International Civil Aviation Organization

WORKING PAPER

ASSEMBLY — 37TH SESSION

TECHNICAL COMMISSION

Agenda Item 31: Comprehensive regional implementation plan for aviation safety in Africa

PROGRESS ON THE IMPLEMENTATION OF THE SPECIAL AFRICA-INDIAN OCEAN REGIONAL AIR NAVIGATION MEETING RECOMMENDATIONS

(Presented by the Council of ICAO)

<table>
<tr><td colspan="2" align="center">EXECUTIVE SUMMARY</td></tr>
<tr><td colspan="2">This Special Africa-Indian Ocean Regional Air Navigation (SP AFI/08 RAN) Meeting, which was held in Durban, South Africa, from 24 to 29 November 2008, was the first ever dealing with issues not directly related to the regional air navigation plan. It focused primarily on safety issues and on monitoring the progress of the AFI Comprehensive Implementation Programme (ACIP).

Action: The Assembly is invited to:
a) note the ongoing efforts by States, the Secretariat and the AFI Planning and Implementation Regional Group (APIRG) on the implementation of the SP AFI/08 RAN Meeting recommendations;
b) direct the Secretariat to analyze, in coordination with States, the Action Plan and determine resource requirements for the States for its implementation;
c) request the Council to identify funding sources for the States for the implementation of the Action Plan; and
d) encourage Stakeholders to support States for the implementation of the SP AFI/08 RAN Meeting recommendations.</td></tr>
<tr><td>Strategic Objectives:</td><td>This working paper relates to Strategic Objectives A and D.</td></tr>
<tr><td>Financial implications:</td><td>Resources for the activities referred to in this paper are included in the proposed budget for 2011 to 2013.</td></tr>
<tr><td>References:</td><td>Report of the SP AFI/08 RAN Meeting (Doc 9930)</td></tr>
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(27 pages)

1.   **INTRODUCTION**

1.1   The Special Africa-Indian Ocean Regional Air Navigation (SP AFI/08 RAN) Meeting held in Durban, South Africa, from 24 to 29 November 2008 was deemed special because it not only addressed issues relating to the regional air navigation plan but also focused on safety issues and on monitoring the progress of the AFI Comprehensive Implementation Programme (ACIP). The meeting was divided into separate Safety and Efficiency Committees. It should be noted that many of the recommendations of the Efficiency Committee were safety related, as this Committee, in addition to efficiency, also addressed the safety of air navigation, while the Safety Committee addressed issues primarily related to flight safety. Additionally, efficiency improvements cannot be addressed without considering the safety of such improvements at the same time.

1.2   While the SP AFI/08 RAN Meeting did not indicate a priority for addressing or completing each recommendation, the Council noted that the performance-based approach and progress measurement methodologies adopted by the meeting would provide a baseline for stakeholders in the region to utilize when prioritizing activities within their sphere of concern. The Council was apprised that performance framework forms (PFF) were an effective management tool for the implementation of various recommendations. Also, the Council requested that the Air Navigation Commission present a progress report on the implementation of the SP AFI/08 RAN Meeting recommendations for its consideration and submission to the 37th Session of the Assembly. It should be noted that the follow-up to all efficiency recommendations will be handled by the AFI Planning and Implementation Regional Group (APIRG) on a continuous basis while many flight safety issues will be addressed by the newly formed Regional Aviation Safety Group – Africa (RASG-AFI) and ACIP. The Appendix to this working paper contains an action plan that indicates the following:

        a)   the current status of implementation by States, the Secretariat and APIRG of the SP AFI/08 RAN Meeting recommendations;

        b)   specific target dates for implementation in relation to each recommendation;

        c)   categorization of the recommendations in terms of short- (2010-2011), medium- (2010-2015) and long-term (ongoing) projects;

        d)   challenges being encountered in the implementation of recommendations; and

        e)   identified accountability for each recommendation.

2.   **CONCLUSION**

2.1   A number of significant initiatives developed by the SP AFI/08 RAN Meeting are aimed at improving safety and efficiency within the AFI Region. The meeting identified fundamental principles which could have medium- to long-term impact on the AFI Region States' safety culture. The SP AFI/08 RAN Meeting did not specifically address required resources to follow-up on the recommendations. Instead, it focused on the critical safety and efficiency needs of the region. Some of the recommendations, however, call for comprehensive work programmes which may require a substantial effort by States with consequential financial impact. The Council advises that efforts should be made to identify funding sources. In this regard, a clear distinction should be made between funds needed by ICAO for ACIP-related projects and funds required for implementation of these projects by States or groupings of

States with the support of donors. In the field of safety, ACIP, Regional Offices and Headquarters are called upon to provide resources. In this regard, support from the global community is essential for the successful implementation of all of the recommendations which would lead to improved aviation safety in the AFI Region. In the meantime, the Council will continue to actively monitor the implementation of the recommendations through the reports of APIRG and the RASG-AFI.

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APPENDIX

ACTION PLAN FOR IMPLEMENTATION OF SP AFI/08 RAN RECOMMENDATIONS

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
3/1	ICAO involvement in the implementation of civil aviation projects Long-term project	ICAO will continue to involve itself in national/regional civil aviation projects through the Technical Co-operation Bureau (TCB). New projects, addressing safety issues especially with regard to the implementation of USOAP Corrective Action Plans, have been initiated with a number of States. The initiatives are undertaken on a continuous basis.	Harmonized and integrated national/regional civil aviation projects to assist States in achieving compliance with ICAO SARPs	Lack of funding; lack of awareness of aviation priorities at high level in most States; and lack of political will to support aviation projects	States ROs TCB	Implementation on continuous basis
3/2	ACIP programme implementation Long-term project	ACIP has established communication links with all States in the AFI Region. ACIP communicates its programme of activities using direct communication (e-mails, letters, etc.) and through the ACIP website. ACIP activities and programmes are also published in African aviation media and the ICAO main website.	Enhanced aviation safety	Limitations of technology available in States and among stakeholders	States ACIP ROs	Implementation on continuous basis
3/3	Performance-based approach and measurement Short-term project	In April 2010 APIRG subgroups undertook further work to develop performance objectives initiated by the SP AFI/08 RAN Meeting related to ATM, AIS/MAP, SAR and CNS fields. Under the special implementation project (SIP) mechanism, a regional performance framework workshop will be held in December 2010 with the objective to develop a regional capability to undertake	Performance-based regional air navigation planning and implementation	Resources needed to assist States to understand and implement the concept	ROs ICAO HQ	2011 2010

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
		planning for air navigation systems using the performance framework forms (PFF).				
4/1	Implementation of the safety critical elements Long-term project	The eight critical elements are addressed during the gap analysis with States. To date more than 90% of States have been covered. Additionally, these elements have been addressed through the universal safety oversight audit programme (USOAP).	Well organized civil aviation regulatory framework with a comprehensive civil aviation safety system	Assistance to States is hampered by limitations in resources in ROs	States ROs	Implementation on continuous basis
4/2	Improved oversight Short- to medium-term project	Support was provided to the Banjul Accord Group (BAG) member States to establish a Regional Safety Oversight Organization (BAGASOO), which became operational as of 1 May 2010; a regional organization framework was developed for the Economic and Monetary Union of West Africa (UEMOA) member States and Mauritania (February 2010) and expected to be operational by December 2010; a consultation with the Central African Economic and Monetary Community (CEMAC) States and Sao Tome and Principe was completed (February 2010). An agreement was reached with the Partner States of the East African Community (EAC) on the provision of support to the Civil Aviation Safety and Security Oversight Agency (CASSOA), to enhance its effectiveness as a Regional Safety Oversight Organization (RSOO) for the EAC Partner States. ICAO ESAF Office is actively engaged in providing guidance and assistance to CASSOA in this respect. A two week workshop on development of harmonized guidance material was held at the ESAF office led by the ESAF RO	Regulatory oversight system in place	Bottlenecks in some Regional Economic Communities (RECs)	States ACIP ROs TCB	BAGASOO operational as of 3 May 2010 UEMOA and Mauritania framework agreement is scheduled to be signed in 2010 Consultation with CEMAC States and Sao Tome and Principe are expected to start in 2010 Development of harmonized guidance material for CASSOA completed The feasibility

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
		Flight Safety in coordination with the Technical Working Group of CASSOA. In addition ESAF is actively pursuing the establishment of a Regional Centre for Aviation Medicine under the umbrella of the CASSOA for the EAC partner States. A gap analysis has been completed for the Southern African Development Community (SADC) States and a meeting with the Directors General to determine priority projects is scheduled in the fourth quarter of 2010. Regional Office Safety Teams are responsible for the follow-up on the technical support being provided to the RSOOs and COSCAPS to ensure sustainability of accomplishments				study on the establishment of a Regional Centre for Aviation Medicine was completed and will be presented to the CASSOA Board for approval in third quarter of 2010. Support to CASSOA to be completed by December 2010
4/3	State safety programme Medium-term project	State safety programme (SSP) training courses were provided to all States in the AFI Region; regional safety programmes were developed as part of the establishment of the RSOOs; and integrated safety management (ISM) courses were provided to States as a tool to use in the development of their SSPs. Regional Office Safety Teams are responsible for the follow-up on the implementation of State Safety Programmes.	SSPs are established and safety is improved	Limited follow-up by States to implement proposed programmes	States ACIP ROs	AFI regions expected to have a regional safety programme by end of 2010 All States expected to have developed their SSPs by July 2012
4/4	ADREP/ECCAIRS implementation Long-term project	ACIP conducted two Aviation Incident Reporting System (ECCAIRS) courses for European Co-ordination Centre in 2009. ECCAIRs technical staff conducted end	Establishment of regional safety database and access to safety	Further adequate reporting culture; lack of follow-up by States and	States ACIP ROs	Implementation on continuous basis

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
		user course in Lusaka Zambia from 17 to 27 May and was attended by Zambia, Angola, Zimbabwe, Botswana, Kenya, Uganda and Mauritius. Regional Office Safety Teams are responsible for the follow-up on the conduct of ECCAIRS courses	data	stakeholders		
4/5	Establishment of regional accident investigation organizations Short- to medium-term project	As part of the support provided for the establishment of the RSOOs, ACIP also developed organizational, legal and financial frameworks for the establishment of regional accident investigation agencies (RAIA). The BAG member States have established RAIA (operational as of September 2010); a framework agreement for the establishment of RAIA for UEMOA member States and Mauritania has been developed and will be signed at the appropriate level. Consultation with the East African Community (EAC) Partner States leading to the establishment of the EAC Accident Investigation Agency was held in April 2010 and for the CEMAC member States and Sao Tome and Principe was held in July 2010. Processes for the establishment of an RAIA in SADC States will follow the determination of priorities by the Directors General at the completion of the gap analysis. Two AIG training courses (English and French) were delivered in 2010.	Effective and independent incident and accident investigation	Bottlenecks in some RECs	States ACIP ROs TCB	September 2010 (BAG) December 2010 (UEMOA) March 2011 (CEMAC) July 2011 (EAC) September 2011 (SADC) Training courses are held on continuous basis

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	**Title**					
4/6	Investigation of air traffic services incidents and provision of comprehensive feedback to parties involved Long-term project	The regional offices forwarded the report of the Air Traffic Services (ATS) Incident Analysis Group (AIAG) - 2009 to States and urged follow-up action and investigation of incidents as well as feedback. In addition to the AIAG meetings, the Tactical Action Group (TAG) started in July 2009 requested States and airlines to investigate unsatisfactory condition reports (which are inclusive of ATS incidents) and to provide feedback. The two mechanisms are to be continued. TAG/2 convened on 23 and 24 April 2010. Also, see remarks on Recommendation 6/7.	Effective and independent incident investigation Sharing of safety information	Lack of follow-up by States and stakeholders. In some cases, States are delaying to accept assistance missions.	TAG States	Implementation on continuous basis
4/7	Reporting of air traffic services incidents Long-term project	The TAG mechanism has been used effectively to follow-up on incident reports that came mostly through electronic reporting. ATS/AIS/SAR SG/11 meeting held in April 2010 reviewed the usage of the ICAO model incident report format in Doc 4444, Appendix 4 and undertook to make it more user-friendly.	Implementation of just culture through encouragement to airline operators to report incidents. More regular reporting, particularly by air traffic controllers and flight crew.	Lack of follow-up by States and stakeholders. In some cases, States are delaying to accept assistance missions.	ATS/AIS/ SAR SG Airline operators IATA	Implementation on continuous basis
4/8	Implementation Support and Development (ISD)	States were made aware of the possibility of ISD to assist with rectifying safety oversight deficiencies and to promote the	Assistance to States to resolve safety oversight	Lack of sustainable funding	ICAO HQ	Implementation on continuous basis

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
	programme

Long-term project | establishment of partnerships. | deficiencies. | | | |
| 4/9 | The COSCAP Programmes in Africa

Short- to medium-term project | Existing COSCAPs are being monitored by the regional offices on a continuous basis. Transformation of the COSCAPS into RSOOs is being accomplished with the assistance of ACIP. See Rec. 4/2 | Establishment of safety organizations to support States civil aviation safety systems. | Lack of sustainable funding for some of the COSCAPS which is likely to continue for RSOO | TCB
ROs
ACIP | 2011 |
| 5/1 | Regional safety planning methodology

Medium-term project | Gap analyses were conducted for 46 States in March 2010; remaining States to be completed by third quarter of 2010; maturity levels have been identified, priority projects determined and action plans developed. Support is being delivered at all levels. | Integrated and harmonized safety planning | See Recs. 4/2 and 4/9 | ACIP
ROs
States | Gap analysis completed

2011 – all action plans will be finalized and activities will be launched

2012 – second round of gap analysis will be undertaken to assess progress made |
| 5/2 | Commitment to government and industry cooperation

Long-term project | The SP AFI/08 RAN was convened in the spirit of the need for collaboration between the States and industry to address safety issues.

To further enhance coordination with the Industry, RASG-AFI has been established. | Consistent coordination with all stakeholders | Limited cooperation between Government and industry | ICAO
States
Stakeholders | Implementation on continuous basis |
| 5/3 | Safety oversight capability

Short-term project | In most cases, the gap analyses indicate that States are not in a position to establish and maintain an effective and sustainable safety oversight system; therefore, most States | Participation of States in the RSOO | There is a need to assist States in addressing significant safety | States
ACIP
ROs | Same as in Rec. 4/2 above |

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
		have agreed for the establishment of a RSOO as a priority action. ACIP is actively supporting the establishment of RSOOs and RAIAs (see Rec. 4/2 above).		concerns to implement the SOA approved close approach probability (CAP) in a timely manner. Some States could be assisted in implementation efforts by offering short-term assignments pending the establishment of RSOOs and TCB projects. In this regard the regional offices are constrained due to shortage of personnel.		
5/4	Establishment of regional aviation safety groups Short-term project	The Council, in May 2010, established regional aviation safety groups (RASGs).	Enhanced civil aviation safety environment	Nil	ROs States Industry	Completed
5/5	The ICAO technical cooperation programme for the AFI Region	TCB is developing procedures to assess customer satisfaction with the TC projects and identify areas that require improvements.	Efficient and satisfactory implementation of ICAO	DGCA/3 meeting, held in November 2009, expressed concern on the	TCB ROs	Implementation on continuous basis

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
	Long-term project		projects	quality of consultants selected by TCB for various ongoing projects in the region and requested ICAO to improve the selection process to ensure that candidates selected have the required qualification and experience.		
5/6	Support to States in relation to their oversight responsibilities Long-term project	Ongoing support is provided during ICAO missions. During the DGCA/3 Meeting held in November 2009, a Quarterly Report by States on actions undertaken to correct identified deficiencies had been agreed to. State letters were issued by the two regional offices encouraging States to report progress.	Enhanced safety oversight by CAAs Feedback is expected from States	Limited response to State letters; States are encouraged to increase sending replies as soon as possible	ROs States	Implementation on continuous basis
5/7	Development and implementation of a regional safety reporting tool Medium-term project	Training on ECCAIRS has been provided and will continue to be provided by ACIP (see 4/4 above). States were encouraged to implement the ECCAIRS/ADREP tool as part of the training provided. Workshops on ECCAIRS were conducted in Luanda/Angola, Lusaka/Zambia and Harare/Zimbabwe and these workshops were well received by all participating States.	Regional safety database and access to safety data	Further adequate reporting culture; and ensuring follow-up to implement and utilize the systems	States ACIP ROs	Reporting tool to be implemented in all AFI States by 31 December 2012

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	**Title**					
		In addition the ESAF Office will be conducing, by end of 2010, two ECCAIRs reporting system training courses, one in Nairobi, Kenya and other one in Dubai on cost recovery basis for WFP operators sponsored by the WFP.				
5/8	Training strategies for aviation safety in Africa Short-term project	The First Pan African Training Coordination Conference was organized by AFCAC in February 2009. A follow-up meeting was held in May 2009 in Johannesburg, South Africa to establish the African Training Experts Working Group (TEWG) and determine its terms of reference and actions that need to be taken to define the master plan. The Second Pan African Training Coordination Conference was held in June 2010. TEWG, with ACIP providing secretariat support, held three meetings and its recommendations defining the master plan for harmonization of training in the AFI Region was presented to the Second Pan African Training Coordination Conference (Cairo, 22 to 24 June 2010). ACIP, with the assistance of SITA, conducted a survey on training needs and resources analyses has been completed in January 2010. The database became available in May 2010. Results of the survey and gap analysis and recommendations of the TEWG have been submitted to the Second Pan African	Appropriately trained and qualified workforce	Lack of commitment by States and stakeholders to implement the recommendation	States ACIP ROs	December 2010

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
		Training Coordination Conference as indicated above.				
5/9	Coordination and alignment of assistance provided Long-term project	Information on assistance provided to States is requested through regional and subregional group meetings.	Coordinated technical assistance programme towards resolution of aviation safety deficiencies	Lack of availability of information on proposed and ongoing programmes	ROs ACIP	Implementation on continuous basis
5/10	ACIP work programme Medium- to long-term project	The ACIP work programme adopted by the SP AFI/08 RAN Meeting is currently being implemented and any changes are communicated to States and published on the ACIP website.	Adoption of ACIP work programme	See Rec. 3/2	ACIP	ACIP activities are to be transferred to ROs by January 2011. Activities will be ongoing until December 2015
5/11	Gap analysis Medium-term project	Results of the gap analysis are initially reviewed at the State level by the team that had conducted the gap analysis and later at the regional level with the Directors General of Civil Aviation and will be used to determine priority of the projects. Such reviews have led, at State level, to the development of a support mission by the Regional Office Safety Teams (ROST) and, at the regional level, the development of organizational, legal and financial frameworks for the establishment of RSOOs and RAIAs. Priority projects at the regional level were determined: BAG (Oct 2008), UEMOA (March 2009), EAC (August 2009), and CEMAC (February 2010). A review meeting for SADC and States not belonging to a regional	Full implementation of priority projects at the regional level	Bottlenecks and poor follow-up of decisions by States	ACIP ROs States	BAG States, December 2010 UEMOA States and Mauritania, July 2011 CEMAC States and Sao Tome & Principe, December 2011 EAC Partner States, July 2011 SADC and others after January 2012

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
		cooperation framework is scheduled for third quarter 2010.				
5/12	Priority projects Long-term project	Results of Gap analyses, including information on actions needed have been posted on the ACIP website. States are encouraged to fill identified gaps and also to approach donors to assist in the implementation of priority projects. At the ICAO level, letters have been sent to States and donors by the Secretary General requesting them to support the implementation of priority projects. Response from donors, States and stakeholders, however, was not substantial. AFI States are being encouraged to cooperate among themselves to implement priority projects.	Full implementation of priority projects at the regional level	Lack of funding	States Industry Donors	Implementation on continuous basis
5/13	Follow-up and continuous monitoring of the sustainability of implementation projects. Medium- to long-term project	In January 2009, Regional Office Safety Teams (ROST) were established in the two African Regional Offices (Dakar and Nairobi). The Deputy Regional Directors in these two offices were entrusted to lead ROST-related activities (ACIP Focus area 2 elements). States requiring specific assistance by ROST have been identified and a programme of support action started as of April 2010.	Efficient monitoring of safety projects	Although ROST have been established at the ESAF and WACAF Offices, the technical resources available within the ROs may not be adequate to support States	ROs ACIP	Implementation on continuous basis and being monitored bi-annually. Implementation objective to be fully achieved by December 2015
5/14	Establishment of complimentary safety teams Medium-term	The BAG member States have established the BAG Regional Aviation Safety Team (BAGRAST) which had its first meeting in May 2009. Other regional safety teams will be established as part of the creation of the	Well coordinated work programme for resolution of safety deficiencies	Need for sustainable funding for the proposed programmes; and	ACIP ROs States COSCAPS Regional	December 2012

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	**Title**					
	project	Regional Safety Oversight Organizations (RSOOs).		commitment by States in some RECs	aviation safety group	
6/1	Regional performance framework Short-term	The ATS/SAR/AIS SG/10 in May 2009 assigned the Performance-based Navigation (PBN) Task Force to finalize the development of the regional performance objective including the assignment of responsibilities and timelines. Under the SIP mechanism, a regional performance framework workshop is scheduled for December 2010 to develop regional capability to undertake planning for air navigation systems using the performance framework forms (PFF). ATS/AIS/SAR SG/11 has updated PFFs related to it. CNS/SG/3 also carried out further work on regional performance objectives pertaining to the CNS domain. These PFFs will be reviewed at the APIRG/17 meeting.	Adoption of performance framework for air navigation planning and implementation	Lack of awareness of the performance based approach Limited funds for conducting workshops	ROs APIRG and subsidiary bodies	2010
6/2	National performance framework Short-term project	AFI States will receive further guidance through the ICAO workshop planned for December 2010.	National performance framework for air navigation systems	Lack of awareness of the performance based approach concept	ROs States	2011
6/3	Reorganization of the regional air navigation plan Medium-term project	ICAO is developing eANPs which will ensure alignment with the Global Air Navigation Plan	Harmonized regional eANPs	Need to build awareness on this concept in States; and availability of funding for its implementation	ICAO HQ	2013

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	**Title**					
6/4	Re-organization of APIRG Short-term project	In order to facilitate coordination and reduced duplication, the Secretariat and the ATS/AIS/SAR Subgroup, have commenced the consolidation of activities. This includes immediate convening of joint meetings, back-to-back events and proposals to APIRG to merge some subsidiary bodies. In addition, consolidation is expected to broaden the awareness of State officials and to allow for more efficient use of travel budget. For the first time, the ATS/AIS/SAR SG and CNS SG were convened the same week in adjacent rooms in order to enhance coordination. The two groups had one joint session and resulted in effective outcome.	Reorganized APIRG to deliver on regional performance framework	Nil	ROs APIRG and subsidiary bodies	2010
6/5	Implementation of new ICAO model flight plan form Medium-term project	Survey by the regional offices is under way to determine the number of States using/or planning to use the automated flight plan processing systems, as well as to ascertain their progress towards enabling the processing of the new flight plan form. A task force to address issues related to the transition to the new flight plan has been established. The task force formally adopted by APIRG. AFI Flight Plan Transition Task Force (FPLT TF) is to meet before end of 2010. Relevant PFF also updated and submitted to APIRG.	Implementation of new flight plan form	Lack of awareness of the performance based concept Limited response by States to regional office survey Limited funds to conduct workshops	ROs APIRG States	November 2012 Update from States and further guidance on FPL at APIRG/17 meeting
6/6	Operational safety assessment methodology Short-term project	APIRG/17 meeting adopted a safety assessment methodology.	Adoption of safety assessment methodology	Limited funds to provide guidance and conduct workshops	ROs APIRG States	2010

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
6/7	Establishment of a Tactical Action Group (TAG) Short-term project	The TAG held its first meeting in May 2009 and discussed its terms of reference and work programme. Teleconferences have been relatively successful and are planned for every two weeks. These meetings have been facilitated by the use of low-cost internet teleconferencing software as an alternative to face-to-face meetings. This has allowed the TAG to follow-up promptly on identified unsatisfactory condition reports (UCRs). Although the TAG initially received an overwhelming number of UCRs, the recent trend has been one of a gradual reduction in numbers. Nevertheless, the TAG still faces considerable work. Among the issues to be overcome are: a) reluctance by States to respond to queries on the UCRs; b) lack of dedicated resources for the TAG mechanism; and c) identification of a point of contact in each State for interfacing with the TAG. Although the majority of States are responsive to the TAG's queries, two or three States with the largest number of UCRs are least responsive. This is a priority issue for TAG. Second annual TAG meeting (TAG/2) convened on 23-24 April 2010. Identified the need to expand the scope to below RVSM strata (i.e. below FL290) by	Resolution of UCRs	States' limited support to the TAG mechanism Lack of response by States to TAG inquiries Few States committed to investigate UCRs Lack of prioritization of safety issues by States Lack of reporting of incidents by States, air navigation service providers, aircraft operators	ROs APIRG' TAG	First TAG Report to APIRG/17 meeting in 2010 Electronic incident reporting form is to be reformatted for use by crew/ATC in 2010

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
		considering trends coming from the AFI ATS Incident Analysis Group (AIAG). ATS/AIS/SAR SG/11 noted that one contributor to limited States' response is the use of informal formats for reporting incidents. The Sub-Group agreed to support the ROs to make the incident reporting form in Doc 4444 Appendix 4 more user-friendly for crew and ATC. ESAF RO to coordinate project.				
6/8	Reduced vertical separation minimum (RVSM) monitoring and follow-up activities Long-term project	Regional offices coordinated with the AFI Regional Monitoring Agency (ARMA) to follow-up on requirements of the recommendation, in particular on the provision of data for RVSM-approved aircraft and appointment of RVSM National Programme Managers. More than 90% of RVSM-capable aircraft have been approved. More progress is expected as this is an ongoing process. The ARMA Scrutiny Group has been established. The process of post operational safety case (POSC) was carried out in the last quarter of 2009. Preparations in November led the POSC discussions and brainstorming sessions with participants of the TAG from early December 2009 to the end of January 2010. The process was led by ARMA and facilitated by consultants from ALTRAN.	Safe and efficient RVSM operations	States reluctance to provide operational safety data Limited States' support to the ARMA	ROs APIRG/ ARMA States	Implementation on continuous basis Update at APIRG/17 meeting

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	**Title**					
		RVSM POSC completed and considered by ATS/AIS/SAR SG/11in April 2010				
6/9	Performance-based navigation (PBN) performance objectives Near-term project	PBN performance objectives updated by the Joint Meeting of the PBN and GNSS Task Forces have been endorsed by the ATS/AIS/SAR SG/11 in April 2010.	Performance-based regional air navigation planning and implementation	Lack of understanding of the concept and resistance to go beyond traditional ATS routes systems States are not participating in PBN Seminars and/or sending inappropriate participants Limited funds for Seminars, etc Lack of training	ROs APIRG and States	2011 Update PFFs at APIRG/17 meeting
6/10	Support for establishment of an Africa ICAO flight procedures office Short-term project	Developments in the global implementation of PBN, in particular, the establishment of the Flight Procedure Office (FPO) in the APAC Region, has provided information and experience indicating that one FPO be established at a time. Consequently, the joint meeting of the PBN and GNSS Task Forces, 8 to 10 September 2009, suggested that ICAO delay dissemination of a letter inviting States to submit proposals for the establishment and hosting of the AFI FPO. The AFI ATS/AIS/SAR SG/11 meeting 26 to 30 May 2010 was of a strong view that the AFI FPP should not be delayed further	Establishment of AFI FPO	Limited resources in the PBN programme	ICAO HQ	2011 Noting that APAC FPO has just been established, the Secretariat has been requested to expedite the establishment of a similar FPO for the AFI Region Implementation to be guided by

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
		and the letter inviting interested States to make proposal to host and support the FPP, should be circulated immediately. Accordingly, the letter was circulated in June 2010.				experience gained in establishing APAC FPO
6/11	Implementation of WGS-84 and eTOD

Long-term project | The fifth meeting of the AFI AIS/MAP/Task Force held in Dakar in May 2009, pursued follow-up actions and provided States with guidelines/strategies for the implementation of world geodetic system-1984 (WGS-84), eTOD and the elimination of AIS/MAP deficiencies.

The Third Regional AIM Congress highlighted the AFI Region's transition roadmap of AIS to AIM. | Implementation of WGS-84 and eTOD | Limited exposure of AIS/MAP staff to appropriate knowledge and skills

Limited funds available to States for the implementation

Lack of coordination between FIRs in implementation of WGS-84 | ROs APIRG States | Implementation on continuous basis

Update at APIRG/17 meeting |
| 6/12 | Full implementation of Atlantic Ocean random RNAV routing area (AORRA)

Short-term project | Phases II (2009) and III (2010) are fully implemented. | Implementation of AORRRA | Nil | ROs APIRG States | Completed |
| 6/13 | Publication of GNSS-based RNP approach procedures Short term project | The ROs and the PBN Task Force have taken up the initiative to encourage States to bring the GNSS-based approaches into operation. | GNSS-based RNP approach procedures | Funds to be provided for hands-on guidance to States

Lack of confidence on | ROs APIRG States | 2010

Update at APIRG/17 meeting |

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
				GNSS supported navigation		
6/14	ICAO assistance with legal and regulatory issues associated with implementation of GNSS approach procedures

Short- to medium-term project | A survey will be conducted at a Joint meeting of PBN and GNSS Task Forces to ascertain the level of implementation for each State in order to determine the scope of the project. | Guidance on regulatory issues related to GNSS based approach procedures | Lack of funds to provide for hands-on guidance to States | ICAO HQ | 2010

Update at APIRG/17 meeting |
| 6/15 | Foster the implementation of SIGMET and QMS in the AFI Region

Long-term project | Adopted the MET performance objective: Foster the implementation of SIGMET and quality management system (QMS) in the AFI Region. | Implementation of SIGMET and QMS | Limited funds for implementation | ROs
States | Implementation on continuous basis

Update at APIRG/17 meeting |
| 6/16 | Technical and financial support for implementation of quality management systems in the AFI Region

Medium-term project | ICAO, in collaboration with other donors, will identify potential sources of technical and financial support for States for the implementation of quality management systems (QMS) in the field of aeronautical meteorology. | Efficient and effective aeronautical meteorological services | Lack of enthusiasm to provide financial and technical support by donors to States | ICAO HQ
ROs | 2012

Update at APIRG/17 meeting |
| 6/17 | Implementation of terminal area warnings and forecasts, provision of WAFS and optimization of OPMET data | Adopted the MET performance objective: Foster the implementation of terminal area warnings and forecasts, provision of world area forecast system (WAFS) forecasts and optimization of OPMET data exchanges in the AFI Region. | Efficient and effective aeronautical meteorological services | Lack of trained personnel resulting from insufficient budget at State level | ROs
States | Implementation on continuous basis

Update at APIRG/17 meeting |

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
	exchanges and training for meteorological staff

Long-term project | | | | | |
| 6/18 | AFISNET follow-up Conclusion 16/07:

Short-term project | AFISNET 17th Coordination Meeting (SNMC/17) was held in Monrovia, Liberia, 23 to 25 June 2009 and outstanding conclusions of SNMC/16 were considered;

A joint technical team for AFISNET evaluation and re-engineering has been established (Conc. 17/02);

List of AFISNET States to be evaluated has been established; and

GCAA (Ghana), Roberts FIR and ASECNA nominated as Team Leaders of three teams to conduct the evaluation from 15 August to 15 October 2009;

WACAF follow-up letter SR 3/76-0743, dated 15 October 2009, sent to States and international organizations;

WACAF letter SR 3/76-0032, dated 20 January 2010, drawn attention to SNMC/17, Conclusion 02 and requested for nomination of experts and team leaders, and evaluation reports if available;

A list of experts finalized on 16 March 2010 to carry out the work; and | Modernized AFISNET | Lack of funding | WACAF States | 2010

Update at APIRG/17 meeting |

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
		A coordinating meeting was held in the WACAF Office in April 2010 with team leaders to adopt the planning of the on-site evaluation.				
6/19	Planning, implementation and operation of very small aperture terminal (VSAT) networks in the AFI Region

Short-term project | All VSAT network management groups have been informed about the need for harmonization of communication networks: SADC, 6 and 7 April 2009; NAFISAT, 22 and 23 April; and AFISNET, 13 to 15 June 2009.

SAT/14 called for a CAFSAT management committee to be established, which is similar to SNMC that was created for AFISNET (Con. SAT14TF1/01).

SAT/15 (19 to 21 May 2010) discussed and went through the implementation of this conclusion. | Seamless AFI communication network | Lack of funds to support development of this programme | ROs States/ANSP using VSAT service | 2011

Update at APIRG/17 meeting |
| 6/20 | Improvement of air-ground high frequency (HF) communications in the AFI Region through use of ionospheric propagation forecasts

Short-term project | Frequency management programme is being developed by CNS section of ICAO HQ. | Efficient frequency assignment and improved air - ground communication reliability | Nil | ICAO HQ | 2010

SIP workshop in Sept 2010

Update at APIRG/17 meeting |
| 6/21 | Frequency spectrum

Short- to medium-term | AFI States are updating the COM list to populate the frequency database;

ICAO Headquarters organized a workshop as well as the first AFIFMG Meeting in Dakar from 28 September to 2 October | ICAO position for WRC is supported by States and organizations | Funds are required to convene ACP-GF meeting in AFI to coordinate States' position | ICAO HQ ROs States | 2012

Update at APIRG/17 meeting |

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
		2009;

States and other international organizations were informed of the ICAO position and requested its support;

A regional coordination meeting will be held to develop a harmonized position prior to WRC-2012. | | Lack of funds for ROs to attend ATU | | |
| 6/22 | Establishment of subregional search and rescue (SAR) arrangements

Long-term project | A SAR task force has been created with the objective of establishing a joint SAR arrangements including development of the performance framework form.

The East African Community, in February 2010, addressed the issue of the *Development of a Framework for Operation of the East African Search and Rescue (SAR) Agreement*.

A seminar on SAR and civil/military coordination was held in June 2010 in Niamey to sensitize States on SAR issues and their responsibilities in this field.

The UAE is sponsoring a SAR seminar in 2010 and is also supporting the establishment of a Joint Rescue Coordination Centre in the SADC States.

AFI SAR Services Integration Task Force (ASSI TF) established by ATS/AIS/SAR SG/11, will meet in 2010. | Joint SAR arrangements | Lack of States' participation in ICAO SAR forums

Lack of clearly established SAR organizations in States

Lack of clear assignment of responsibilities and accountabilities in the provision of SAR

Lack of training in the field of SAR | ROs States APIRG | Implementation on continuous basis

Task force established

Update at APIRG.17 meeting |

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
		UAE funded Regional SAR Project in Southern Africa was held May 2010 by UAE SAR expert				
6/23	Implementation of aerodrome certification and safety management systems (SMS) at aerodromes

Short-term project | A regional aerodrome certification workshop was held in Casablanca (2009) and another was held in collaboration with the FAA, in Kampala (April 2010).

Several training activities on SSP/SMS have been implemented and are continuing under ACIP. The training activities have included training-for-trainers who are expected to continue training activities with the States. Assistance to develop SMS for EAC Partner States is ongoing under ACIP.

Implementation challenges were discussed at the Aerodromes Operations Subgroup of APRIG (AOP/SG/8) in June 2010. Results to be submitted to APIRG/17. | Officers responsible for SSP/SMS implementation trained

Trainers given necessary skills to conduct further training

Existing and emerging challenges identified | Limited human resources capability in the States | ACIP ROs States | 2010

Update at APIRG/17 meeting |
| 6/24 | Revised membership of the AFI Planning and Implementation Regional Group (APIRG)

Short-term project | APIRG/17 amended the terms of reference of the APIRG. | Updated terms of reference of APIRG | Nil | APIRG | 2010 |
| 6/25 | Elimination of air navigation deficiencies in the AFI Region

Long-term project | The RO has planned for human resource and ICT capacity improvements in order to enhance interaction with States. This will include development of interactive websites including the regional deficiency database.

Missions have been undertaken and more are planned to target States to address specific deficiencies identified as high | Reduction in deficiencies | Resource limitations to eliminate deficiencies

Lack of appropriate prioritization for resource | ROs APIRG States | Implementation on continuous basis

Update at APIRG/17 meting

Review and |

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	Title					
		priority by SP AFI RAN, TAG and APIRG. Regional performance objectives initiated by the SP AFI RAN related specifically to elimination of deficiencies reviewed and updated by APIRG/17. ATS/AIS/SAR SG/11 noted that current AFI deficiency list relating to ATM, AIS/MAP, SAR fields is not useful. It does not reflect outcome of USOAP, GASP GAP analysis, AFI Tactical Action Group observations, State missions, etc. Concerted effort to be initiated by ROs before end of 2010 to rebuild database.		allocation Lack of commitment to resolve deficiencies		update deficiency list before year end 2010
6/26	A collaborative approach to air traffic management (ATM) systems planning that considers the environment Long-term project	The RO will continue interaction with States through State letters to foster implementation. APIRG established a subgroup to measure environmental benefits of ATM improvements; the APIRG and its subgroup have been informed of the need to consider the environment when planning for air navigation system implementation. ATS/AIS/SAR SG/11 has updated PFFs accordingly.	Adoption of the ATM operational concept of collaborative decision making	Limited availability of funds in States	ROs APIRG States	Implementation on continuous basis Update at APIRG/17 meeting
6/27	Pandemic preparedness planning in the aviation sector Long-term project	States were encouraged to join CAPSCA project. Evaluations of Pandemic Preparedness plans were carried out in 2009 at two Airports in Nigeria (Abuja, Lagos) and two airports in South Africa (Cape Town and	Enhanced capability in preparedness planning for the prevention of spread of communicable	Lack of awareness of the role and responsibility of civil aviation authorities and stakeholders in	ICAO States	Implementation on continuous basis Update at APIRG/17 meeting

SP AFI/08 RAN Rec./Task		Action taken/planned	Outcome	Challenges	Responsible Stakeholder	Target Date
No.	**Title**					
		Johannesburg). One more evaluation was carried out in Kenya in June 2010. An additional evaluation is planned for Mozambique. A Regional Aviation Medicine Team (RAMT) was established whose terms of reference include coordination and harmonization of preparedness planning amongst stakeholders. A Pandemic Preparedness Workshop was implemented in Nairobi, Kenya in June 2010.	disease through air travel	pandemic preparedness planning		
6/28	Implementation of a Global ATM System ICAO technical cooperation project Long-term project	States were encouraged to join ICAO TC project for implementation of performance-based air navigation plan. A project for assistance to States in the implementation of PBN has been developed and the draft presented at APIRG/17 meeting.	Regional project for assistance to States in the implementation of performance-based air navigation systems	Need to sensitize States to understand and implement the programme	ICAO States	Implementation on continuous basis Update at APIRG/17 meeting

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