AFI COMPREHENSIVE IMPLEMENTATION PROGRAMME (ACIP)

Fifth Meeting of the Steering Committee

Montreal, 28 to 30 April 2010

REPORT

This report has been approved by the Chairperson of the Steering Committee.

Haile Belai
Secretary
ACIP Steering Committe

1.   **INTRODUCTION**

1.1   The Fifth Meeting of the ACIP Steering Committee Meeting was held from 28 to 30 April 2010 at ICAO Headquarters in Montreal, Canada. The meeting was attended by eight of the fifteen Steering Committee members and by ICAO Regional Directors (ICAORDs), Eastern and Southern Africa (ESAF) and Western and Central Africa (WACAF). A list of the members who attended the meeting appears at the appendix to this report.

1.2   The Chairperson of the Steering Committee, Dr. Bernard O. Aliu, Representative of Nigeria on the ICAO Council, opened the meeting by welcoming all participants and acknowledging the presence of the President of the Council, the Secretary General of ICAO and the President of the Air Navigation Commission. The meeting was informed that, due to ongoing activities of the Air Navigation Commission and Council, it would be necessary to keep the schedule of the group flexible. The Chairperson invited the Secretary General, Mr. Raymond Benjamin, to address the meeting.

1.3   During his opening remarks, the Secretary General welcomed everybody present and reaffirmed his commitment to the effective implementation of the *Comprehensive Regional Implementation Plan for Aviation Safety in Africa* (AFI Plan). He highlighted the process followed in preparation of the draft Assembly working paper and the various discussions associated with its review. He informed the group that the Secretariat has continued its activities in the three focus areas to achieve the objectives of the AFI Plan.

1.4   The Secretary General indicated that the programme of "building African capabilities" approved by the Steering Committee during its fourth meeting, in October 2010, is on course and being implemented as planned. Training of instructors in the areas of State safety programme (SSP) and safety management systems (SMS) has continued. Training of Instructors for Government Safety Inspector (GSI) courses has commenced with the support of the United States (US) Department of Transport (DOT) and the US Federal Aviation Administration (FAA). It was highlighted that GSI courses will be provided as scheduled.

1.5   The Secretary General informed the Committee that additional GSI instructors will be trained following the endorsement of six African Aviation Training Institutes. The Secretary General further informed the Committee that the training needs analysis and available training capacity survey recommended by the Special Africa-Indian Ocean (AFI) Regional Air Navigation (RAN) Meeting (South Africa, November 2008) had been completed and that the Second Pan-African Training Coordination Conference, organized in cooperation with the African Civil Aviation Commission (AFCAC) and hosted by the Government of Egypt, will review the outcome and agree on the harmonization and standardization of training.

1.6   The Secretary General indicated that a clear and transparent transition plan to integrate the ACIP Programme activities into the Regional Offices' work programme will be developed, to be further refined by the Steering Committee during its next meeting.

1.7   To ensure that the activities will continue in the whole Africa-Indian Ocean (AFI) Region, the Secretary General noted that a robust coordination and cooperation action will have to take place with the European and North Atlantic (EUR/NAT) and Middle East (MID) Offices, as well as with AFCAC, to realize a comprehensive implementation throughout the continent.

2.   **FIFTH MEETING OF THE STEERING COMMITTEE**

2.1   **Agenda**

2.1.1   The meeting approved the following agenda:

   Agenda Item 1:   Progress report

   Agenda Item 2:   Integration of ACIP Programme activities into the Regional Offices'
                    regular work programme

   Agenda Item 3:   Other business

2.1.2   The draft agenda of the meeting was approved with minor modifications to accommodate the required flexibility due to the ongoing meetings of the Air Navigation Commission (ANC) and Council. It was agreed that the possibility of a side meeting on aviation safety in Africa during the 21st Plenary of the African Civil Aviation Commission be discussed under Agenda Item 3 (Other business).

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Agenda Item 1:   Progress report

1.1   The meeting was presented with a summary of activities undertaken by ACIP and progress made since the last meeting. Accordingly, Agenda Item 1 contained information related to ACIP Programme activities covering the period from October 2009 to March 2010.

1.2   It was noted that the progress report had been divided into four parts, the first three addressing activities under a specific focus area and the fourth part addressing the implementation of the Special AFI RAN recommendations.

Focus Area 1 – *Enabling States to establish and maintain an*
effective and sustainable safety oversight system

1.3   It was noted that ACIP, in cooperation with Industry Safety Strategy Group (ISSG), conducted the seventh Global Aviation Safety Roadmap Workshop in Khartoum, Sudan from 26 to 28 October 2009. The workshop was attended by 115 participants from Angola, Comoros, Egypt, Equatorial Guinea, Eritrea, Libya, Malawi, Sao Tome and Principe, and Sudan.

1.4   In addition, ACIP continued to support the establishment of regional safety oversight organizations and regional accident investigation agencies as follows:

a) ACIP continued to work closely with the Banjul Accord Group (BAG) to establish the Banjul Accord Group Aviation Safety Oversight Organization (BAGASOO) and the Banjul Accord Group Accident Investigation Agency (BAGAIA). BAGASOO was scheduled to be operational as of 3 May 2010 and BAGAIA will be operational as soon as the recruitment of the Commissioner is finalized by the Council of Ministers. Operational date was expected to be 1 June 2010.

b) Development of a framework agreement for the establishment of a regional safety oversight organization and a regional accident investigation agency, for Economic and Monetary Union of West Africa (UEMOA) member States and Mauritania. The Directors General of Civil Aviation reviewed the framework agreement and agreed on a schedule for implementation of actions required to realize the establishment of the two regional organizations. The final framework agreement will be presented to a meeting of the UEMOA Statutory Ministers for formal approval to establish the two regional organizations. The UEMOA meeting is expected to be held in July 2010.

c) The gap analyses of Central African Economic and Monetary Community (CEMAC) member States and Sao Tome and Principe were completed in January 2010 and a meeting of the Directors General of Civil Aviation, held in N'Djamena, Chad in February 2010, determined priority projects to be implemented at the regional level. Similar to actions taken before with respect to the BAG and UEMOA member States, a letter requesting the support of ICAO was forwarded to the Secretary General.

d) The Chief of the ACIP Programme and ICAORD, Nairobi met with the Directors General of Civil Aviation of the Partner States of the East African Community (EAC) and its Civil Aviation Safety and Security Oversight Agency (CASSOA) to give effect to Council Decision 188/11, which required ACIP to provide support to the EAC Partner States and CASSOA. It was noted that one of the requests for assistance that was addressed during the fourth meeting of the Steering Committee remained

unanswered and the Directors General indicated that they wished ICAO to specifically consider the request. With respect to assistance requested by the EAC Partner States, the United States informed the meeting that it is providing most of the assistance that has been requested and invited ACIP to review the support to be given, taking into consideration the support being provided by the United States under its Safe Skies programme.

e) Gap analyses of Southern African Development Community (SADC) member States have been completed and a meeting of the Directors General, to determine priority actions, is scheduled to be held in September 2010. The outcome of the meeting will be presented to the ACIP Steering Committee during its next meeting.

f) Following the GASR workshop held as part of the Safety Management Course conducted in Tunis, Tunisia, gap analyses of the three North African States (Algeria, Tunisia and Morocco) have been scheduled to be conducted in June 2010, ensuring that all AFI States, except Somalia, would have undergone a State-specific gap analysis, as was required by Assembly Resolution A36-1.

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

1.5   The committee noted that a number of seminars and workshops on various safety-related subjects were held throughout the continent. Several States have been identified as requiring support from the Regional Office Safety Teams; the Regional Offices have scheduled support missions starting in May 2010. The support to be provided would range from on-the-job training in air operator certification to assistance to a civil aviation authority in preparing its aviation training centre for ICAO endorsement as a Government Safety Inspectors training centre.

1.6   The survey on aviation training needs and available capability recommended by the Special AFI RAN Meeting was completed. Input was received from 99 entities and was analyzed by the Training Experts Working Group, in cooperation with SITA. The results of the survey and their analysis will be presented to the Second Pan-African Aviation Training Conference (Cairo, 22 to 24 June 2010).

1.7   The meeting noted with satisfaction that the US Department of Transport, under its safe Skies for Africa Programme, had offered to train seven GSI instructors in the areas of Flight Operations and Aircraft Airworthiness free of charge. The training was conducted by the Federal Aviation Administration in Oklahoma during April 2010, and the successful instructors are now scheduled to provide GSI training per the ACIP Programme established for 2010.

Focus Area 3 – *Enhance aviation safety culture of African*
aviation service providers

1.8   ACIP provided a train-the-trainer course and on-the-job training to potential integrated safety management (SSP/SMS/Safety Oversight and GASP) instructors, and followed it with courses directed at States and service providers. Since launching the training programme to April 2010, ACIP has provided SMS and SSP training to 214 students from regulators and service providers.

Special AFI RAN Recommendations

1.9   The meeting noted the actions taken by ACIP related to the implementation of the recommendations of the Special AFI RAN Meeting that are directly related to ACIP activities.

1.10   The Representative of the World Bank informed the committee of the World Bank's assistance programmes in Africa and it was agreed that this information will be made available to all concerned.

1.11   In relation to flight inspection, the meeting noted with satisfaction that the US will provide type rating training for inspectors in East Africa on aircraft for which they do not have a current rating.

1.12   The committee highlighted the need to harmonize the CEMAC and UEMOA documentation to ensure consistency.

1.13   The Steering Committee requested that a consolidated document related to the gap analyses and priority action required for each of the regions, which identifies the required projects, be developed. In this regard, it was also agreed that a web page would be created on the ACIP website that provides the consolidated information on priority projects of States and regional groupings in a user-friendly manner.

1.14   With regard to GSI training, it was noted that the selection criteria for selecting inspectors to be trained should be based on the results of the gap analyses and Universal Safety Oversight Audit Programme (USOAP) audits. It was agreed that a master plan for the continuation of training activities would be developed and presented at the next meeting of the Steering Committee.

1.15   The Steering Committee highlighted the need to staff the Regional Offices, specifically in Africa, to execute the tasks at hand. It was agreed that there is a definite need for the ICAO triennium budget to include funding for the continuation of ACIP activities.

1.16   It was noted that many States' regulations are outdated. As there are currently two sets of regulations in general use (i.e. the Federal Aviation Regulations (FARs) of the US and the Joint Aviation regulations (JARs) from Europe), it was agreed that there is a specific need to harmonize regulations. It was noted that some States adopt the FARs and/or the JARs *in toto*, although their aviation system or level of activity does not reflect a need to adopt either set of regulations. The Representative of AFCAC informed the Steering Committee that AFCAC has some funds available and offered to harmonize the regulations for use by States. The Steering Committee accepted AFCAC's offer.

1.17   The Steering Committee noted with satisfaction that, for training purposes, the United States will provide ACIP with the French version of the model regulations used in GSI courses.

1.18   It was agreed that Regional Offices will review, in close coordination with regional organizations, the list of on-the-job training assistance to be provided to States,. The Steering Committee noted that the Safe Skies for Africa Project had trained 2500 aviation professionals, but that many are then lost within the aviation system to other States due to better opportunities. It was agreed that, while this is a political issue, the "brain drain" is very difficult to prevent, not only in Africa. To this end, it was agreed that, for reference purposes, ACIP would keep a record of people trained, including their current location. It was noted that the objective was for AFI States to achieve a maturity level 3 by 2015.

1.19   With regard to resources, the Steering Committee highlighted the need for proper staffing in the Regional Offices. It was agreed that the ACIP Programme activities should not be diluted into the Regional Offices, but rather that dedicated resources should be provided. The meeting noted a concern expressed that other parts of the world will also require assistance to improve safety.

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Agenda Item 2:   Integration of ACIP Programme Activities into the Regional Offices' regular work programme

2.1   **ACIP activities that will continue after December 2010**

2.1.1   The Steering Committee recalled that, during its fourth meeting (Montreal, 12 and 13 October 2009), ACIP was tasked to develop a clear and transparent transition/integration plan that covers, inter alia, the identification of ACIP activities that will continue after December 2010, including an assessment of how successful those activities were, what they have achieved, and how the continuation of those activities could be funded in the future.

2.1.2   ICAO, through its ACIP Programme and related activities, has created expectations in States and regions. The Steering Committee agreed that the activities started under the ACIP Programme would have to be expanded and continued in a fashion similar to the current situation, taking into account any changes that may occur. It was noted that, if ICAO does not follow-up on what it has started and maintain its level of involvement with the African States, it is possible that the objectives may not be achieved due to the lack of support for effective implementation. It was noted that this in itself may require more than two or three years to achieve.

2.1.3   It was agreed that ICAO's support to African States would have to continue until at least 2015, by which time all the States are expected to achieve maturity level 3 as described in the GASP. It was agreed that it would be necessary to develop a programme with deliverables and timelines to monitor the progress of the future implementation by the Regional Offices. It was also agreed that there would need to be a checkpoint, around end of 2012, by means of some sort of gap analysis to assess progress made. It will also be necessary to consolidate the information obtained through the gap analysis and place this on the Flight Safety Information Exchange (FSIX) website. It was agreed that ACIP would develop a page on this site to post the information.

2.1.4   The Steering Committee identified the need for Regional Offices and ACIP to implement a flow of information between all the relevant parties, as well as ICAO Headquarters. This will also serve as a handover note to Regional Offices as part of the transition plan.

2.1.5   It was also agreed that a training programme would be developed to be incorporated into the transition plan. The ACIP Programme is currently implemented with the full involvement of the Regional Officers; it was noted that the creation of regional safety oversight organizations would eventually reduce the workload in the Regional Offices.

2.1.6   The committee noted with concern that there is a serious lack of Airworthiness and Flight Safety personnel funded by the Regular Programme in the Regional Offices, specifically those in Africa. It was agreed that this issue would be addressed under a separate agenda item, related to the financial resources available to ACIP (see paragraph 2.3 below).

2.2   **Assessment of how successful ACIP activities were, what has been achieved and what more needs to be achieved**

2.2.1   The Steering Committee recalled its request for an assessment of how successful ACIP activities were and what has been achieved, and obtaining the Secretariats' view on what more needs to be achieved.

2.2.2   The meeting noted that ACIP, by working closely with African States, has managed to raise awareness of a States' responsibilities and accountability for safety oversight. The majority of African States have now accepted that the establishment of regional safety oversight organizations is the best solution to enable them to meet their international obligations for safety oversight. It was agreed that ICAO's continued support would be required over the next few years to realize the effective and sustainable establishment of RSOOs.

2.2.3   ICAO, through its ACIP Programme, has been directly involved in enabling States to enhance aviation safety in the AFI Region. It was recalled that the conduct of seminars and workshops, gap analyses and the provision of training courses are at the foundation of ICAO's commitment and that ICAO will have to continue to be actively engaged, as the work has only started under ACIP and will require some additional time to be effectively and sustainably established.

2.2.4   It was agreed that what has been achieved so far is only the foundation of what needs to be accomplished. It will take a longer term commitment and resources to achieve the ultimate goal. ICAO must continue to guide, encourage, instruct and support States to ensure success.

2.2.5   The Steering Committee recognized that commitment by the African States would be the main driver for achieving the ultimate goal, with ICAO's support and guidance. ICAO has invested considerable resources in terms of personnel, funds and time and has put its reputation on the line. It is therefore crucial for ICAO to continue its active engagement.

2.2.6   The committee agreed that an analysis of what has been achieved so far and a decision on what matrix should be used to measure success is required. It was noted that it would be necessary to establish a way to assess aviation safety and improvements made in Africa, given the low level of aviation activities in the continent. It was noted that one accident in the AFI Region can result in Africa exceeding the global average.

2.2.7   The Steering Committee noted that at least 46 of the 53 States in the AFI Region do not have a level of activity that would support an effective and sustainable national safety oversight system, and thus need to be encouraged to establish a regional safety oversight organization to meet their international obligations for safety oversight. It was also noted that States that have agreed to establish an RSOO would need to be supported with training, as well as with other support to enable them to maintain an effective regional system.

2.2.8   The committee noted with concern the growing number of African States that are referred to the Audit Results Review Board (ARRB) for various deficiencies and significant safety concerns. It was further noted that the Regional Office Safety Teams (ROSTs) have yet to commence the provision of required assistance to the States. It was therefore agreed that assistance needs to be given to these States as they make efforts to be removed from the ARRB list. It was further agreed that a reduction in the number of African States on the ARRB list would serve as a positive outcome and enhance the perception of the success of ACIP.

2.2.9   The Steering Committee agreed that, as part of the review process towards the development of the transition and integration plan, a questionnaire should be circulated to States to obtain feedback on their expectations and assessments of ACIP so far. In this regard, the Secretariat may also use 21st Plenary of AFCAC and/or the Training Conference in Cairo (22 to 24 June 2010) as opportunities to collect views from States.

2.3   **Funding the continuation of ACIP activities beyond 2010**

2.3.1   The Steering Committee was presented with information related to the funding of ACIP activities that will continue beyond December 2010. The draft budget of the Organization, as developed, indicated that a total of approximately US$4.2 Million will be required over the 2011 – 2013 triennium to continue the effective implementation of the ACIP Programmes.

2.3.2   The draft budget envisaged that the four professional Officers currently funded by the ACIP budget and the Programme Assistant will be absorbed into the Regular Programme budget of the Organization as of 2012, in line with the long-held goal of strengthening the Regional Offices.

2.3.3   The Secretariat informed the Steering Committee that, of the US$4.2 Million required for the triennium, it is expected that approximately US$700,000 will be available from the current ACIP funds at the end of 2010. Approximately US$3.5 Million will therefore need to be made available in the budget for the 2011 – 2013 triennium to support the continuation of ACIP activities within the African Regional Offices.

2.3.4   It was recalled that the Steering Committee, after reviewing the budgetary requirements of the programme presented by the Secretariat during its second meeting in November 2008, noted that approximately US$858,000 would be left in the ACIP account at the end of 2010.

2.3.5   The Secretariat highlighted that the budget presented in November 2008 did not take into account any additional requirements resulting from the implementation of recommendations of the Special AFI RAN Meeting and the subsequent request from the Steering Committee to accelerate the conduct of the gap analyses of all States so that they would be completed by the end of 2009.

2.3.6   The Steering Committee was further presented with the ACIP financial status as of 31 December 2009. It was noted that the balance at the end of 2009 was lower than what was originally planned; this was justifiable due to the increased level of activities in 2009 resulting from the requests of the Steering Committee. For example, while the budget for 2009 presented in October 2008 indicated 24 gap analyses to be conducted in 2009, the 36 gap analyses were actually conducted that year. This had a cascading effect on the determination of priority projects and missions relating to consultation with States on the development of the framework agreements for the establishment of regional safety oversight organizations and regional accident investigation agencies.

2.3.7   The Steering Group reviewed the contributions made in kind by African States.

2.3.8   To ensure that adequate funds are available to support ACIP in 2011, the Secretary General instructed that the budget for 2010 and 2011 be used wisely, with the aim of ensuring that remaining funds available would be adequate to provide for ACIP activities in the two years. To this end, he instructed the Secretary to review the budget for 2010 and 2011, making sure that the activities of the programme are evenly distributed over the two-year period.

2.3.9   The Secretary General informed the committee that provisions for the continuation of ACIP activities within the Regional Offices will be made available in the Regular Programme budget starting in 2012; thus his instructions to balance the 2010 and 2011 budgets to ensure that the programme is paid for until resources from the next triennial budget become available in 2012. In this respect, he informed the committee that, in the event that the Organization fails to make the necessary provisions available in the Regular Programme budget to support the continuation of ACIP activities, he is prepared to utilize the incentive fund to ensure that the programme activities continue effectively.

2.3.10   The Steering Committee recommended and the Secretary General agreed that each of the Regional Offices in Africa (Dakar and Nairobi) have, under the Regular Programme, one Flight Safety Officer and one Airworthiness Officer where such posts are not currently funded through the Regular Programme budget. This translates to the filling of one Flight Operations post and one Airworthiness post in Dakar and one Flight Operations post in Nairobi.

2.3.11   The Steering Committee further recommended that the Safety Officers currently funded by ACIP should be integrated into the Regional Programme budget as of 2012. It is envisaged that, under Proposal 2 of the triennium budget, the Regional Offices in Africa will get, in addition to having a full complement of technical staff as indicated above, one ACIP Officer each, funded by the Regular Programme budget as of 2012. The Secretary General agreed that the second ACIP Officer in each Regional Office in Africa would be funded through the incentive scheme should provisions for such not be made in the triennium budget. This means that three Professional-category staff members (Flight Safety and Airworthiness as of 2011 and one ACIP Safety Officer as of 2012), funded through the Regular Programme budget, and an additional ACIP Safety Officer funded through the incentive fund will be made available to the Dakar Regional Office.

2.3.12   A Flight Safety Officer will be added to the establishment of the ESAF Office in Nairobi. This is in addition to the Airworthiness Officer post that will be funded by the Regular Programme budget as of 2011. Starting in 2012, Safety Officers currently funded by ACIP will be integrated into the Regional Office work force (one provided for by the Regular Programme budget and the second Officer funded through the incentive fund).

2.4   **Integration of ACIP Programme Activities into the
         Regional Office work programme — Transition plan for
         the integration of ACIP Programme activities**

2.4.1   The Steering Committee reviewed the proposed transition plan for the integration of ACIP activities into the Regional Office work programme as of 2011.

2.4.2   It was proposed by the Secretariat that, although performed from the two Regional Offices, ACIP activities remain under a single, centralized programme, albeit with enhanced coordination between the two offices.

2.4.3   It was also proposed that the overall management of the programme activities be conducted from the ESAF Regional Office, taking into consideration the geographical location of Nairobi with respect to all African States and the ease of travel and communication throughout the continent.

2.4.4   To ensure coordination, it was proposed that, within the overall responsibility of ICAO Regional Director, Nairobi, a bilingual (English/French) Officer be assigned to coordinate the programme activities between the ESAF and WACAF Offices. He would be supported by the programme/ Administrative Assistant.

2.4.5   To ensure continued guidance, it was proposed that the Steering Committee be retained to ensure that proper coordination between the two regions and industry and the fair distribution of activities are maintained and balanced.

2.4.6   To this end, the Secretary General decided that the coordination will take place from the Nairobi Office, which will be in charge; however, it was highlighted that Regional Directors, Dakar and Nairobi will be co-responsible for the programme. It was also decided that the ACIP Programme would

be included in the audit that is scheduled for the Nairobi Office during the fourth quarter of 2010. It was agreed that this action will ensure a smooth and transparent handover to the Regional Directors. It was agreed that Chief, Evaluation and Internal Audit Office (C/EAO) will coordinate with the External Auditor to include ACIP in the performance review.

2.4.7   It was highlighted that the two Regional Offices in Africa are not the only ones accredited to African States; the Cairo and Paris Offices are as well. To ensure proper coordination, it was decided to task the Flight Safety Officers with coordination duties under the direction of the respective ICAO Regional Director. It was also agreed that close coordination must be ensured with planning and implementation regional groups (PIRGs) and regional safety groups.

2.4.8   To provide overall guidance to ACIP, it was decided that the Steering Committee will continue to meet twice a year. However, it was decided that, effective immediately, the ACIP Steering Committee will be named the *AFI Plan Steering Committee*.

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Agenda Item 3:   Other business

3.1   **Implementation of recommendations related to the AFI
        Plan and draft ACIP Assembly paper**

3.1.1   The Steering Committee recalled that numerous recommendations to enhance aviation safety in Africa under the *Comprehensive Regional Implementation Plan for Aviation Safety in Africa* have been directed at implementation, starting with the High-Level Meeting on a Comprehensive Regional Implementation Plan for Aviation Safety in Africa (Montreal, 17 September 2007).

3.1.2   The meeting was presented with information on actions taken (or not taken) with respect to each of the recommendations that were directed to the Secretariat between 2007 and 2009.

3.1.3   The Steering Committee noted that the draft Assembly working paper presented as Attachment B to ACIP-SC/2010/5-DP/03 (Paper 3.1) had already been reviewed by the Air Navigation Commission (ANC). It also noted that any changes to the draft Assembly working paper that may be proposed by the Steering Committee would be orally presented to the Council during its review of the working paper and the recommendations from the ANC.

3.1.4   The Steering Committee was informed that the New Partnership for Africa's Development (NEPAD) is now essentially an implementation agency. The Steering Committee noted that the funding of RSOOs is a problem and that this is not limited to Africa only. The meeting was informed that ICAO is currently studying various models and that the *Safety Oversight Manual* (Doc 9734) has been updated to include funding arrangements for regional safety oversight organizations.

3.1.5   The meeting highlighted the need to establish a relationship between regional safety oversight organizations and Regional Offices and to develop the links required. The Steering Committee agreed that ICAO Regional Director, Dakar would work closely with the Federal Aviation Administration in Dakar.

3.1.6   The meeting reviewed the draft Assembly working paper and the Assembly Resolution proposed to replace Assembly Resolution A36-1. The committee recommended that Appendix A to the draft working paper should be redrafted to reflect not only actions taken or planned, but also to include deliverables, in the form of outcome and target dates for the completion of the action taken or planned.

3.1.7   The committee further recommended that the draft Assembly Resolution be amended to reflect the changes proposed by the Steering Committee itself, as well as those that had been recommended by the ANC during its review of the paper on 27 April 2010 (AN 184-4).

3.1.8   Finally, the Steering Committee recommended that C-WP/13560 — *Draft Assembly Working Paper ― Developments of the AFI Comprehensive Implementation Programme (ACIP)* be revised based on its comments and input, and that Revision 1 thereto be presented for the consideration of the Council.

3.2   **Additional priority projects identified and requiring
        resources for implementation**

3.2.1   Under this item, the Steering Committee addressed two issues that the Secretariat proposed as being of high priority in the AFI Region.

3.2.2   Firstly, the need for ICAO to identify potential sources of technical and financial support for States for the implementation of quality management systems (QMS) in the field of Meteorology, contained in Special AFI RAN (2008) Recommendation 6/16. Further, Recommendation 6/15 identified the type of training that would be required for States in the AFI Region, which included basic training and training of trainers in quality management systems.

3.2.3   The second issue discussed dealt with the need for a fully equipped and appropriately staffed Aviation Medicine Centre, as the current facilities within the majority of the States in the region were deemed inadequate to meet all of the current needs for aircrew and ground crew medical assessments.

3.2.4   In addition to the USOAP audit finding on a widespread lack of an adequate number of appropriately trained aviation medical doctors, an Aviation Medicine Workshop held in Kigali, Rwanda, acknowledged that the problem is the result of the non-availability of fully equipped and appropriately staffed medical facilities for aviation medicine in the region. As a result, the States were losing many experienced pilots and air traffic control (ATC) staff due to medical conditions that could otherwise be treated. It was noted that the third meeting of Directors General of Civil Aviation of WACAF and ESAF States (Togo, November 2009) unanimously agreed that there was an urgent need to establish Regional Centres of Excellence for Aviation Medicine.

3.2.5   After considering the establishment and use of Regional Centres of Excellence for Aviation Medicine, as well as the logistical problems associated with such, the Steering Committee decided that, in view of other competing priorities under the agreed three ACIP focus areas, the requests could not be addressed at this time. It was therefore decided that ACIP funds would not be applied towards these projects.

3.3   **Additional considerations**

3.3.1   The committee asked the Secretariat to provide it with information relating to pledges made and contributions received by donors, industry and stakeholders during the high-level meeting that established the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (Montreal, 17 September 2007).

3.3.2   The Secretariat informed the Committee that, to date, only three States (China in 2008 and 2009, Saudi Arabia in 2008 and South Korea in 2009) had made financial contributions, amounting to a total of C$490,557.

3.3.3   The Steering Committee noted with satisfaction that China would again contribute to the ACIP programme. Subsequent to ACIP-SC/2010/5, on 20 May 2010, Chief, Finance Branch (C/FIN) advised the Secretariat that China had made the promised contribution in the amount of C$50,000.

3.3.4   The Steering Committee was apprised of a Safety Meeting to be held in N'djamena, Chad, on the margins of the 21st Plenary of the African Civil Aviation Commission. The meeting is expected to obtain a firm commitment from AFCAC States to achieve a target of at least a ten per cent (10%) per year reduction in the lack of effective implementation indicated by the safety oversight performance indicators. The ICAO Regional Offices and ACIP will work closely with the States to achieve this measurable goal. It should be noted that, under its ACIP Programme, ICAO has conducted gap analyses based on a global strategy requiring all States to realize a ten percentage point improvement in USOAP performance annually, while simultaneously adjusting for a ten per cent increase in traffic. On the basis of the ACIP gap analyses and the findings of the ICAO safety oversight audits, projects aimed at

assisting the relevant States to resolve the significant safety concerns and, by order of priority, the deficiencies and/or gaps identified will be developed, in order to reduce the number of African States on the ARRB list. A report on the outcome of the Safety Meeting will be presented to the Council.

3.3.5   The Secretary General proposed that the next meeting of the Steering Committee be held in Africa. The Steering Committee agreed to hold its sixth meeting tentatively to coincide with the Directors General of Civil Aviation (DGCA) meeting to be held in Swaziland in October/November 2010. All Steering Committee members will be advised as soon as a final decision is taken on the venue and actual dates.

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APPENDIX

LIST OF PARTICIPANTS

Country	Title	Name		Address	Telephone/Fax	Email
Niger	Mr.	Moussa Halidou	M	Alternate Representative of Niger to ICAO Air Navigation Commissioner 999 University Street, Room 8.23 Montreal, Quebec, Canada H3C 5J9	Tel: 514 954-5820 Fax 514 954-8151	Mhalidou@icao.int
Nigeria	Dr.	O.B. Aliu Chairman	M	Representative of Nigeria on the Council of ICAO, 999 University Street, Room 14.70 Montreal, Quebec, Canada H3C 5J9	Tel: 514 954-8289 Fax: 514 954-8315	obaliu@icao.int
Uganda	Mr.	Kabbs Twijuke	M	Representative on the Council	Tel: 514 954-8224 Fax: 514 954-5806	ktwijuke@icao.int
Cameroon	Mr.	Englebert Zoa Etundi		Representative of Cameroon on the Council of ICAO,	Tel: 514 954 8362	ezoaetundi@icao.int
China	Mr.	Guoqing Yang represented by Mr.Ding	M	Vice-Minister General Administration of Civil Aviation of China (CAAC) 999 University Street Room 15.40 Montreal, Quebec, Canada H3C 5J9	Tel.: 514 954-8313 Fax 514 954-8219	cding@icao.int
France	Mr.	Farid Zizi	M	Alternate Representative of france to International Civil Aviation Organization	Tel: 514 954 8323	fzizi@icao.int
Ghana	Mr.	Simon Allotey		Representative of Ghana on the Council of ICAO	Tel: 514 954 5786	sallotey@icao.int

Country	Title	Name		Address	Telephone/Fax	Email
United States		Leeann Hart		FAA, 800 Independence Ave, SN Washington, DC 20011	Tel: 202 385 8881 Fax 202 2675032	leeann.hart@faa.gov
United States	Ms.	Susan McDermott assisted by Cornelia Hunter	M	Deputy Assistant Secretary for Aviation and International Affairs Department of Transportation Room W88-326 1200 New Jersey Avenue, S.E. Wahington, DC 20590	Tel: 202 366-4551 Fax: 202 493-2005	susan.mcdermott@dot.gov
African Civil Aviation Commission (AFCAC)	Mr	Boubacar Djibo	M	Secretary General of AFCAC 15 Bl. De la Republique B.P. 2356 Daka, Senegal	Tel: 221 77 839 93 73 Fax: 221 77 823 26 61	bdjibo@afcac.org
Industry Safety Strategy Group (ISSG)	Mr.	Michael Comber	M	Co-Chair of the ISSG, Director, ICAO Relations GIA, International Air Transport Associations (IATA) 800 Place Victoria, P.O. Box 113, Montreal, Quebec, Canada H4Z 1M1	Tel: 514 874 0202 Ext. 3349 Fax: 514 874-2658 Direct line 514 390-6727	comberm@iata.org
World Bank (WB)	Dr.	Charles E. Schlumberger	M	Principal Air Transport Specialist, Transport Division, The World Bank 1818 H Street, NW Washington, DC 20433, United States	Tel: 1 202 473 5188 Fax: 1 202 522 3224	cschlumberger@wordbank.org
Secretary, ACIP-SC	Capt.	Haile Belai	M	Chief AFI Comprehensive Implementation Programme (ACIP) International Civil Aviation Organization (ICAO) P.O. Box 46294, 00100 GPO Nairobi, Kenya	Tel: 254 20 7622369/79 Fax: 254 20 762 3028	hbelai@icao.int

ICAO Secretariat

Mr.	Raymond Benjamin	Secretary General
Ms.	Nancy Graham	Director, Air Navigation Bureau
Mr.	John Begin	Chief, Regional Coordination and Communications Office
Mr.	Amadou Guitteye	ICAO Regional Director, Dakar (WACAF)
Mr.	Geoffrey Moshabesha	ICAO Regional Director, Nairobi (ESAF)
Mr.	Rahul Bhalla	Chief, Finance Branch
Mr.	Mitchell Fox	Chief, Flight Operations Section
Mr.	Roger Lambo	Chief, Implementation Support and Development Section - Safety
Mr.	Romain Ekoto	Field Operations Officer
Ms.	Lynette Lim	Acting Budget Officer

Also present

Mr.	Roberto Kobeh González	President of the Council
Mr.	Mervyn G. Fernando	President, Air Navigation Commission

Secretary of the meeting

Mr.	Haile Belai	Chief, AFI Comprehensive Implementation Programme

Assisted by:

Mr.	Herman Pretorius	Regional Coordination Officer

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