1 meeting, working towards resolving SSCs, the fundamentals of a safety oversight system and then turning to the highest priority safety issues such as runway safety. The GASR workshops were useful to the point where we were able to identify gaps.

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Gap analysis	<ul style="list-style-type: none"> Assess the level of implementation of aviation best practices as defined in the GASP Develop recommendations as applicable to address the gaps and related safety deficiencies in States and Regions Assess progress made towards meeting the achievement of Maturity level 3 by all African States (AFI RAN Recommendation) 	<ul style="list-style-type: none"> Conduct State-specific gap analyses in all AFI States (third to fourth quarter 2012 following the GASR workshops) 	<ul style="list-style-type: none"> Not implemented 	<ul style="list-style-type: none"> Withdraw the gap analysis from the AFI Plan work programme 2012 as advised by ANB (see explanation above on the GASR workshops)
Development of State (Regional) Safety Programmes and the conduct of SSP training	<ul style="list-style-type: none"> Assist States to develop and implement State Safety Programmes 	<ul style="list-style-type: none"> On request from States and on-cost recovery basis EXCEPT when requested as part of the Action Plans to assist States (ROST) and in support to RSOO in the development of their respective Regional Safety Plan 	<ul style="list-style-type: none"> Support made available to States 	<ul style="list-style-type: none"> Note on-going activity
BAG member States (Cape-Verde, Gambia, Ghana, Guinea, Liberia, Nigeria, Sierra-Leone)	<ul style="list-style-type: none"> Establish an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation Agency for the BAG States 	<ul style="list-style-type: none"> Support to BAGASOO to continue in 2012 to ensure sustainability Further support required to ensure the actual establishment of BAGAIA Support the development of the Regional safety Plan 	<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"> Note on-going activity
CEMAC member States and Sao Tome and Principe (Cameroon,	<ul style="list-style-type: none"> Establish an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation 	<ul style="list-style-type: none"> Follow-up the approval processes of the frameworks finalized in 2011 and the effective 	<ul style="list-style-type: none"> Communication with CEMAC Commission to sensitize it on the necessity to expedite the 	<ul style="list-style-type: none"> Note the limited progress and request the Secretariat to convene a high level meeting of the CEMAC

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Chad, Central African Republic, Congo, Equatorial Guinea, Gabon, Sao Tome & Principe)	Agency for the CEMAC States and Sao Tome and Principe	establishment of the Regional Safety Oversight Organization and Accident Investigation Agency	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 Plan [Letter dated 17 January 2012 with a deadline for response on 20 March, visit to the Commission]	Region to devise a way forward
East Africa Community (EAC) Partner States (Burundi, Kenya, Rwanda, Uganda, Tanzania)	<ul style="list-style-type: none"> • Strengthen the existing EAC Civil Aviation Safety and Security Oversight Agency (CASSOA) • Establish an EAC Regional Accident Investigation Agency (EAC-RAIA) • Develop personnel licensing questionnaire database 	<ul style="list-style-type: none"> • Continue to review of the organizational and financial framework of CASSOA • Support to realize the effective establishment of EAC-RAIA • Support CASSOA and EAC-RAIA in the implementation of the States Safety Programme in line with the implementation plan adopted in 2011 	<ul style="list-style-type: none"> • On-going review of the organizational and financial framework of CASSOA • Third meeting of the EAC Task force on Accident Investigation held 27-28 February 2012 and identified options for regional cooperation on Accident Investigation to be further reviewed by Special Task force • Fifth meeting of the CASSOA SSP/SMS Working Group held 14-17 February 2012, evaluated the status of the establishment of the Regional Hazard database and provided 	<ul style="list-style-type: none"> • Note progress made

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		<ul style="list-style-type: none"> Development of the questionnaire database for personnel licensing 	<p>training of 20 regional experts on hazard identification and safety risk management, safety reporting procedures and database management</p> <ul style="list-style-type: none"> CASSOA informed ICAO that the project was no longer needed 	
SEVEN Partners States (Djibouti, Egypt, Eritrea, Ethiopia, Libya, Somalia and Sudan)	<ul style="list-style-type: none"> Establish an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation Agency for the Seven Partners States 	<ul style="list-style-type: none"> During the 1st Quarter of 2012, assess the political situation of the States and provide options to the 9th Steering Committee meeting on the way forward. Based on the outcome of the assessment and directive of the steering committee, develop the frameworks for the establishment of RSOS for the Seven Partner States 	<ul style="list-style-type: none"> Meeting held 18-19 March 2012 between the Seven Partner States and ICAO 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 to spearhead the development of the frameworks of the two regional organizations 	<p>Note progress made and the new timelines as follows:</p> <ul style="list-style-type: none"> The framework for the establishment of the Regional Safety Oversight Organization will be finalized by 31 December 2012 by the DGCAs and adopted at the Ministerial level by first Quarter 2013. The framework for the Regional Accident Investigation Agency will be finalized by the DGCAs by 31 December 2013 and adopted at the Ministerial level by first Quarter 2014.
SADC member States (Angola, Botswana, DRC, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia,	<ul style="list-style-type: none"> Establish an effective and sustainable Regional Safety Oversight Organization (RSOO) and Regional Accident Investigation Agency for SADC member States (SADC-RAIA) 	<ul style="list-style-type: none"> Support in the development of legal, organizational and financial framework for the establishment of the RSOO and the SADC-RAIA 	<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"> Note progress made and that the timelines are dependant on the approval of the charter by the Council of Ministers due to meet in August 2012

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Seychelles, South Africa, Swaziland, Zambia, Zimbabwe)		<ul style="list-style-type: none"> Support the development of the Regional safety Plan 		
UEMOA member States and Mauritania (Benin, Burkina Faso, Côte d'Ivoire, Guinea Bissau, Mali, Mauritania, Niger, Senegal, Togo)	<ul style="list-style-type: none"> Establish an effective and sustainable Regional Safety Oversight Organization (RSOO) and an independent Regional Accident Investigation Agency for UEMOA member States and Mauritania (UEMOA-RAIA) 	<ul style="list-style-type: none"> Follow-up the approval processes of the frameworks finalized in 2011 and the effective the establishment of the Regional Safety Oversight Organization and Accident Investigation Agency 	<ul style="list-style-type: none"> Communication with UEMOA Commission to sensitize it on the necessity to expedite the process of creating RSOO and RAIA on the basis of the frameworks developed by the regional experts with the assistance of AFI Plan The UEMOA Commission requested the support of ICAO to assist to resolve the concerns raised by Senegal which formally raised reservation on the project and carry out a study on the regional passenger service charge to finance the activities of the RSOO 	<ul style="list-style-type: none"> Note on-going activity and advise on request for assistance from the UEMOA Commission
Focus Area 2 – Assist States to resolve identified deficiencies within a reasonable time				
Training strategies for aviation safety in Africa (SP AFI RAN Meeting	<ul style="list-style-type: none"> Implementation of the framework adopted by the 3rd Pan-African Aviation Training Coordination 	<ul style="list-style-type: none"> Constitutive Assembly of the African Aviation Training Association and 	<ul style="list-style-type: none"> Consultative Assembly of the Association of African Aviation Training 	<ul style="list-style-type: none"> Note progress made and that AFI Plan will continue to support the implementation

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<p>Recommendation 5/8), includes harmonization and standardization of training courses and cooperation among African Aviation Training Institutes</p>	<p>Conference for the harmonization of aviation training in Africa</p>	<p>African Aviation Training Accreditation Board.</p> <ul style="list-style-type: none"> • Follow-up with the newly created bodies the implementation of the Regional training policy and framework for the designation of centers of excellence. • Seek long-term partnerships to accompany the efforts • Assist training centers to attain TRAINAIR PLUS requirements • Review aviation training needs and resources and avail information on projects needed to enhance existing capabilities to States and donors 	<p>Organization (AATO) held in Nairobi 02-04 April 2012</p> <ul style="list-style-type: none"> • Creation of an interim Council to spearhead the creation of AATO 	<p>of the framework for harmonization of aviation training in Africa</p>
<p>Government Safety Inspectors (GSI) training courses</p>	<ul style="list-style-type: none"> • Provide the Airworthiness and Operations GSI courses in English and French • Provide Personnel Licensing GSI courses • Provide Aerodromes Inspectors training courses • Develop material for training of Air Navigation Services inspectors 	<ul style="list-style-type: none"> • 1 GSI Operations Courses (English) + 1 GSI Operations Courses (English –AFI -CIS) • 1 GSI Operations Courses (French) + 1 GSI Operations Courses (French – AFI -CIS) • 1 GSI Airworthiness Courses (English) + 1 GSI Airworthiness Courses 	<ul style="list-style-type: none"> • 1 GSI Operation course – English scheduled in June 2012 • Students binders Material for GSI Operations & Airworthiness courses material available in 2011 translated into French and submitted to AT in December 2011 for approval. 	<p>Note progress made and that:</p> <ul style="list-style-type: none"> • Approved GSI training courses in English and aerodrome inspectors planned; • Specific courses for AFI-CIS to be scheduled if additional needs are identified; • The student binders have been translated based on

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		<p>(English – AFI -CIS)</p> <ul style="list-style-type: none"> • 1 GSI Airworthiness Courses (French) + 1 GSI Airworthiness Courses (French – AFI -CIS) • 1 Aerodromes Inspector Courses (English) • 1 Aerodromes Inspector Courses (French) • 2 GSI PEL Courses (with the support of US Safe Skies for Africa and subject to availability of FAA academy as the technical implementation partner) • Development of course material for Air Navigation Services inspectors training course (in cooperation with ANB including the approval process of the developed material) 	<ul style="list-style-type: none"> • The last revision of the ICAO Doc. 8335 introduced a new element that affect the validity of the translation and the delivery of GSI OPS and AIR courses in other languages. Target audiences are State employees to be trained as inspectors. Supporting documentation and information they use in their normal work in their States for granting approvals, authorizations and exemptions are in English (Manufacturer Manuals and online information). In addition most of them conduct ramp inspections. In this respect ICAO Doc. 8335, section 5.2.2 states that they should demonstrate a language proficiency in English of at least ICAO operational level (level 4) and of sufficient fluency for other inspectorate staff to ensure adequate communications with the foreign operator staff during the conduct of the 	<p>the course material available in 2011 and submitted to AST in December 2011 for approval. As the FAA has recently revised both the GSI airworthiness and operations courses, AST is waiting until the review and revisions have been completed for the courses before the updated material can be translated and reviewed.</p> <ul style="list-style-type: none"> • Agree that the courses should be conducted only in English and when needed with instructors that are bilingual (French and English) in order to assist in the discussions and interpretation of training materials. Some GSI OPS and AIR instructors are bilingual (French and English).

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			inspection and the resulting follow-up actions. <ul style="list-style-type: none"> • 1 GSI Airworthiness course – English conducted in March 2012 • No information received from AFCAC on specific needs for AFI-CIS GSI Airworthiness course • 1 Aerodromes Inspector Course (English) scheduled for September 2012 • 1 Aerodromes Inspector Courses (French) scheduled for June 2012 • 2 GSI PEL Courses scheduled for the third quarter 2012 with the support of US Safe Skies for Africa • AST is using the TRAINAIR programme to facilitate the development of training course material as STPs by TRAINAIR members 	
ECCAIRS	<ul style="list-style-type: none"> • Assist States to install and use ECCAIRS for the purpose of collecting, analyzing and exchanging safety data 	<ul style="list-style-type: none"> • On request from States and on-cost recovery basis EXCEPT when requested as part of the Action Plans to assist States (ROST) and in support to RSOO in the 	<ul style="list-style-type: none"> • Support made available to States 	<ul style="list-style-type: none"> • Note on-going activity

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		development of their respective Regional Safety Plan		
Seminars/Workshops	<ul style="list-style-type: none"> • Provide States with knowledge of Standards and Recommended Practices in specific areas 	<ul style="list-style-type: none"> • 1 Bilingual State Safety Oversight Organization courses • Accident Investigation training for Regional Accident Investigation Agencies (with the support of US Safe Skies for Africa and NTSB) • 1 Dangerous Goods Training 	<ul style="list-style-type: none"> • ANB advised that the State Safety Oversight Organization could not be conducted in a course format • Accident Investigation training courses scheduled in the third/fourth quarter 2012 with the support of US SFA • Dangerous Goods training course scheduled in June 2012 	<ul style="list-style-type: none"> • Agree to replace the State Safety Oversight Organization courses by Seminar/Workshops addressing the same topics. • Note that training materials are available at AST for workshop format in English and French. However, at the time of finalizing the programme of activities 2012, it had not been possible to finalize the necessary coordination for scheduling this activity for the year 2012 • The Dangerous Goods training courses are conducted on cost recovery basis. ANB funded the first course in 2011, but the AFI-Plan is requested to fund the course in 2012.
Provide direct support to African States in their effort to resolve identified deficiencies	<ul style="list-style-type: none"> • Develop ICAO tailor made plans for all African States under ARRB, obtain State's approval of the proposed plans and implement them to assist States in their implementation of Corrective Action Plans and building 	<ul style="list-style-type: none"> • Complete Assistance/Evaluation missions in the remaining States on the ARRB list • Develop and present to States for approval of the ICAO tailor made action 	<ul style="list-style-type: none"> • Assistance/Evaluation missions completed • Plans of Actions presented to 12 States in ESAF, accepted by 11 States and implementation of the 	<ul style="list-style-type: none"> • Note the progress made

Activity	Objective	Programme 2012	Status of implementation as of 19 April 2012	Action Required from the meeting
	capabilities in safety oversight	plans <ul style="list-style-type: none"> • Implement through ROST the activities under the short term period of the action plan • Coordinate the interventions under AFI-CIS and other partners • Coordinate with the States the building of safety oversight capacities in line with the near term period of the ICAO tailor-made action plan 	actions identified under the plans initiated. <ul style="list-style-type: none"> • Plans of Actions presented to 8 States in WACAF , accepted by 6 States and implementation of the actions identified under the plans initiated. • Liaison continued with AFCAC to support the implementation of AFI-CIS 	
Focus Area 3 – Enhance aviation safety culture of African service providers				
<ul style="list-style-type: none"> • Conduct Safety Management Systems courses (service providers as well as instructors) • Support the development of service providers SMS 	<ul style="list-style-type: none"> • Enable aviation service providers to develop and implement their respective safety management systems (SMS) 	<ul style="list-style-type: none"> • On request from States and on-cost recovery basis, participate to regional safety initiatives as may be required 	<ul style="list-style-type: none"> • Support made available to States 	<ul style="list-style-type: none"> • Note on-going activity
Programme Management				
Sharing of information on projects	<ul style="list-style-type: none"> • Avail to States and donors projects 	<ul style="list-style-type: none"> • Initiate cooperation with SCAN • Publish all projects arisen from the gap analysis and 	<ul style="list-style-type: none"> • Information on projects arisen from the gap analysis available on AFI Plan Webpage 	<ul style="list-style-type: none"> • Note progress made and that information on projects arisen from the tailor made ICAO plans of actions will be

Activity	Objective	Programme 2012	Status of implementation as of 19 April 2012	Action Required from the meeting
		the tailor-made action plans on AFI Plan webpage with a link to SCAN		posted as they become available and the cooperation with SCAN further strengthened
Surveys	<ul style="list-style-type: none"> • Assess effectiveness of activities carried under the AFI Plan • Collect information from States, services, providers, training institutions and regional organizations on their evaluation of the implementation of the AFI Plan and suggestions on the way forward towards achieving the goals of the AFI Plan 	<ul style="list-style-type: none"> • Conduct in the second quarter a survey on the impact of training activities • Prepare in the fourth quarter the questionnaire of the comprehensive survey. . 	<ul style="list-style-type: none"> • Survey Questionnaires on the impact of training activities sent out with a deadline of 29 May 2012 for the response 	<ul style="list-style-type: none"> • Note on-going activity

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