INTERNATIONAL CIVIL AVIATION ORGANIZATION
Fourth Meeting of AFI Region Directors General of Civil Aviation (DGCA/4)
(Matsapha, Manzini, Swaziland, 8 to 9 November 2010)

Agenda Item 1:   Follow-up to Conclusions of DGCA/3 Meeting

**Review of follow up actions on and implementation status of Conclusions of the third
DGCA (DGCA/3) Meeting**

(Presented by the Secretariat)

Summary
This paper presents follow up actions and status of implementation of conclusions of the third meeting of AFI DGCA (DGCA/3) as compiled and reviewed by the Secretariat.
Refer to Para 3 for action by DGCA 4 Reference: DGCA3 meeting report Annex 1

1.   **Introduction**

1.1   The third meeting of the Directors General of Civil Aviation of the ESAF & WACAF ICAO Regions held in Lomé, Togo, from 3 to 5 November 2009, adopted 27 Conclusions in the form of an action plan, with defined activities, performance targets/deadlines, and designated implementation responsibilities.

1.2   In formulating such an action plan, the meeting imposed a requirement and established a mechanism for the provision of status reports to ICAO on the implementation of its Conclusions on a quarterly basis by States.

1.3   A review of the status of implementation of DGCA/3 Conclusions is presented in the form of a table at Appendix A to this paper. The table provides, for each conclusion, the follow up action taken and the status of implementation according to information available / provided by States and the responsible parties.

2.   **Discussions**

2.1   The Secretariat has reviewed the Conclusions of the DGCA/3 meeting and noted the actions taken as indicated at Appendix A to this paper. In view of the limited feedback from States, the information on implementation status is presented in the form of an aggregate region-wide assessment.

2.2   Whereas some progress has been registered, it is worth noting that action is either pending or on-going on a significant number of items. Further action is therefore required of the DGCA/4 meeting regarding the obligations of States and responsible parties to implement outstanding Conclusions as well as provide periodic status reports.

3.   **Action required**

3.1   The meeting is invited to:

a)   Note the progress made on the implementation of DGCA/3 Conclusions as given at the Appendix to this paper; and

b)   Review and propose further action.

Appendix A: Status of implementation of DGCA 3 meeting conclusions

Agenda Item 1: Follow-up to Conclusions of DGCA/3 Meeting

Status of implementation of DGCA 3 meeting conclusions

Concl. No	Resolutions & Proposed Actions (Title & text)	Performance Target / Deadline	Responsibility	Follow up action / Implementation Status
	ICAO USOAP: Regional Results Overview and corrective actions by States			
2. .1	That: All States complete, submit and keep up-to-date USOAP audit information and documentation including Corrective Action Plans, and identify and notify existing differences to ICAO.	100% by 30 Oct 2010	States – for execution, COSCAPs- Assistance ICAO for follow up States – for execution, COSCAPs- Assistance ICAO for follow up.	As at October 2010: • 47 AFI States (90%) audited (20 ESAF & 22 WACAF). • All audited States submitted CAPs.
2.2	States improve the average implementation of Critical Elements 1, 2, 5, 6, 7, and 8.	30% by 30 Oct 2010		***Average Lack of Effective Implementation, October 2010:*** CE 1–35.30%; CE 2–52.77%; CE 5–58.58%; CE 6 – 56.46%; CE 7 – 62.21%; CE 8 – 71.53%
	ICAO USAP: Regional Results Overview and corrective actions by States			
3.1	That: States should continue to implement and update their Corrective Action Plans (CAPs).	Implementa-tion schedule to be aligned to respective audit plans for individual States.	States – for implementation and ICAO for follow up	Implementation on-going
3.2	Particular attention to be given to the development and enactment of the National Civil Aviation Security Programme (NCASP), National Quality Control Programme (NQCP), and Airport Security Programme respectively	By 30 Oct 2010, all States shall have promulgated NCASP, NQCP, and ASP		**WACAF** States (Sept 2010): • NCASP–14 States (58%) • NQCP – 13 States (54%) • ASP - 13 States (54%) **ESAF:** AVSEC technical support to number of States on-going (Botswana / Mozambique / Burundi / Malawi / Djibouti / Eritrea).

	Regional Cooperation & Implementation initiatives for Aviation Safety / Security (COSCAPs / CASPs)			
4.1	That: States in existing COSCAP programmes adopt concrete measures to maintain sufficient level of funding for implementation of programme activities.	At least 75% of Project budget made available at the beginning of the implementation cycle by the participating States.	States for execution, COSCAPs-Assistance ICAO for follow up	Member States' contributions, 2010 project budgets: • **COSCAP-BAG** (transitioned to BAGASOO): 47% • **COSCAP-UEMOA-M + STP**: 65% • **COSCAP-CEMAC**: 100% • **COSCAP—SADC**: 39%
4.2	States in existing COSCAP programmes reinforce participation in programme activities and ensure follow-up .	At least 75 % of the project activities as per the work plan should be implemented in each planning cycle.	States – for execution, COSCAPs-Assistance ICAO for follow up	COSCAP-BAG Project ended July 2010 with launch of BAGASOO. Work plan implementation not attained but ongoing for COSCAP-UEMOA / CEMAC / SADC
4.3 4.4	All states to be part of a COSCAP or Regional Safety Organisation.	All States to join either a COSCAP or RSOO by end of October 2010.	States for execution, ICAO for follow up	Only State yet to be member of COSCAP / RSOO: **Comoros.** Djibouti, Egypt, Eriteria, Ethiopia, Libya, Somalia and Sudan initiated and agreed to establish RSOO at Sept 2010 meeting in Khartoum, Sudan with support of ICAO ESAF / MID offices.
4.5	States take steps towards the creation of Regional Aviation Safety Teams on the platform of the COSCAP Projects or Regional Safety Organisations.	Creation of at least 5 RASTs (based on COSCAPs) within the region by end of October 2010	States for execution, ICAO for follow up	• Only BAGRAST (created under COSCAP-BAG and being maintained under BAGASOO) in existence. • A combined UEMOA / CEMAC RAST meeting is planned.
4.6	States in a position to do so expedite efforts to start up a CASP project and other States can join eventually. Start up may be done with limited scope of activities which can be expanded in due course.	Start up of at least two CASP projects within the region by end of 2010	States for execution, ICAO for follow up	Management Service Agreement (MSA) with ICAO is being finalized for CASP-SADC Project. Implementation to start upon deposit of funds with ICAO.
	State CAA's to coordinate with relevant aviation Stakeholders including airlines and air navigation service providers to appreciably reduce Runway Excursion incidents / accidents. To this effect States are	Reduction of Runway Excursion (RE) rates by 50% by 31 October 2010	States, airlines and ANSPs for execution; IATA for coordination; ICAO for follow up.	IATA held workshop on SMS/ RE reduction, Johannesburg, 9 - 10 Dec 09. Boeing tool on Upset Recovery Training presented to States. Implementation by States on-

				going
	encouraged to participate in training Seminars / workshops to build awareness and appropriate capacity (e.g. IATA workshop on Runway Excursion Risk Reduction, 9 and 10 Dec. 2009)			
4.7	State CAA's, in coordination with national Airlines, to take appropriate action to significantly reduce the rate of accidents / serious incidents due to loss of control. To this effect States and airlines are urged to access related documents dealing with loss of control (e.g. available from MYBOEING Fleet).	50% reduction of accidents / serious incidents due to loss of control by 31 Oct 2010.	States, airlines and ANSPs for execution; IATA for coordination; ICAO for follow up.	At COSCAP- CEMAC meeting, Brazzaville, Feb 2010, Boeing sensitized States on need for training in Loss of Control (LOC) and the Boeing Upset recovery training tool. • No request or report from States on requirement for such training being imposed on crew. • LOC continues to remain a high priority in the region.
4.8	States to: Implement the standardization introduced through Amendment 32 to Annex 6, to eliminate the need for foreign operators' specifications; and	50% of States to issue Amendment 32 compliant AOCs by end 2010; 100% of States to issue Amendment-32 compliant AOCs by 1st Jan 2012 and	States/airlines for execution; Boeing for coordination; IATA and ICAO for follow up.	Implementation by States on-going.
	support the development of the International Registry of AOCs and applicable operations specifications.	ICAO and IATA to finalize the International Registry by end 2010 for full participation of states by end 2012		On-going
4.9	States and concerned aviation stakeholders to support and utilize existing industry initiatives and programmes such as those of IATA (IOSA, ISAGO, STEADES, IPSOA) and raise awareness thereof among operators in the AFI Region as recommended by ICAO SP AFI RAN 2008.	IOSA: 10 States by end of 2010 ISAGO; 10 States by end of 2010 STEADES: 10 States IPSOA: 5 States in 2010	As appropriate: States, ANSPs, Airports and Operators for execution and IATA for follow up.	On-going
4.10	States to develop and submit to ICAO their National PBN plans in accordance with Assembly Resolution A 36-23	100% of States by 31 Dec 2009.	States for execution and ICAO for follow up.	By Oct 2010: Only about 10 States (19%) established a National PBN implementation plan. On-going.

4.11	States to engage in programmes aimed to achieve aviation targets through infrastructure and operation efficiencies.	1.5% fuel efficiency per annum.	States, ANSPs, Airports and Operators for execution and IATA for monitoring (operators) and ICAO for follow up.	On-going.
	Creation of Regional Organizations for Aviation Safety Oversight and Accident Investigation (RSOOs and RAIAs)			
5.1	That: States take the necessary actions to pool their resources together through the establishment of Regional Safety Oversight Organizations (RSOO) and Regional Accident Investigation Agencies (RAIA) using existing regional groupings, and/or COSCAPs as the most viable way of meeting collectively their international safety oversight obligations in an effective and sustainable manner. In relation to States which do not belong to any groupings, efforts should be made to get together and establish RSOOs and RAIAs or join existing ones.	Two frameworks for the establishment of RSOOs completed for States currently covered by existing platform to be completed by 30 October 2010.	States for execution; ICAO for follow up.	BAGASOO operational July 2010. Executive Director appointed and at post; recruitment process for remaining positions (e.g. Technical coordinators) on-going. **Similar efforts on-going for UEMOA / CEMAC/ EAC:** • CEMAC RSOO (ARSA) legal framework signed; an agreement in place with ACIP for development of RAIA framework. • UEMOA RSOO & RAIA, legal, organizational and financial frameworks agreed to by High Level Review Task Force (HLRTF) • EAC Civil Aviation Safety and Security Oversight Agency (CASSOA) established and operational. Agreement in place with ACIP for strengthening the capabilities of CASSOA and creating a RAIA On-going (ref 4.3).
		Sub-regions not belonging to an established platform to commit and establish working arrangements for the establishment of the		

		framework of the RSOO by 30 October 2010		
		Two frame works for the establishment of RAIAs to be completed by 30 October 2010.		• Framework for the establishment of Banjul Accord Regional Accident Investigation Agency (BAGAIA) completed and signed 30 June 2009. Recruitment of Commissioner and key staff in-progress, to be finalized by Council of Ministers by end of 2010. • EAC Civil Aviation Safety and Security Oversight Agency (CASSOA) established and operational.
5.2	States develop State Safety Programmes (SSP)	Regional Safety Programmes developed for 30% of the sub-regions by 30 October 2010.	States for execution; ICAO for follow up.	Regional templates developed during ISM training (EAC, BAG, UEMOA, CEMAC etc). Development of Regional Safety templates has so far been initiated for one region.
5.3	Industry implements the SMS.	Safety Management Systems implemented in at least 25% of the States by 30 October 2010.	Service providers for execution; States/ICAO for follow up.	A total of 12 State SSP/SMS training courses conducted within the AFI region under ACIP. Implementation on-going
5.4	Commit to the establishment of a minimum of four Centres of Excellence for Aviation Medicine using the current regional aviation safety organizations as a platform within the next two years, and two annually	Establish one Centre of Excellence for AVMED (with Staff) in each of the two ICAO regions (ESAF/WACAF) by end Oct 2010	States for execution; ICAO for follow up	EAC member States (under CASSOA leadership) finalizing establishment of one Regional Centre for AVMED. • ICAO AVMED proposal approved by CASSOA Board • ICAO funded feasibility study / development of TOR in progress On-going. States being sensitized and encouraged.
	Machine Readable Travel Documents (MRTDs)			
6.	That States comply with MRTD standards and specifications.	100% implementa-tion by April 2010	States to work with relevant State departments for execution; ICAO for follow up.	MRTD implementation by States, Sept 2010: 85% • WACAF: 18 States (75%) • ESAF: 21 States (91%) • ICAO workshop for ESAF/ MID/WACAF being organized, Maputo, 24-26 Nov 2010.
	Aviation Safety / Security Training Needs and Capacities			

7.2.1	That: States improve the average implementation of Critical Elements 3 and 4 by establishing training policies and records, and implementing consistent training programmes.	Increase overall compliance by 30% by 30 Oct 2010	States for implementation COSCAPs-Assistance; ICAO to follow up.	**Safety**: ACIP conducted training and seminar for regional/ collective African initiative in enhancing implementation of CEs 3 and 4. *Average lack of effective implementation as at Oct*. 2010: CE 3 – 61.13%; CE 4 – 73.29%
7.2.2	Need for increased cooperation between the Aviation security training centres in the region.			Not accomplished, on-going. Individual AVSEC centres conducted training as planned; however direct exchanges between ASTC's minimal. ICAO Regional offices continued to coordinate annual ASTC training programmes to avoid conflict / duplication.
	Development of tailored regionalized training material.			On-going
7.2.3	Identification and availability of a pool of qualified national AVSEC Instructors in each State.	To have a national team of Instructors (100%) by 30 Oct 2010		**WACAF** status Sept 2010: Implemented by 16 States (66%)
	Tactical Action Group Activities			
8. 1	That: All States nominate a contact person for the TAG team.	100% of points of contact (POCs) nominated by 31 Jan 2010.	States for execution; IATA for coordination; ICAO for follow up.	**AFI Status:** Points of Contact (POC) designated in 23 States (49%) **WACAF Status:** POC designated in 12 States (50%)
8.2	All States respond to queries sent in by TAG in compliance with AFI RAN Recommendation 6/7.	At least 50% responses by 31 Dec 2009		**WACAF status 2009:** Out of 16 States with incident occurrences 14 responded 100%; the remainder between 77 and 93 % response rate. **ESAF status 2009:** 10 out of 19 States with incident occurrences responded 100%.
		At least 90% responses by 31 March 2010.		**AFI wide by Sept 2010:** Out of a total of 257 ASRs filed by ANSPs, feedback received on 127 (67% response rate). **States with low response rate (<45%):** Kenya/DRC/Zambia/Tanzania/ Cape Verde / Mozambique / Malawi/Namibia/Ethiopia/ Rwanda / Sudan / Libya.