



International Civil Aviation Organization

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
SIXTEENTH MEETING (APIRG/16)
(Kigali, Rwanda 19-23 November 2007)**

- Agenda Item 4: AFI Regional Air Navigation Planning and Implementation Issues**
4.5: Comprehensive AFI Regional Implementation Plan

**REPORT ON THE HIGH-LEVEL MEETING ON A COMPREHENSIVE REGIONAL
IMPLEMENTATION PLAN FOR AVIATION SAFETY IN AFRICA**

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This paper presents the outcome of and suggestions for follow-up to the High-level Meeting on a Comprehensive Regional Implementation Plan for Aviation Safety in Africa, as well as the related resolution adopted by the 36th Session of the ICAO Assembly.

The AFI Plan provides a common framework for States and all partners to allow a more proactive approach to aviation safety in the continent. The AFI Plan includes the elements requiring immediate action, the identification of risks, the development of prioritized recommended actions, and continuous monitoring/evaluation and stresses clearly defined objectives, outputs, activities and metrics.

Action by APIRG/16 is in paragraph 5.

1. INTRODUCTION

1.1 The Comprehensive Regional Implementation Plan for Aviation Safety in Africa ((Africa-Indian Ocean (AFI) Plan) flows from an exploratory visit to Africa in 2006 by Members of ICAO's Air Navigation Commission. The Commission recommended a revitalization of ICAO's involvement in an effort, with all stakeholders, to reduce the accident rate and increase the overall level of safety in Africa. Under the direction of the Council and with the assistance and guidance of States and industry groups concerned, the ICAO Secretariat developed the AFI Plan. The Plan, approved by the Council on 30 May 2007, reflects ICAO's overall strategy and methodology contained in the Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap developed by the Industry Safety Strategy Group (ISSG).

2. HIGH-LEVEL MEETING

2.1 To provide a platform for a realistic assessment of the current safety-related issues in the Africa-Indian Ocean Region and to map out the way forward for the implementation of the AFI Plan, the Council convened a one-day, high-level meeting to coincide with the 36th Session of the ICAO Assembly. This high-level meeting, which was held on 17 September 2007 in Montreal, was attended by 289 participants from 73 Contracting States and 28 international organizations. The meeting, endorsing the AFI Plan, recommended that the Plan be built upon tangible implementation initiatives which are already taking place in the Africa-Indian Ocean Region. Furthermore, a number of States and international organizations offered pledges in cash and kind (Appendix A refers) for the implementation of the Plan, which will be followed up and coordinated by ICAO to ensure proper utilization of these resources. The meeting adopted the Declaration at Appendix B hereto and urged the African States and industry to closely coordinate their efforts with ICAO to ensure optimum benefits to aviation safety in Africa and to reduce duplication in effort.

3. RESOLUTION ON THE AFI PLAN

3.1 The meeting, recognizing the need to coordinate, under the ICAO umbrella, activities of all stakeholders providing assistance to States in the AFI Region, developed a draft Assembly resolution on the AFI Plan, which was adopted by the Assembly. It is presented at Appendix C to this paper. The meeting recommended a stronger ICAO leadership role in coordinating activities for the sustained improvement of flight safety in the AFI Region.

3.2 The resolution complements Assembly Resolution A33-16, *Global Aviation Safety Plan (GASP)* and Assembly Resolution A35-15, *Consolidated statement of continuing ICAO policies and practices related to a global air traffic management (ATM) system and communications, navigation and surveillance/air traffic management (CNS/ATM) systems*.

4. CONCLUSION

4.1 As the Council of ICAO has already taken steps to address safety issues through the development of the AFI Plan, the high-level meeting agreed to commit to the achievement of the goals and objectives of the Plan and to ongoing transparency with regard to the progress accomplished. The next steps include carrying out the gap analysis, identifying priority projects, and Contracting States and industry undertaking projects addressing the priorities consistent with programme management and business plan principles and practices.

5. ACTION BY APIRG/16

- 5.1 The meeting is invited to:
- a) note the information contained in this paper; and
 - b) support the implementation of the AFI Plan.

APPENDIX A

**PLEDGES IN SUPPORT OF THE *COMPREHENSIVE REGIONAL
IMPLEMENTATION PLAN FOR AVIATION SAFETY IN AFRICA***

The following table outlines the pledges in support of the AFI Plan voiced during the High-Level Meeting on a Comprehensive Regional Implementation Plan for Aviation Safety in Africa (Montreal, 17 September 2007).

No.	State/ International organizations	PLEDGES	
		Cash	Kind
1.	Belgium	Projects to improve and add safety in certain AFI States; to include cash and in-kind	
2.	China	US\$ 400,000 total from 2008 to 2010 for AFI Plan	Training 300 aviation officers (100 each year from 2008 to 2010)
3.	Civil Air Navigation Services Organisation (CANSO)		<ul style="list-style-type: none"> • Organize seminars on ANS governance and to transition to performance-focussed AN services • Organize SMS implementation seminars • Invite ANS providers to participate in the existing Best Practices exchanges
4.	Economic and Monetary Union of West Africa (UEMOA)		Will address deficiencies by establishing joint air transport programme
5.	European Organisation for the Safety of Air Navigation (EUROCONTROL)		<ul style="list-style-type: none"> • Offer to AFI States for the use of ECIP/LCIP mechanisms relating to ATM planning, reporting and monitoring • Training of staff • Use of data bases • Share the best practices in planning and the implementation of complex programmes • Share our training material and training methodologies
6.	European Commission (EC)	5 million Euros	Finance, through the EU, a partnership to develop effective, efficient and sustainable air transport systems

No.	State/ International organizations	PLEDGES	
		Cash	Kind
7.	Flight Safety Foundation		<ul style="list-style-type: none"> • Technical assistance to the meeting to be held in Nigeria in 2008 for carrying out road map gap analysis for Africa; • offer to strengthen the African aviation system through partnerships and expert support on behalf of AviAssist Foundation
8.	France		Continued support to AFI States through bilateral and sub-regional approach like ASECNA
9.	Ghana		Make available Ghana's experts in the field of safety regulations
10.	International Air Transport Association (IATA)	US\$ 5, 000,000 for 2008-2010 for improving safety in the AFI Region through IOSA, training and airport assessments	<ul style="list-style-type: none"> • Conducting gap analysis for airlines • Free access to STEADES data base for all member airlines
11.	Korea, Republic of	US \$100,000	Offer to provide human resources for the implementation of AFI Plan
12.	Nigeria		Contribution of human resources, sponsor programmes and any additional contribution that may arise
13.	Saudi Arabia	Type of support to AFI Plan will be informed through development banks in financial terms	
14.	Société internationale de télécommunications aéronautiques (SITA)		Support for conducting gap analysis, programme implementation, resolution of relevant identified air navigation deficiencies and CNS/ATM seminars
15.	Tunisia		Tunisia training centre will provide training to the staff of AFI States
16.	United Arab Emirates		<ul style="list-style-type: none"> • Undertake to support the organization of the first meeting of the regional programme under the aegis of the Roadmap (March 2008) • Annual workshops on aviation safety and security at the training centres in the UAE
17.	United States		<ul style="list-style-type: none"> • Continue to provide technical assistance and training to AFI States under the Safe Skies programme • Regional accident and incident investigation and training in this field

In addition to the above pledges of cash and kind, the following pledged, during the high-level meeting, their full support for the *Comprehensive Regional Implementation Plan for Aviation Safety in Africa*:

States

Belgium	India	Portugal
Botswana	Kenya	Saudi Arabia
Burundi	Korea, Republic of	Senegal
China	Lebanon	South Africa
Congo	Liberia	Swaziland
Ethiopia	Madagascar	Tanzania
France	Mauritania	Tunisia
Gabon	Mozambique	United Arab Emirates
Ghana	Namibia	United States
Guinea	Niger	Zimbabwe
Guinea-Bissau	Nigeria	

International and other organizations

African Civil Aviation Commission (AFCAC)
 Civil Air Navigation Services Organization (CANSO)
 Economic and Monetary Union of West Africa (UEMOA)
 European Commission (EC)
 European Organisation for the Safety of Air Navigation (EUROCONTROL)
 Flight Safety Foundation (FSF)
 International Air Cargo Association (IACA)
 International Air Transport Association (IATA)
 International Federation of Air Traffic Controllers' Associations (IFATCA)
 Monetary Union of West Africa
 Société internationale de télécommunications aéronautiques (SITA)
 World Bank

APPENDIX B**HIGH-LEVEL MEETING ON
A COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR
AVIATION SAFETY IN AFRICA
(Montreal, 17 September 2007)****DECLARATION**

Whereas the Convention on International Civil Aviation and its Annexes provide the essential framework required to meet the safety needs of a global aviation system;

Whereas the International Civil Aviation Organization (ICAO) is recognized as the global forum for civil aviation which works to achieve safe, secure and sustainable development of civil aviation through cooperation amongst its Contracting States;

Whereas the 35th Session of the ICAO Assembly urges Contracting States to adopt the Global Aviation Safety Plan (GASP) objectives to reduce aircraft accidents and to reduce the worldwide accident rate;

Whereas the Council of ICAO has agreed that a Comprehensive Regional Implementation Plan for Aviation Safety in Africa should be developed and presented to a high-level meeting;

Whereas, under ICAO's leadership, the Plan calls for collaboration by the regulatory agencies and industry in the implementation of initiatives aimed at rectifying aviation safety deficiencies;

Considering the Libreville Resolution and Plan of Action adopted by the African Union member States' Ministers Responsible for Air Transport in May 2006, whereby the Ministers undertook to reduce the rate of aircraft accidents in Africa to the world average by 2008;

The Meeting hereby commits to reinforce the African safety framework by:

1. *recognizing* the important role of the African Civil Aviation Commission (AFCAC), a specialized agency of the African Union, and calling upon it to exercise leadership in the implementation of the Plan;
2. *endorsing* the Comprehensive Regional Implementation Plan for Aviation Safety in Africa;
3. *recommending* that the Plan be built upon tangible implementation initiatives which are already taking place in the Africa-Indian Ocean area;
4. *urging* Contracting States in Africa to commit to the implementation of the Plan, in accordance with the ICAO Global Aviation Safety Plan;
5. *invoking* the heightened leadership role of ICAO, supported by strong management and coordination amongst States, to continue assisting in the development of an integrated approach to safety initiatives in Africa;

6. *urging* all Contracting States to share with other Contracting States critical safety information which may have an impact on the safety of international air navigation and to facilitate access to all relevant safety information;
7. *calling* for the expeditious implementation of safety management systems across the aviation industry in Africa;
8. *calling* for African States to demonstrate the political will to address aviation deficiencies;
9. *urging* African States and industry to closely coordinate their efforts with ICAO in order to ensure optimum benefits to aviation safety in Africa and to reduce duplication in effort; and
10. *inviting* the Assembly to adopt the draft Assembly resolution.

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APPENDIX C

RESOLUTION ADOPTED BY THE 36TH SESSION OF THE ASSEMBLY

Resolution 62/1 Comprehensive Regional Implementation Plan for Aviation Safety in Africa

Whereas it is essential that there be increased coordinated efforts under ICAO leadership to reduce serious deficiencies in the Africa-Indian Ocean (AFI) Region which are detrimental to the functioning and further development of international civil aviation;

Noting that the Council of ICAO has already taken steps to address safety issues through the development of a Comprehensive Regional Implementation Plan for Aviation Safety in Africa (the AFI Plan);

Recognizing that many Contracting States in the AFI Region may not have the technical or financial resources to comply with the requirements of the Chicago Convention and its Annexes and therefore have to rely on ICAO and other stakeholders for expertise and assistance;

Recognizing the need to coordinate, under the ICAO umbrella, activities of all stakeholders providing assistance to States in the AFI Region;

Recognizing that ICAO may require additional resources to successfully carry out its coordination role;

Considering the willingness of the international community to assist the AFI Region in giving, as soon as possible, a concrete and substantial content to the AFI Plan;

The Assembly:

1. *Urges* Contracting States of the AFI Region to commit to the achievement of the goals and objectives of the Plan and to ongoing transparency with regard to the progress accomplished;
2. *Encourages* Contracting States of the AFI Region to strengthen cooperation across the region in order to make the optimum use of available resources through regional and sub-regional projects in all sectors of civil aviation, with a high priority in the field of safety oversight;
3. *Instructs* the Council to notify States, industry and donors of the priority projects arising from the gap analysis, performed in accordance with the Global Aviation Safety Plan (GASP);
4. *Encourages* all Contracting States, industry and donors to undertake projects that address the priorities identified through the gap analysis, which is to be consistent with the GASP and other principles laid out in the AFI Plan;
5. *Instructs* the Council to establish a mechanism to receive voluntary contributions from the parties willing to contribute to ICAO's coordination of the plan or implementation activities undertaken within the AFI Plan;

6. *Instructs* the Council to coordinate the contributions towards the implementation of the AFI Plan;
7. *Instructs* the Council to ensure a stronger ICAO leadership role in coordinating activities, initiatives and implementation strategies aimed specifically at meeting the goals and objectives of the Plan, in order to achieve sustained improvement of flight safety in the AFI Region and to allocate resources to the relevant Regional Offices accordingly;
8. *Instructs* the Council to implement the AFI Plan in line with programme management and business plan principles and practices;
9. *Instructs* the Council to monitor and measure the status of implementation in the AFI Region throughout the triennium and to report to the next Assembly on the progress made;
10. *Instructs* the Council to ensure the continued development of new working relationships integrating the capabilities of the bureaux at Headquarters with the resources of Regional Offices, Contracting States and industry stakeholders.

— END —