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

Eleventh Meeting of the Steering Committee

Montréal, 13-14 March 2013

REPORT

This report has been approved by the Chairperson of the Steering Committee, Dr. O. Benard Aliu, Representative of Nigeria on the ICAO Council.

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ICAO ESAF Regional Director &
Secretary of AFI Plan Steering
Committee

1.   **INTRODUCTION**

1.1   The 11th meeting of the *Comprehensive Regional Implementation Plan for Aviation Safety in Africa* (AFI Plan) Steering Committee was held on 13 and 14 March 2013 at ICAO Headquarters in Montréal, Canada. The meeting was attended by 42 participants including observers from the ICAO Council and the Air Navigation Commission. The list of participants is presented at Attachment A.

1.2   The Chairperson of the Steering Committee, Dr. O. Benard Aliu, Representative of Nigeria on the ICAO Council, opened the meeting by welcoming the ICAO Secretary General, Mr. Raymond Benjamin, and all participants. The Chairperson invited the Secretary General to address the meeting.

1.3   During his opening remarks, the Secretary General mentioned key activities performed since the last meeting held in October 2012, reaffirming ICAO's efforts towards the implementation of the AFI Plan. He mentioned that during its 197th Session, the Council reviewed the outcomes of the 10th Steering Committee meeting and endorsed the recommendations and conclusions, which are currently being implemented or were already implemented.

1.4   The Secretary General mentioned that twenty-two States were presented with an ICAO Plan of Action all of which have been accepted at the Ministerial level. The implementation of the Plans of Action has started and is showing tangible results, as some States, such as Mozambique, Madagascar, Rwanda and Zambia, have resolved their Significant Safety Concerns (SSCs).

1.5   The continued cooperation between the African Civil Aviation Commission (AFCAC) and ICAO on implementing the AFI Cooperative Inspectorate Scheme (AFI-CIS) was also highlighted. The Secretary General mentioned that this programme has supported some African States in addressing the SSCs identified through the Universal Safety Oversight Audit Programme (USOAP) audits. He further mentioned that some States have shown willingness to share the implementation costs of this programme.

1.6   With regards to harmonization of aviation training in Africa, the Secretary General noted that the interim Council of the Association of Aviation Training Organization (AATO) held its third meeting in Niamey, Niger to review *inter alia* the draft AATO Business Plan. He informed the meeting that the Constitutive Assembly is scheduled to take place from 10 to 12 April 2013 in Abuja, Nigeria where founding members are expected to sign the Constitution of the Association and elect the substantive Council.

1.7   He mentioned that despite the challenges encountered, the AFI Plan continues to work on the establishment and strengthening of Regional Safety Oversight Organizations (RSOOs) and Regional Accident Investigation Agencies (RAIAs). The meeting was informed that the necessary frameworks for the establishment of the RSOO and RAIA for the Seven Partner States (*Djibouti, Egypt, Eritrea, Ethiopia, Libya, Somalia and Sudan*) have been developed under the AFI Plan and will be presented to the High Level Review Task Force (HLRTF). He noted that ICAO continues to monitor the progress made in establishing the RSOOs for the Central African Economic and Monetary Community (CEMAC), the Southern African Development Community (SADC) and the West African Economic and Monetary Union (UEMOA). The multiple memberships of RSOOs being practiced by a significant number of States was highlighted as a continuing challenge. It was also informed that the AFI Plan and the East African Civil Aviation Security and Safety Oversight Agency (CASSOA) have worked together in establishing

the Acceptable Level of Safety Performance (ALoSP) using data collected during hazard identification and safety risk management in the East African Community (EAC).

1.8   In relation to the implementation of the AFI Plan work programme, the Secretary General indicated that for 2013 the AFI Plan will continue to assist African States to address identified SSCs or with a low level of Effective Implementation (EI) of the ICAO Standards and Recommended Practices (SARPS).

1.9   Finally, the ICAO Secretary General recognized the commitment shown by States, regional organizations and industry partners to collectively improve aviation safety in Africa. He called for Steering Committee's leadership and direction for the next steps in the implementation of the AFI Plan and reiterated his personal determination to use all means available to ICAO to achieve the Plan's goals. The Secretary General recalled the budgetary constraints that the ICAO regular programme is facing, but reiterated his commitment to allocate funds to provide technical assistance in Africa including the implementation of the AFI Plan.

1.10   The Chairperson thanked the Secretary General for his opening remarks and the allocation of resources for the implementation of the AFI Plan, and requested all participants to introduce themselves.

2.   **APPROVAL OF THE AGENDA**

2.1   The meeting reviewed and approved the agenda presented by the AFI Plan Secretary with certain amendments to the order of business to include the following discussion papers and interventions:

   a) Discussion Paper "Progress report on the implementation of the AFI-CIS Programme and the Abuja Safety Targets" to be discussed under Agenda Item 1 (presented by AFCAC);

   b) Discussion Paper "Development of Government Safety Inspectors (GSI) courses" (French version) to be discussed under Agenda Item 1 (presented by Morocco); and

   c) A presentation on the Safety Oversight Facilitated Integration Application (SOFIA to be delivered under Agenda Item 1 (presented by the European Aviation Safety Agency).

2.2   It was also agreed to discuss under Agenda Item 3 the following sub-items:

   a) budget considerations raised during the 10th Steering Committee meeting;

   b) the impact of the aviation safety targets adopted during the Ministerial Conference on Aviation Safety held in Abuja in July 2012 and endorsed by the Assembly of Heads of States of the African Union in January 2013;

   c) a possible meeting of African Ministers on the implementation of the AFI Plan before the 38th Session of Assembly; and

   d) necessary revisions to Assembly Resolution 37-7: *Comprehensive Regional Implementation Plan for Aviation Safety in Africa*, the informal briefing of the Council on the AFI Plan's progress and the Oral Report to the 199th Session of the Council on the outcomes of the 11th meeting of the AFI Plan's Steering Committee.

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Agenda Item   1:   Progress Report on the implementation of the AFI Plan since the 10th meeting of the Steering Committee and the status of implementation of the work programme for 2013

1.1   Under Agenda Item 1, the Steering Committee reviewed the implementation of decisions taken during its 10th meeting held in October 2012 and the status of implementation of the AFI Plan work programme for 2013. The meeting was also invited to provide further instructions for the continued implementation of the recommendations and conclusions agreed during its 10th meeting as well as the AFI Plan work programme. It was noted that the Chairperson of the Steering Committee delivered an Oral Report to the ICAO Council (C-Dec 197/7) on the Outcomes of the 10th AFI Plan Steering Committee meeting, which was endorsed.

Recommendations and conclusions of the 10th meeting of the AFI Plan Steering Committee

1.2   In relation to the establishment of RSOOs, RAIAs and their membership, the meeting noted that the Secretariat identified the States that are members of more than one RSOO and submitted this information to the Coordinator of the African Group in the ICAO Council on 7 February 2013. The meeting noted that in the Eastern and Southern African (ESAF) Region only the United Republic of Tanzania has multiple membership, while in Western and Central African (WACAF) Region seventeen States belong to more than one RSOO, namely Benin, Burkina Faso, Cameroon, Central African Republic, Congo, Côte D'Ivoire, Chad, Democratic Republic of the Congo, Equatorial Guinea, Gabon, Guinea-Bissau, Mali, Islamic Republic of Mauritania, Niger, Sao Tome and Principe, Senegal and Togo. The overlaps in membership were identified on African and Malagasy Civil Aviation Authorities (AAMAC), CEMAC and UEMOA RSOOs. In relation to the RSOO membership, the meeting recommended that AFCAC continue sensitizing States to belong to only one RSOO.

1.3   The meeting recalled that the work tracking system (WTS) was identified as a priority for African States and that funding was requested to further support its transition into an internet based system. It was informed that ICAO requested the U.S. Safe Skies for Africa (SSFA) to consider funding the project; however, initial indication is that SSFA would not be in a position to fund the transition. The meeting noted that the WTS was implemented by *inter alia* Swaziland, Nigeria and BAGASOO. It was also noted that there is the need to determine if it should be implemented on a local or regional basis.

1.3.1   The representative of the U.S. shared its enthusiasm to assist the African States in transitioning the WTS into an internet based system. The meeting was informed that the system is currently formulated for the U.S and would not necessarily meet the needs of African States if implemented as it stands. Further customization would be needed to fit the regulatory needs of States using the system. The representative of the U.S. indicated that at the national level the system is functional but its benefits are maximized when implemented regionally. In relation to its installation costs, the U.S. indicated that CASSOA spent 180,000 USD, while an individual State may spend 75,000 USD.

1.3.2   RD/WACAF mentioned that since the project proposal on WTS development was based on a continental scale firstly implemented in BAGASOO, it can be extended to other African regions or States. The representative of the U.S. indicated that EAC-CASSOA had worked in the implementation of the WTS.

1.3.3   The representative of the European Aviation Safety Agency (EASA) delivered a presentation on the Safety Oversight Facilitated Integration Application (SOFIA) accessible at

http://www.icao.int/safety/afiplan/Pages/11th-Steering-Committee.aspx. The meeting was informed that this IT application can assist an RSOO or a single civil aviation authority in organizing and streaming its technical safety oversight tasks. He said that SOFIA is intended to assist States and RSOOs to implement ICAO Annexes 1, 6, 7 and 8 provisions as well as to support aircraft inspections, workflow and reporting management while adapting to national/regional requirements. To this end, the system needs to be customized to applicable regulations. In relation to its technical capabilities, he mentioned that different access rights can be granted to different users and that online system can be used by one State or a group of States allowing the possibility of sharing safety data. He shared the features, capabilities and technical structure of the system and indicated EASA's commitment to maintain the software. Indicating that some entities are already using the system, he mentioned that the software is provided by EASA free of charge and its approximate implementation cost is 2,000 EUROS.

1.3.4   Some concerns were raised on the need for compatibility of the SOFIA and the WTS offered by the U.S., in order to allow for future data integration and aggregation as well as the need to determine the entity that would manage the system. It was also mentioned that the systems implemented by RSOOs would need to be compatible and accessible by ICAO and AFCAC. In addition, it was mentioned that their interoperability should allow States and RSOOs to change systems, if they wish to do so, without impacting end-users.

1.3.5   Responding to a question raised by the representative of Burkina Faso, the representative of EASA mentioned that SOFIA was developed in English and may be developed into French.

1.3.6   The Chairperson thanked the U.S. and EASA for the development of the WTS and SOFIA while pointing out the need to define the level upon which the system should be established and managed (i.e. continental, regional, national). The Steering Committee noted and requested the Secretariat in coordination with AFCAC to define criteria for data confidentiality and security as well as the interoperability of both systems. In order to further progress this initiative, the Steering Committee requested the U.S. and EASA to determine and inform the meeting about the compatibility of the systems.

1.4   The Steering Committee noted the coordination facilitated by the ICAO Regional Offices in Africa on assistance projects provided by the European Union (EU) and implemented by the European Aviation Safety Agency (EASA), including the establishment of the Co-operative Development of Operational Safety and Continuing Airworthiness Programme for CEMAC (COSCAP-CEMAC). It was informed that a meeting was held on 24 January 2013 between RO/WACAF, AFCAC and EASA in which a list of projects in need of funding was discussed, including the establishment of RSOOs and the AFI-CIS programme. A similar meeting to discuss possible support for the improvement of aviation safety in Africa was held on 21 February 2013 at the RO/ESAF.

1.5   The meeting noted the actions taken to coordinate the projects to be financed through the African Development Bank (AfDB), particularly the communication sent by ICAO to the AfDB requesting support to implement the projects in need of funding posted on the ICAO Safety Collaborative Assistance Network (SCAN) website, especially those associated with the ICAO Plans of Action.

1.5.1   With regard to the progress on the establishment of the RSOO in UEMOA, the meeting noted a study funded by the AfDB on the financing of a Regional Safety and Security Agency which was undertaken by IATA in December 2012. The meeting also noted that on 13 February 2013 UEMOA circulated the draft study report to States and partners including ICAO and that a validation workshop was conducted in Ouagadougou from 19 to 21 February 2013 on this regard. The meeting recommended AFCAC to re-encourage the AfDB to engage on the coordination of projects and request feedback on assistance projects being funded by this financial institution.

1.6   In relation to the establishment of RSOOs for CEMAC and Sao Tome and Principe, UEMOA and SADC regions as well as ICAO's role and involvement in these initiatives, the Steering Committee recalled its recommendation to redirect the resources allocated for these activities to the implementation of the ICAO Plans of Action until member States from each region agree on a way forward to establish their respective RSOO and RAIA.

1.6.1   The meeting noted that in the case of CEMAC and UEMOA, RO/WACAF maintains contact with both entities and receives updates on the progress of these initiatives while continuing to focus on the implementation of the ICAO Plans of Action and on assistance to States through Regional Office Safety Team (ROST) missions.

1.6.2   In the case of the RSOO for CEMAC and Sao Tome and Principe, the meeting noted its establishment, the appointment of a Director General in 2012 and their intentions to meet with ICAO Headquarters in 2013.

1.6.3   In relation to the transformation of COSCAP-UEMOA into an RSOO, the meeting was informed about a communication sent to UEMOA officials calling them to recognize the duplication efforts undertaken by this RSOO and AAMAC. It was noted that UEMOA would be able to focus on all technical areas but ANS as this is the primary role for AAMAC. The meeting concluded that RD/WACAF would organize a meeting or an alternative means to bring all stakeholders together to differentiate the activities conducted by both organizations. In addition, the meeting suggested that each AAMAC member State should nominate ANS inspectors to develop the pool of experts of the organization.

1.6.4   In relation to the SADC region, the RO/ESAF maintains contact with the progress of the project which had developed additional generic procedures, advisories and regulations that were reviewed by the Flight Safety Working Group (FSWG). In addition, the meeting noted that the RO/ESAF receives monthly reports provided by COSCAP-SADC on developments relating to the Charter and establishment of the SADC Aviation Safety Organization (SASO). The representative of Swaziland informed the Steering Committee that in April 2013, SADC Ministers of Justice will meet to approve the establishment of the Charter.

1.6.5   The meeting noted the limited progress achieved and maintained its recommendation to redirect the resources allocated to the establishment of the RSOOs for CEMAC, UEMOA and SADC to the implementation of the ICAO Plans of Action until a way forward on their establishment is agreed by the States from each region. The meeting also recommended that AFCAC in coordination with the African Group will continue sensitizing States on the need to define a way forward for the establishment of RSOOs and RAIAs in their regions.

1.7   In relation to the Steering Committee's recommendation to harmonize the transformation processes of COSCAPs into RSOOs, the meeting noted that activities planned by the RO/WACAF are on hold as per the decision referred in paragraph 1.6, but will assure the necessary harmonization of processes as soon as they are restarted.

1.8   The meeting noted and agreed to continue the good coordination established between the RO/WACAF and AFCAC on the AFI-CIS programme which is being conducted through designated focal points identified by both parties.

1.9   The meeting thoroughly discussed its recommendation for ICAO to train AFCAC staff to deliver ECCAIRS training courses in Africa. In this regard, C/AST indicated that this course is delivered

by the ICAO Aviation Safety Training (AST) Section in conjunction with the State Aviation Safety Tools (SAST) Unit. He indicated that the course and the technical officer leading the project are currently available and are ready to begin coordinating the administrative matters with AFCAC. This coordination would need a careful selection of instructors that should receive the training, as the intention is to train future trainers for the region. In addition, he recalled that the instructors must be subject matter experts capable of successfully completing the training. After noting that the process to be followed to train the trainers lasts approximately twelve months, he suggested to identify the date upon which the outcomes are expected in order to work on a realistic timeline. He stressed that the assistance from the ROs and AFCAC may be needed to identify potential candidates and manage the protocol. It was noted that ICAO HQs would provide technical support and training for African instructors.

1.9.1   RD/ESAF informed the meeting that the training plan was presented without budgetary requirements. Therefore, a rough estimate of 87,000 USD projected by the RO did not include the detailed considerations raised by C/AST.

1.9.2   Following a question from AFCAC on the length of time for selecting the candidates and delivering the course, C/AST indicated that the criteria to select candidates for the training have been developed. In addition, he recalled that the training consists of two parts: the technical installation of the system and entering of data; and the application of analysis and utilization of information contained in the reporting system.

1.9.3   RD/MID shared his experience in the region indicating that the trainer for the technical installation of the system is accredited to the RO, while a trainer for end-user instructors is in HQs. He further mentioned that after conducting several ECCAIRS courses in the MID region, the course usually lasts between 7 to 10 days. He further offered support to the ROs in Africa, subject to the availability of resources.

1.9.4   The Chairperson of the AFI Plan suggested a meeting between C/AST, AFCAC and the African RDs to work on a proposal with cost estimates to be presented for the Steering Committee consideration. Once the AFI Plan agrees with the proposal, the Secretary General may allocate the necessary funds to implement this initiative.

1.9.5   The representative of AFCAC indicated that their understanding was that AFCAC potential trainers would be trained in order for them to train the end-users in Africa, thus building capacity in the region. In this respect, further clarification was sought on how many trainers should be trained and how they will train the end-users in States. Clarifying this query, the Chairperson indicated that the objective is to train the instructors to develop a sustainable solution for the region.

1.9.6   Following a side-bar meeting held, C/AST further mentioned that the project has two phases. The first phase will be to train three teams through five courses, including the respective on-the-job-training (OJT) in 2013. The second phase expected to be deployed in March 2014 would be the training of end-users by African trained instructors. To this end, he indicated that a project leader had to be identified in the ROs and that specific costs would be determined as soon as logistic details are sorted out by the focal points.

1.10   In relation to the continuation of the AFI-CIS programme, the Steering Committee noted that AFCAC had secured funding for the implementation of the programme in 2013 and a circular letter has been sent to States urging them to contribute towards the cost of the missions. It was noted that while the AFI-CIS MOU provides for States to contribute towards the funding of missions, only the Democratic Republic of the Congo has contributed accordingly. The meeting also noted that, through correspondence,

AFCAC urged States to establish a working group to monitor the implementation of AFI-CIS recommendations and to provide feedback on missions conducted. It was recommended that AFCAC continue to sensitize States to contribute towards the funding of AFI-CIS missions and on the establishment of monitoring working groups for the implementation of recommendations.

1.10.1   In relation to the support and coordination of activities on AFI-CIS programme, the meeting noted the on-going coordination of technical assistance between AFCAC, ICAO and the States that are undertaking AFI-CIS missions in order to increase the efficiency of the programme. As a result of the coordination activities, some AFI-CIS missions were conducted in conjunction with BAGASOO and COSCAP-SADC. The meeting noted that joint-missions with COSCAP-UEMOA and CASSOA will be explored in the near future.

1.11   In relation to the delivery of government inspector training (GSI) courses in English and French in AFI region, the Steering Committee noted that GSI French courses in the technical areas of AIR and OPS are still under development. The AST Section also recommended that courses be delivered by bilingual instructors using English course material to facilitate interpretation and translation.

1.11.1   In this regard D/ANB mentioned that the Secretary General offered to fund the translation of the material for the GSI French course. However, this approach may not provide a long term solution to the lack of French speaking instructors in Africa. She further mentioned that translating the material developed by the FAA represents translating material that was developed on the basis of U.S. Federal Aviation Regulations (FARs) that are not fully in line with Joint Aviation Requirements (JARs) or ICAO SARPs. She mentioned that the development of a long term strategy to support the training of inspectors in Africa would be necessary. Finally, D/ANB noted that the initiative taken by Morocco and supported by France for the development of this training and its material may be the way forward on this issue. This initiative was also supported by the representative of the U.S.

1.11.2   The representative of the U.S. reiterated their support in developing a sustainable solution for Africa and recalled the need to thoroughly assess the qualifications of candidates to ensure the success of the training. She requested the sharing of these qualifications with the U.S. and other stakeholders to facilitate the selection of the trainers pursuing the GSI course. She also mentioned that the establishment of the AFI-CIS and the RSOOs was needed due to the fact that certain States do not have sufficient personnel and resources to effectively establish a safety oversight system. Thus, the pooling of personnel was considered to be a viable option to fulfill this need. The meeting also recalled the dynamic relationship between ICAO and FAA to continuously update the GSI training courses and suggested to pursue a similar approach for the development of the GSI French courses.

1.11.3   The representative of Senegal noted that a train-the-trainer course is essential for a long term solution to the lack of qualified inspectors in the region. He mentioned the need to carefully select candidates who are capable of successfully completing the course. After noting that French is the official language of many States in Africa, he indicated that the training and material should be conducted in both languages. He pointed out that continuity is a key factor, recalling that many people leave their civil aviation authorities following the successful completion of the courses. In this regard, he indicated that those qualified inspectors should remain available to transmit the knowledge acquired.

1.11.4   The Chairperson noted that as a sustainable strategy to deliver training courses in the region, the efforts of the AFI Plan should be focused on train-the-trainer programme in States, regional organizations and ICAO regional offices.

1.11.5   The representative of Uganda emphasized the importance of identifying the criteria to determine the trainees' profile and a mechanism to make the trained instructors available to deliver the training for a three-year period. He also thanked the support provided by the U.S. in the area of training. He supported the continuation of efforts in delivering safety management courses in the region.

1.11.6   In relation to retaining technical personnel, the representative of the U.S. mentioned that they have tried to achieve this objective through a bond mechanism; however, this mechanism has not been successful, as trained inspectors were more likely to accept a high salary job offered by the private sector. She further said that SSFA is ready to support the development of a sustainable system. The representative of Senegal suggested asking trained experts to sign a 10-year bond with the government in order to remain available to deliver training courses as may be required. D/TCB proposed the hiring of trained experts under a framework of the Technical Co-operation Programme and offering competitive salaries to avoid the drain of trained inspectors. The representative of Burkina Faso recalled that, despite a Recommended Practice for retaining the training and maintenance of personnel in already included in Annex 19, Civil Aviation Authorities would need to work on a career development plan for their staff. The representative of AFCAC indicated that promoting hiring and training of women may be a possible solution. The representative of Ethiopia requested AFCAC to encourage its member States and present a working paper on this matter for the 23rd Plenary. In addition, the Steering Committee asked the African Group to coordinate with AFCAC to determine if it would be beneficial to present a working paper for the 38th Session of the ICAO Assembly.

1.11.7   The representative of Morocco presented Discussion Paper entitled "Development of Government Safety Inspectors (GSI) courses" that included information on proposed training for safety oversight inspectors in French which is based on the current requirements for safety oversight in Morocco. He recognized that while it would be ideal for applicants to meet the specific criteria to pursue the training, this might not be the case. Therefore, he suggested designing a specific course that incorporates progressive modules and providing for additional training. In this regard, he indicated that the course being developed is composed of core and specific modules on Personnel Licensing (PEL), Aircraft Operations (OPS) and Airworthiness of Aircraft (AIR). He also indicated the need to revise the material to make it applicable to ICAO provisions, as it is currently based on Moroccan regulations. He suggested to conduct a gap analysis between the existing modules and the modules offered by EAMAC-ASECNA in Niamey, Niger and ENAC in Toulouse, France which also cover courses for the training of inspectors in the areas of Air Navigation Services (ANS) and Aerodromes and Ground Aids (AGA) and mentioned that the Singapore Aviation Academy is also interested in the project. He noted the progress achieved on the development of the training course, while recalling that additional work is needed to prepare the remaining modules and to validate the course using the TRAINAIR *Plus* methodology. He mentioned that a report on the planning and progress of the integration of ANS and AGA modules to the training will be provided during the next AFI Plan meeting.

1.11.8   The representative of ASECNA indicated the need to find a short and a long term solution for the delivery of GSI training courses in Africa. He endorsed the proposal presented by the Secretariat of delivering the GSI training by bilingual trainers with material offered in English. He mentioned that while AAMAC developed this training since 2002, the courses need to be updated and adapted. He also indicated that ENAC courses are updated on a constant basis and agreed with the intervention from the U.S. on establishing a mechanism for updating the GSI courses on a regular basis.

1.11.9   D/ANB recalled the need to find parity of safety inspectors across the regions and does not favor the translation of documentation if it would not facilitate the development of a long lasting solution. She offered to host a small group of experts to develop a strategy to find a sustainable way for training safety inspectors in Africa. To this end, the representatives of Morocco, France and ASECNA

agreed to work with AST and the RDs to evaluate existing material and identify potential institutions that may deliver and update the courses available.

1.12   In relation to SMS training courses, the representative of the U.S. indicated that they are ready to provide assistance and requested any State or Region interested to receive a workshop or seminar to contact SSFA directly. The representative of Cameroon thanked the U.S. for assistance provided in the area of training for the CEMAC region. The representative of ASECNA also thanked the U.S. for the support provided in the area of training and mentioned that safety management should be incorporated in the AFI Plan work programme, especially after the adoption of the new Safety Annex.

1.13   In relation to Djibouti's engagement to establish a close and effective communication with ICAO to address its safety deficiencies, the meeting noted that a revised Plan of Action was presented to and accepted by the Minister responsible for Transport on 13 November 2012 and a Regional Office Safety Team (ROST) mission was conducted in January 2013 in the areas of OPS, AIR and PEL. The meeting was informed that an AFI-CIS mission in coordination with the RO/ESAF is planned in 2013.

1.14   The Steering Committee discussed the actions needed to revise and expand the scope of the AFI Plan work programme, in order to align it with the Declaration and safety targets adopted during the Ministerial Conference held in Abuja in 2012.

1.14.1   In relation to the alignment of ICAO Plans of Action with safety targets, the meeting noted the work being conducted. It was mentioned that in WACAF region four Plans of Action aligned with the adopted safety targets (Benin, Sao Tome, Liberia and Guinea-Bissau) have been accepted and two Plans are under preparation (Chad and Guinea). In the ESAF region, Botswana's Plan of action was realigned, submitted and subsequently accepted by the State on 30 January 2013.

1.14.2   In relation to the timely implementation of the Abuja Declaration, the meeting noted that a working paper was presented during the 15th meeting of the AFCAC Technical Committee held in November 2012 urging African States, ICAO, AFCAC, African Airlines Association (AFRAA), IATA, RECs and other stakeholders to pursue the implementation of the adopted safety targets by the established timelines. It was also mentioned that AFCAC will present a working paper on this matter at the 23rd AFCAC Plenary Session in Accra, Ghana, scheduled for April 2013.

1.14.3   In relation to the joint review mechanism to monitor the implementation of the safety targets and adherence to the applicable timelines, the Steering Committee noted that a matrix was developed by RO/ESAF and shared with AFCAC, which shall be adopted to follow-up and monitor the attainment of the targets. In addition, D/ANB presented the meeting with a mock-up for an online and high-level performance dashboard developed to demonstrate the progress made in implementing the targets (accessible at http://www.icao.int/safety/afiplan/Pages/11th-Steering-Committee.aspx). The Steering Committee noted both initiatives by agreeing on the need to develop the matrix.

1.14.4   The Chairperson thanked the efforts made by ICAO to develop the matrices to monitor the implementation of the Abuja safety targets mentioning that although progress can only be validated through ICAO Coordinated Validation Mission (ICVMs), there might be other means to determine the attainment of safety targets. The representative of ASECNA suggested that the implementation of the targets be aligned with the GASP and GANP. After reviewing the matrix developed by the RO it was recommended that it be provided to AFCAC to be populated and to start monitoring the targets.

1.14.5   In relation to the alignment and expansion of the AFI Plan work programme with the Abuja Declaration and the safety targets, the meeting agreed that its expansion would lead to the inclusion of the technical areas of ANS, AGA and AIG, while still maintaining the primary focus on the areas of PEL, OPS and AIR. Particularly, with respect to the ESAF and WACAF work programmes, it was noted that, in addition to ROST missions to be conducted in the areas of OPS, AIR and PEL, ROST missions for ANS and AGA will be undertaken by WACAF, while missions on AGA, CNS, ATM and MET will be undertaken by ESAF. It was also recalled that through the recommendation of the AFI RAN meeting endorsed by the 37th Session of the ICAO Assembly that the AFI Plan is expected to assist States in achieving maturity level 3 of an effective implementation of a safety oversight system by 2015. Consistent with the safety targets adopted during the Ministerial Conference held in Abuja, the Conference interpreted maturity level 3 of an effective implementation of a safety oversight system as 60 per cent of the effective implementation score of ICAO's USOAP results and established 2017 as the timeline by which all African States will achieve this objective.

1.15   With regard to the continuation of the AFI Plan for the next triennium (2014-2016), the meeting noted that a proposed budget was submitted to implement the recommendations referred in section 1.14.

Approved work programme for 2013

1.16   In relation to the establishment of an effective and sustainable RSOO and RAIA for the BAG States, the meeting noted the potential revision of the Management Service Agreement (MSA) with ICAO and the possible extension of the scope of BAGASOO's mandate to include ANS and AVSEC, which would be subject to further discussions.

1.17   In regard to the support required to ensure the establishment of BAGAIA, the meeting noted that the appointed Commissioner was deployed in August 2012 and that an inception mission to Cape Verde as the host of the RAIA was carried out.

1.18   The meeting also recognized the efforts taken to strengthen the existing EAC Civil Aviation Safety and Security Oversight Agency (CASSOA). In relation to the support provided to the 6th State Safety programme (SSP)/Safety Management Systems (SMS) Working Group (WG) meeting to implement its regional safety plan, the meeting noted that the WG identified five high-level categories of occurrences to develop the regional Acceptable Level of Safety Performance (ALoSP) and agreed to adopt a 25 per cent reduction as a regional ALoSP by the end of 2013. In relation to the establishment of the RAIA, it was noted that EAC had not requested support on its establishment.

1.19   As for the RSOO for the Seven Partner States, the meeting noted that data was collected for the development of organizational, financial and legal frameworks which will be presented to the HLRTF in 2013.

1.20   With regard to the harmonization and standardization of training courses in Africa and the support provided to the AATO, the Steering Committee noted that the AATO Interim Council had planned its constitutive Assembly for April 2013 and had developed a 3-year strategic plan, a business plan and a procedure manual. The representative of Uganda indicated that providing training material would support the further development of these organizations and pointed out the benefits of ICAO's assistance to guide in their establishment and self-sustainment. The meeting recommended that funding mechanisms be identified and that support be provided once the AATO's Council is established.

1.21   The Steering Committee noted that detail actions on the assistance provided to States in resolving identified deficiencies are presented in Discussion Paper 2.

1.22   The meeting revisited discussions on the delivery of GSI courses in the technical areas of OPS and AIR in English and French as referred in section 1.11 of this report. The meeting agreed with the Secretariat's short-term proposal and recommended conducting the GSI OPS and AIR courses by bilingual instructors with English material. Further, the meeting recommended ICAO HQs, ROs and contributors to this initiative develop a long-term strategy to deliver GSI courses in French. The target set by the Steering Committee was to deliver French train-the-trainer courses in 2014 and that trainers should be African. It was also agreed that all training efforts conducted in 2013 should include OJT for trainers, so that by 2014 there is no need to train instructors but only to deliver OJT to end-users.

1.22.1   In relation to a recommended change to 2013 Work Programme to introduce GSI AGA inspector training courses, the Steering Committee noted the development stage of the GSI AGA course.

1.22.2   With regards to the GSI PEL courses, the meeting noted and supported that AST coordinates with SSFA and relevant ICAO Sections for their development and delivery.

1.23   The meeting noted and supported that AST and SSFA coordinates a work programme for 2013 in order to deliver AIG workshops in Africa.

1.23.1   The U.S. indicated its availability to develop the capacity on aviation accident investigation, as had been done in EAC through the Agency established for this purpose in Kenya. Recalling that States do not have the necessary and qualified personnel to adequately perform accident investigation activities, the U.S. favored the pooling of these resources and suggested a practical training to be facilitated through an on-site investigation. In addition, it was indicated that certain training courses for accident investigation had been developed with NAV Canada.

1.24   In relation to the training on Dangerous Goods, D/ANB informed the meeting that the course had been delivered twice, but the failure rate was high. She also noted that this training is only available in English and that the availability of instructors is limited. It was mentioned that training the local staff may produce better results. In addition, it was recalled that even though Dangerous Goods courses are delivered on a cost-recovery basis, the Secretary General may be able to waive this requirement for the region. She also mentioned that delivering training in the region may not be a sustainable path for the training needs in Africa. Therefore, it was advised to train African staff to build capacity.

1.24.1   The representative of France noted that Dangerous Goods courses are available but need to be adapted to international requirements. While recognizing specific frameworks for Dangerous Goods in each State, he considered essential to adapt the available courses to ICAO provisions.

1.24.2   In order to address the high failure rate, the meeting recommended a careful selection of potential candidates and reviewing the existing material, and proposed to look into the possibility of delivering a seminar or workshop on Dangerous Goods in order to raise awareness and then proceed with the course.

1.25   In continuation with the ECCAIRS training referred in section 1.9 of this report, the Steering Committee recommended that a comprehensive training programme proposal be further developed and agreed by AST, the Secretary of the AFI Plan and AFCAC in order to allow the Secretary

General to allocate the necessary funds for its implementation. It was further concluded that the ROs and AFCAC would jointly nominate a project coordinator to progress this initiative.

1.26   Finally, in relation to enabling aviation service providers to develop and implement SMS, the meeting noted that no requests for assistance had been submitted by States or service providers.

Recommendations and conclusions

1.27   In relation to the RSOO membership, the meeting recommended that AFCAC continue sensitizing States to belong to only one RSOO.

1.28   The Chairperson thanked U.S. and EASA for the development of the WTS and SOFIA while pointing out the need to define the level upon which the system should be established and managed (i.e. continental, regional, national). The Steering Committee noted and requested the Secretariat in coordination with AFCAC to define criteria for data confidentiality and security as well as the interoperability of both systems. In order to further progress this initiative, the Steering Committee requested the U.S. and EASA to determine and inform the meeting about the compatibility of the systems.

1.29   The meeting recommended AFCAC to re-encourage the AfDB to engage on the coordination of projects and request feedback on assistance projects being funded by this financial institution.

1.30   The meeting noted the limited progress achieved and maintained its recommendation to redirect the resources considered for the establishment of the RSOOs for CEMAC, UEMOA and SADC to the implementation of the ICAO Plans of Action, until a way forward on their establishment is agreed by the States from each region. The meeting also recommended that AFCAC in coordination with the African Group continue sensitizing States on the need to define a way forward for the establishment of RSOOs and RAIAs in their regions.

1.31   In relation to the transformation of COSCAP-UEMOA into an RSOO, the meeting concluded that RD/WACAF would organize a meeting or devise an alternative means to bring all stakeholders together to differentiate the activities conducted by the new UEMOA RSOO and AAMAC. In addition, the meeting suggested that each AAMAC member State should nominate ANS inspectors to develop the pool of experts of the organization.

1.32   The meeting noted and agreed to continue the good coordination established between the RO/WACAF and AFCAC on the AFI-CIS programme which is being conducted through designated focal points identified by both parties.

1.33   In relation to the continuation of the AFI-CIS programme, the Steering Committee recommended that AFCAC continue to sensitize States to contribute towards the funding of AFI-CIS missions and the establishment of monitoring working groups for the implementation of recommendations.

1.34   In relation to the matrix developed by the RO to monitor the implementation of the Abuja safety targets, the Steering Committee recommended that it be provided to AFCAC to populate and start monitoring the targets.

1.35   In relation to the alignment and expansion of the AFI Plan with the Abuja Declaration and safety targets, the meeting agreed that its expansion would lead to including the technical areas of ANS, AGA and AIG while maintaining the primary focus on the areas of PEL, OPS and AIR.

1.36   With regard to the continuation of the AFI Plan for the next triennium (2014-2016), the meeting noted that a proposed budget was submitted to implement the recommendations referred in section 1.14, so that the Secretary General could allocate adequate resources to carry out the AFI Plan Work Programme for the next triennium.

1.37   With regard to the harmonization and standardization of training courses in Africa and the support provided to the AATO, the Steering Committee recommended identifying funding mechanisms and supporting the efforts once the AATO's Council is established.

1.38   In relation to the GSI courses, the meeting agreed with the Secretariat's short-term proposal and recommended conducting the GSI OPS and AIR courses by bilingual instructors with English material. Further, the meeting recommended ICAO HQs, ROs and contributors to this initiative develop a long-term strategy to deliver GSI courses in French. The target set by the Steering Committee was to deliver French train-the-trainer courses in 2014 and that trainers should be from within Africa. It was also agreed that all training efforts conducted in 2013 should include OJT for trainers, so that by 2014 there is no need to train instructors but only to deliver training to end-users.

1.39   With regards to the GSI PEL courses, the meeting noted and supported that AST coordinates with SSFA and relevant ICAO Sections for their development and delivery.

1.40   The meeting noted and supported that AST and SSFA coordinates a work programme for 2013 in order to deliver AIG workshops in Africa.

1.41   In relation to the Dangerous Goods training and in order to address the high failure rate, the meeting recommended a careful selection of potential candidates and reviewing the existing material, and proposed to look into the possibility of delivering a seminar or workshop on Dangerous Goods in order to raise awareness and then proceed with the course.

1.42   In continuation of the ECCAIRS training, the Steering Committee recommended that a comprehensive training programme proposal be further developed and agreed by AST, the Secretary of the AFI Plan and AFCAC in order to allow the Secretary General to allocate the necessary funds for its implementation. It was further concluded that the ROs and AFCAC would jointly nominate a project coordinator to progress this initiative.

Agenda Item   2:   ICAO Plans of Action for States under review of the MARB

2.1   Under Agenda Item 2, the Steering Committee reviewed the progress made in the development, acceptance and implementation of the ICAO Plans of Action, aimed at assisting States referred to the Monitoring and Assistance Review Board (MARB) or with serious safety deficiencies.

2.2   The Chairperson pointed out that the title of the DP/2 needs to be revised to reflect the fact that the ICAO Plans of Action were developed for not only States with Significant Safety Concerns, which are referred to the MARB, but also States not referred to the Board but with serious safety deficiencies.

2.3   The meeting reviewed the situation of all States with an ICAO Plan of Action developed by the ROs as presented in Attachment A of DP/2 and highlighted the following issues:

>   a)   Cameroon: the Steering Committee was informed that the promulgation of the revised aviation code is pending;

>   b) Comoros: the meeting noted certain assistance needs to build capacity in the technical areas OPS and AIR;

>   c) Djibouti: the meeting noted that the State started to make progress towards resolving its SSC;

>   d) Guinea: the meeting noted the mitigating measures implemented by the State that may lead to the resolution of its SSC;

>   e)   Guinea-Bissau: the Steering Committee noted the positive change in the State's situation and was informed about mitigating measures being currently implemented, including the revocation of AOCs, aircraft registry cancellations or de-registrations, and the publication of relevant NOTAMs. The meeting was informed that by the end of April the SSCs were expected to be resolved; and

>   f)   Lesotho: the meeting noted very little progress.

2.4   The Steering Committee suggested the momentum be maintained by engaging all stakeholders to support States in addressing their SSCs. It was noted that States should be aware of the progress made; and it was thus recommended that RDs and AFCAC present a working paper on this subject to the AFCAC Plenary and a progress report to the ICAO Assembly. The representative of Morocco further recommended addressing in these WPs the urgent need to resolve the identified SSCs and to promptly notify or file differences to ICAO SARPs.

2.5   The representative of Morocco requested further information on the meaning of annotations of assistance and the identification of areas of opportunity to support these States in resolving their deficiencies.

2.6   With regard to Lesotho, the representative of Swaziland informed the meeting about a teleconference held between D/ATB and the State, in order to re-engage them in resolving its security deficiencies. Endorsing this initiative, the representative of Cameroon suggested the raising of safety and security issues during these teleconferences, if appropriate.

2.7   The representative of Burkina Faso indicated that TCB may provide feasible option to build capacity for the medium and long term.

2.8   The meeting noted the recommendation to re-engage the AfDB, as mentioned in paragraphs 1.5, 1.5.1 and 1.29 of the report, and requested AFCAC to pursue this re-engagement, given their relationship in the development of the IATA study for the sustainability of RSOOs. The Steering Committee also recommended including the contact details of TCB in order to identify potential projects in need for funding.

2.9   The meeting also suggested asking the AfDB to formalize a relationship with ICAO by signing an MoU with TCB that will benefit ICAO Member States in Africa.

2.10   The meeting noted the absence of the World Bank to this meeting, while noting a number of projects being developed for Africa by this financial institution. The meeting recommended sending a letter to the World Bank and other financial institutions encouraging them to engage in the work and inviting them to participate in meetings of the AFI Plan.

2.11   The meeting noted significant improvements in the development, acceptance and implementation of ICAO Plans of Action commending the good work performed by the States, RDs and partners. The meeting was also informed that with the expansion of the AFI Plan to include the technical areas of ANS, AIG and AGA while still maintaining the focus on AIR, OPS and PEL, it is expected to see further improvement.

Recommendations and conclusions

2.12   The Steering Committee recommended that RDs and AFCAC present a working paper on the support provided and the progress achieved by States in resolving their SSCs to the AFCAC Plenary and a progress report to the ICAO Assembly.

2.13   The meeting requested AFCAC to pursue the re-engagement of the AfDB as referred in paragraph 1.29 and include the contact details of TCB in order to identify potential projects in need for funding.

2.14   The meeting suggested asking the AfDB to formalize a relationship with ICAO by signing an MoU with TCB that will benefit ICAO Member States in Africa.

2.15   The meeting recommended sending a letter to the World Bank and other financial institutions encouraging them to engage in the work and inviting them to participate in meetings of the AFI Plan.

Agenda Item   3:   Any other business

3.1   Under Agenda Item 3, the meeting recalled that for the continuation of the AFI Plan for 2014-2016, a proposed budget was submitted so that the Secretary General could allocate adequate resources to implement the AFI Plan Work Programme for the next triennium. The Steering Committee supported and endorsed this important decision.

3.2   In relation to the impact of the aviation safety targets adopted during the Ministerial Conference on Aviation Safety held in Abuja in July 2012 and endorsed by the Assembly of Heads of States and Governments of the African Union in January 2013 on Assembly Resolution 37-7: *Comprehensive Regional Implementation Plan for Aviation Safety in Africa*, the meeting agreed that the information available is sufficient to analyze the progress achieved since the inception of the AFI Plan as well as its alignment needs. Thus, the meeting recommended that ICAO Secretariat in coordination with the Chairperson review and, if appropriate, present the necessary revisions to Assembly Resolution 37-7 for Council's consideration during its 199th Session.

3.3   While noting the scope and content of the informal briefing of the Council on the AFI Plan's progress scheduled for Friday, 15 March 2013, the Steering Committee recommended not presenting an Oral Report to the 199th Session of the Council on the outcomes of the 11th meeting of the AFI Plan's Steering Committee.

3.4   Finally, the meeting also raised the need to hold a Ministerial Meeting tentatively scheduled for 23 September 2013.

3.4.1   In this regard, the representative of ASECNA noted the results achieved and the potential benefit of informing African Ministers about the actions taken within the AFI Plan framework since its establishment, including the contributions made by partners. The representative of the U.S. suggested holding an informal briefing with the African Ministers attending the Assembly informing them about the AFI Plan's expansion, especially in the technical area of ANS as the issues are complex and would require additional funding and personnel. The representative of Swaziland supported the idea of an informal brief with Ministers attending the Assembly, illustrating the AFI Plan's accomplishments since 2008 as well as the expansion of its work programme in line with the Abuja safety targets. The representative of South Africa recommended scheduling an informal briefing and including the achievements of the AFI Plan, its future and challenges.

3.4.2   The Steering Committee recommended that the informal briefing for African Ministers be tentatively scheduled for 23 September 2013, in preparation for the 38th Session of the ICAO Assembly taking into consideration the points raised under this item.

3.5   In relation to the training support being provided by the SSFA, the meeting noted that as of September 2013, training capabilities would be subject to tight budget cuts and, therefore, cannot be guaranteed for Africa. The meeting also noted that the U.S. had already contemplated training sessions in South Africa and Senegal.

3.6   The Steering Committee also noted that additional efforts should be made to improve coordination between ICAO and AFCAC on letters being sent to African States.

3.7   The meeting agreed to schedule the 12th AFI Plan Steering Committee meeting after the 38th Session of the ICAO Assembly to be held in November 2013.

3.8   In closing, the Chairperson recalled the origins, evolution and achievements of the AFI Plan. After informing the Steering Committee that this would be his last meeting as Chair and about his candidacy for the Presidency of the ICAO Council, he thanked all members and partners working on this initiative as well as the President and the Secretary General for their personal support in assisting African States. In particular, the Chairperson expressed his sincere appreciation for the lifelong engagement of Ms. Connie Hunter to the development of civil aviation in Africa, the endless efforts of Mr. Roger Lambo to support the AFI Plan and the establishment of BAGASOO as well as the continued support of Mr. Moussa Halidou, who has been a focal point for the African community in Montréal. He also thanked the ANB and the ROs for all their efforts for the enhancement of aviation safety in Africa.

Agenda Item   4:   Review and approval of meeting report

4.1   The Steering Committee, having completed the agenda and after providing its recommendations and conclusions, delegated authority to the Chairperson to approve the report of the meeting on its behalf.

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ATTACHMENT A

LIST OF PARTICIPANTS

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ICAO Secretariat

Mr.	Raymond Benjamin	Secretary General
Mr.	Daniel Azéma	Directeur de Cabinet, Office of the Secretary General
Ms.	Nancy Graham	Director, Air Navigation Bureau (ANB)
Mr.	Ivan Galán	Director, Technical Co-operation Bureau (TCB)
Mr.	Mohamed Elamiri	Deputy Director ANB, Safety Management and Monitoring
Mr.	Mam Sait Jallow	ICAO RD, Dakar (WACAF)
Mr.	Mohamed Khonji	ICAO RD, Cairo (MID)
Mr.	Roger Lambo	Chief, Implementation Support and Development – Safety Section
Mr.	Mostafa Hoummady	Chief, Aviation Safety Training Section
Mr.	Soo-Ho Jun	Implementation Support and Development Safety Officer
Mrs.	Nayiri Dolabjian	Evaluation Officer
Miss	Elizabeth Kiguta	Intern

Also present

Mr.	Christian Schleifer	President, Air Navigation Commission

Secretary of the Meeting

Mr.	Meshesha Belayneh	ICAO RD, Nairobi (ESAF)

Assisted by:

Ms.	Jimena Blumenkron	Safety Management and Monitoring, ANB

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ATTACHMENT B

2013 PROGRAMME OF ACTIVITIES

Focus Area 1 – Enabling States to establish and maintain an effective and sustainable safety oversight system		
Activity	**Objective**	**Programme 2013**
Development of State (Regional) Safety Programmes and the conduct of SSP training	• Assist States to develop and implement State Safety Programmes.	• On request from States and on-cost recovery basis.
BAG member States (Cape-Verde, Gambia, Ghana, Guinea, Liberia, Nigeria, Sierra-Leone)	• Establish an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation Agency for the BAG States.	• Support BAGASOO to continue in 2013 to ensure its sustainability. • Further support required to ensure the actual establishment of BAGAIA.
CEMAC member States and Sao Tome and Principe (Cameroon, Chad, Central African Republic, Congo, Equatorial Guinea, Gabon, Sao Tome & Principe)	• Establish an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation Agency for the CEMAC States and Sao Tome and Principe.	• Follow-up on the establishment of the Regional Safety Oversight Organization and Accident Investigation Agency.
East Africa Community (EAC) Partner States (Burundi, Kenya, Rwanda, Uganda, Tanzania)	• Strengthen the existing EAC Civil Aviation Safety and Security Oversight Agency (CASSOA). • Establish an EAC Regional Accident Investigation Agency (EAC-RAIA).	• Support CASSOA in the implementation of the States Safety Programme in line with the implementation plan adopted in 2011. • Upon request, support the effective establishment of EAC-RAIA.
SEVEN Partners States (Djibouti, Egypt, Eritrea, Ethiopia, Libya, Somalia and Sudan)	• Establish an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation Agency for the Seven Partners States.	• Follow-up and support the establishment of the Regional Safety Oversight Organization and Accident Investigation Agency.
SADC member States (Angola, Botswana, DRC, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, Zambia, Zimbabwe)	• Establish an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation Agency for SADC member States.	• Follow-up on the establishment of the Regional Safety Oversight Organization.

UEMOA member States and Mauritania (Benin, Burkina Faso, Cote d'Ivoire, Guinea Bissau, Mali, Mauritania, Niger, Senegal, Togo)	• Establish an effective and sustainable Regional Safety Oversight Organization and Regional Accident Investigation Agency for UEMOA member States and Mauritania.	• Follow-up the establishment of the Regional Safety Oversight Organization and Accident Investigation Agency.

Focus Area 2 – Assist States to resolve identified deficiencies within a reasonable time

Activity	Objective	Programme 2013
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	• Implementation of the framework adopted by the 3rd Pan-African Aviation Training Coordination Conference for the harmonization of aviation training in Africa.	• Support the AATO interim council and provide secretariat functions until establishment. • Identify funding mechanisms and provide initial support to AATO Council, once established.
Government Safety Inspectors (GSI) training courses	• Provide the Airworthiness and Operations GSI courses in English and French. • Provide Personnel Licensing GSI courses. • Provide Aerodrome Inspectors training courses.	• 1 GSI Operations Course (English). • 1 GSI Operations Course (French). • 1 GSI Airworthiness Course (English). • 1 GSI Airworthiness Course (French). • 2 GSI PEL Courses (with the support of U.S. Safe Skies for Africa and subject to availability of FAA academy as the technical implementation partner). • 1 Bilingual State Safety Oversight Organization Course.
Seminars, workshops and safety-related training courses other than GSI, SSP and SMS	To develop African capabilities in safety-related areas of the air transport system, including areas such as: • Accident and incident investigation; • Transport of dangerous goods by air; • ECCAIRS; • Aviation Medicine.	• One accident and incident investigation workshop. • One workshop/seminar on safe transport of dangerous goods by air. • One Aviation Medicine workshop.

Direct support to States on the MARB list to resolve identified deficiencies		
Provide direct support to African States in their effort to resolve identified deficiencies	• Assist States in implementing their corrective action plans.	• Continue implementation through ROST the activities under the short term period of the action plan to resolve SSCs. • Support 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 Plan of Action. • Continue to provide assistance through ROSTs and lower the LEIs in line with the High-Level Safety Targets of the Abuja Ministerial Conference. • Provide assistance to States to enable them obtain certification of their international airports in line with the High-Level Safety Targets of the Abuja Ministerial Conference.
Focus Area 3 – Enhance aviation safety culture of African service providers		
Activity	**Objective**	**Programme 2013**
• **Conduct Safety Management Systems courses (service providers as well as instructors)** • **Support the development of service providers SMS**	• Enable aviation service providers to develop and implement their respective Safety Management Systems (SMS).	• On request from States or as detailed in the ICAO Plan of Action, provide appropriate training and participate in regional safety initiatives as may be required.

— END —