

## INTERNATIONAL CIVIL AVIATION ORGANIZATION

## FIRST MEETING OF THE STEERING COMMITTEE OF THE AFI PLANS AND HRDF

*Victoria Falls, Zimbabwe, 28 - 29 May 2025*

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**Agenda Item 2: - Follow up actions on the Decisions and Recommendations of the 27<sup>th</sup> AFI Plan Steering Committee meeting & Status of Implementation of the 2024/25 AFI Plan Work Programme***(Presented by the Secretariat)***SUMMARY**

This paper presents the status of implementation of the Decisions and Recommendations of the 27<sup>th</sup> Meeting of the AFI Plan Steering Committee held in Libreville, Gabon on 16 and 17 July 2024 as well as the implementation status of the 2024/25 AFI Plan Work Programme.

**Action:** *The Steering Committee is invited to:*

- a) Note the information contained in this paper;
- b) Note the related information contained in Working Papers **02B,02C,02D,05A** and **05B** relevant presentations; and
- c) Provide further guidance for the continued implementation of the Decisions and Recommendations of its 27<sup>th</sup> meeting, following review of their status of implementation (column 7 of Attachment A).

**1. INTRODUCTION**

1.1 The AFI Plan Steering Committee at its 27<sup>th</sup> meeting reviewed actions taken since its 26<sup>th</sup> meeting on the implementation of the AFI Plan activities; by so doing, took additional decisions and made recommendations on the annual 2023/24 Work Programme activities and projects implemented within the framework of the Plan.

1.2 You may recall that the 27th AFI Plan Steering Committee had set up an Ad Hoc Committee with the mandate to review the governance structure of the Plan, the draft 2025-30 AFI Plan Programme and the 2025 work programme.

1.3 Pending the approval of the 2025 work programme, consultation was held with the Chairperson of the AFI Plan Steering Committee regarding the continuation of key activities from the 2023/24 cycle until 2025. This consultation aimed to ensure that critical support to States and related activities remain in track and are sustained until this meeting of the Steering Committee.

1.4 This paper summarizes the progress made in the implementation of the above-mentioned Decisions and Recommendations and the 2023/24 AFI Plan Work Programme since the last 27<sup>th</sup> meeting of the SC held in July 2024.

## 2. SUMMARY OF IMPLEMENTATION PROGRESS SINCE AUGUST 2024

2.1 The list of Decisions and Recommendations of the 27<sup>th</sup> meeting of the AFI Plan Steering Committee (SC/27) along with an update on actions undertaken and / or required from this meeting are attached herewith as **Attachment A**. Similarly, the progress made so far in implementing the AFI Plan Work Programme since the last meeting of the SC is presented as **Attachment B** to this paper.

2.2 Following the recommendations of the 2<sup>nd</sup> AFI Regional Safety Oversight Organisation (RSOO) Forum held in October 2023 in Nairobi (Kenya), a feasibility study was conducted in collaboration with EASA to assess the AFI RSOO Strategy and Roadmap, focusing on establishment, membership, and funding. The study's final report was validated at the recent RSOO Study regional workshop in Kampala (28–30 April 2025), which endorsed a three-phase development approach for RSOOs: (i) consolidation, (ii) maturation, and (iii) optimization.

2.3 The workshop also emphasized the need to strengthen regional cooperation in accident investigation through a regional AIG network. A task force was formed to review the study's recommendations and update the AFI RSOO Strategic Plan and Roadmap through 2035. The task force will produce its report, after which the updated Strategy and Roadmap will be submitted to the African Union's Specialized Technical Committee for endorsement and support.

2.4 In line with target set by the AFI Plan Steering Committee during its 27<sup>th</sup> meeting, the implementation of the projects under the Plan in the areas of aerodrome certification, air navigation service providers (ANSPs) peer review, State safety programme (SSP) implementation, fundamentals of safety oversight (FSO) and aeronautical information management (AIM), is progressing and assistance to targeted States is ongoing to improve in critical areas hence enhancing aviation safety oversight capacity in the region. The detailed performance of each project is provided in **Attachment B** to this working paper.

2.5 The Regional Office Safety Teams (ROST) conducted activities aimed at assisting States in improving their safety oversight capabilities including the implementation of their USOAP Corrective Action Plans (CAPs). Accordingly, since the 27<sup>th</sup> SC meeting assistance have been provided to 15 States (Benin, Botswana, Congo, Cote d'Ivoire, Gabon, Guinea, Liberia, Lesotho, Mauritius, Namibia, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone and Zambia). The increased assistance and engagement with States over the years resulted in a corresponding improvement in effective implementation (EI) of the critical elements of a State's safety oversight system in Africa. Accordingly, the EI increased for all the 7 States where USOAP CMA activities were conducted ((Benin (60.71% to 62.91%), Botswana (80.1% to 85.78%), Côte d'Ivoire (79.84% to 93.89%), Guinea (24,65% to 41,96%), Namibia (57.39% to 72.62%), Senegal (63.26% to 84.89%) and Zambia (60.04% to 72.94%).

2.6 As part of ongoing efforts to enhance aviation infrastructure development across the African continent, collaboration between International Civil Aviation Organization (ICAO) and the African Union Commission (AUC) on the identification and promotion of aviation bankable projects has been going on. The primary objective of this initiative is to identify a set of prioritized, bankable aviation infrastructure projects that are aligned with the findings of the previously conducted aviation infrastructure gap analysis. These projects are intended to serve as a basis in addressing the critical deficiencies in the continent's aviation infrastructure and contribute to the achievement of the objectives of the African Aviation Market Integration initiatives, including the Single African Air Transport Market (SAATM) and the African Union Agenda 2063.

2.7 In accordance with the 2023/2024 Work Programme and in collaboration with the ICAO Global Aviation Training (GAT) Office, two Government Safety Inspector (GSI) courses - in Operations (OPS) and Airworthiness (AIR) - were successfully delivered at designated regional training centres in Africa. The first course was conducted at the East African School of Aviation (EASA) in Nairobi (Kenya) from 1 to 18 July 2024 with 22 participants from 16 States all of whom successfully completed the training. The second session took place at the École Régionale de la Navigation Aérienne et de Management (ERNAM) in Dakar (Senegal),

from 2 to 20 September 2024 with 12 participants representing 9 States. These training activities significantly contributed to strengthening the competencies of civil aviation safety oversight personnel in the African region and supported the continued implementation of ICAO's Global Aviation Safety Plan (GASP) objectives.

2.8 ICAO coordinated and convened a series of meetings with AFCAC resulting in agreement on the next steps to relaunch the HRDF capacity building activities implementation for the benefit of Member States. Accordingly, the proposed training activities by AFCAC and ICAO will begin in July in three training centers in Africa. The details of these trainings along with the proposed 2025/26 HRDF work programme will be presented to this meeting in WP05/A and WP05/B respectively.

2.9 The revised Abuja Safety Targets were presented and endorsed during the third extraordinary session of the African Union Specialised Technical Committee (AU-STC) held from 3 to 5 December 2024.

2.10 Continuous High-level engagements with African States, particularly those with low EIs and slow progress in the implementation of their ICAO Plans of Action, remains essential. Many high-level meetings were held between those States and ICAO Officials (The President of the Council, the Secretary General and Regional Directors) in the sidelines of several global and regional events. Several side meetings have also been scheduled by ICAO to meet with the delegations from such States during this 10<sup>th</sup> AFI Aviation Week in Victoria Falls Zimbabwe.

2.11 The support from the partners, aimed at assisting African States in improving the level of implementation of ICAO safety standards, is on-going. The meeting will be provided with more information on the various initiatives during the session on Presentations by Partners.

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