



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

Tenth Meeting of the Steering Committee

Montréal, 25-26 October 2012

REPORT

CORRIGENDUM No. 1

Please replace page 2 of the Report with the attached.

(ARSA) and the creation of a RAI. The meeting noted the response received from the CEMAC Commission regarding the agreement of the Heads of State to extend an invitation to those central African States that are not CEMAC Members to join the ARSA. It was further noted that a meeting involving CEMAC planned during the High-level Conference on Aviation Security (HLCAS) was not held due to the absence of the former.

1.5.1 The committee member representing the European Aviation Safety Agency (EASA) informed the meeting that the European Union (EU) is developing a 2.2 million euros project to be implemented through EASA, which targets the *Economic Community of Central African States* (ECCAS) region. This project was developed to assist in the establishment of an RSOO in the CEMAC region and to conduct a study for the rehabilitation of major airports in the ECCAS region. In response to a question raised on the possibility to expand this project to the member States of *Autorités Africaines et Malgaches de l'Aviation Civile* (AAMAC), EASA indicated that that would be difficult, as the project has been identified to support the 10 ECCAS member States. In addition to this project, the member representing EASA mentioned another project aimed at the improvement of aviation safety in Africa, which targets regional organizations in the Sub-Saharan Africa. A budget of 2.7 million euros has been allocated to this 36-month project, which is part of a larger EU funded programme of 9 million euros entitled "Support to the Air Transport in Africa". This project will be also implemented through EASA and is expected to be officially launched in January 2013. It was recommended that these projects should be developed and implemented in coordination with the ICAO Regional Offices to avoid duplication of efforts and wastage of resources.

1.5.2 In this regard, the representative of the African Development Bank (ADB) also mentioned that a project to finance the COSCAPs in West and Central Africa in coordination with the regional economic communities (RECs) was also being implemented. The ADB Representative reported that a request for funding to establish a regional training institution focused on air transport had been received. The Representative also mentioned the development of a feasibility study to establish training centres to support relevant African regions and that the possibility of expanding the portfolio of the ADB to support the implementation of the ICAO Plans of Action was also under consideration. He recommended that close coordination would be needed to align the efforts in the African region in order to optimize results. The meeting noted these projects and recommended close coordination with relevant stakeholders.

1.5.3 The Steering Committee appreciated the contributions made to support the enhancement of safety in the CEMAC region and called for close coordination to avoid duplication of efforts. It was further recalled that ICAO and the ADB agreed to sign a Memorandum of Understanding (MoU) stipulating that the mobilization of funds for the enhancement of safety within the AFI Region should be conducted through a close coordination between the two parties taking into account a second MoU signed between CEMAC and the AFI Plan, aimed to better coordinate activities in the region with a view to avoiding duplicated actions.

1.5.4 The Steering Committee agreed to convene a meeting with ADB, AFCAC, the African Union (AU), CEMAC, EU and ICAO to define the status of the project referred to in paragraph 1.5.1 and develop timelines that punctuate the transformation process of COSCAP-CEMAC into an RSOO. It was also noted that this meeting would serve to coordinate ADB's assistance efforts in the region, as referred in paragraph 1.5.2. The Representative of the African Group on the ICAO Council expressed his strong support for close collaboration and coordination among stakeholders on the implementation of safety projects conducted in Africa and suggested that the date for the joint meeting to address the issue be set. He also stressed that African Heads of State should also be sensitized to support the implementation of the projects. The meeting further recommended convening the joint meeting during the second week of the 12th Air Navigation Conference to coordinate the transformation process of COSCAP-CEMAC into an RSOO. Further information on this meeting was also addressed by the meeting under Agenda Item 2 (paragraph 4.4 refers).