

INTERNATIONAL CIVIL AVIATION ORGANIZATION



**REPORT OF THE THIRD MEETING OF
DIRECTORS GENERAL OF CIVIL AVIATION OF
WESTERN AND CENTRAL AFRICAN/ EASTERN
AND SOUTHERN AFRICAN STATES**

(Lome, Togo, 3 – 5 November 2009)

Prepared by ICAO ESAF / WACAF Offices

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1 History of the Meeting

Introduction

1.1 The Third Meeting of Directors General of Civil Aviation of the ESAF and WACAF States was held in Lomé, Togo from 3 to 5 November 2009 at the kind invitation of the Civil Aviation Authority (ANAC) of Togo. One Hundred and five (105) delegates from 26 States and 28 Observers representing international and regional organizations, attended the meeting. The list of participants is attached at Annex 2 to the Report.

Opening Ceremony

1.2 The Meeting was opened by the Honourable Minister of Public Works and Transport of Togo, Mr. Comla Kadjé. He welcomed the delegates on behalf of the President and Head of State, and expressed the importance and satisfaction attached to the decision to hold such an event in Togo. He wished the Meeting fruitful deliberations. Mr. Geoffrey Moshabesha, ICAO Regional Director for the Eastern and Southern African Office, delivered an address in which he highlighted the major aviation events and activities accomplished or on-going since the last meeting and underscored the need for the two ICAO regions to cooperate. Other speakers were the Director General of the Civil Aviation Agency (ANAC) of Togo, the President of AFCAC, and a representative of the Commissioner for Infrastructure of ECOWAS.

Election of Officers

1.3 The Meeting elected Mr. Dokissime G. Latta, Director General of the Civil Aviation Agency of Togo, as Chairperson. Mr. Hilary K. Kioko, Director General of the Kenyan Civil Aviation Authority and Mr. I. Sama Juma, Director General of Cameroon Civil Aviation Authority, were elected First and Second Vice-Chairperson, respectively. Gabon and Tanzania were elected as Rapporteurs.

Secretariat

1.4 Mr. Amadou Guitteye, ICAO Regional Director for Western and Central Africa served as Secretary to the Meeting assisted by Mr. Geoffrey Moshabesha, ICAO Regional Director for Eastern and Southern Africa with the technical support of staff of both regional offices.

Languages and Administration

1.5 The proceedings were conducted in English and French and the meeting documentation was issued in both languages. Translation and simultaneous interpretation services were provided.

Meeting Agenda

The Meeting adopted the following Agenda proposed by the Secretariat:

- Agenda Item 1: Election of the Bureau, Adoption of the provisional Agenda and Work Programme
- Agenda Item 2: ICAO USOAP: Regional Results Overview and Corrective Actions by States
- Agenda Item 3: ICAO USAP: Regional Results Overview and Corrective Actions by States
- Agenda Item 4: Regional Cooperation & Implementation Initiatives for Aviation Safety/Security-
Cooperative Development of Operational Safety and Continuing Airworthiness
Programmes/ Cooperative Aviation Security Programmes (COSCAPs/CASPs)
- Agenda Item 5: Establishment of Regional Organizations for Safety Oversight and Accident
Investigation (RSOO sand RAIAs)
- Agenda Item 6: Machine Readable Travel Documents (MRTD)
- Agenda Item 7: Aviation Safety/Security Training Needs and Capacities
- Agenda Item 8: Any Other Business

DELIBERATIONS

Agenda Item 2: ICAO USOAP - Regional Results Overview and Corrective Actions by States

2.1 The Secretariat presented WP/2, IP/3 and IP/11 on ICAO USOAP activities. IP/3 provided updated information regarding the status of implementation of the Comprehensive Systems Approach (CSA) of ICAO USOAP for ESAF and WACAF regions, and a comprehensive analysis of main deficiencies including average lack of effective implementation of critical elements for the 39 audited States in the two regions as of 31 October 2009. IP/11 provided updated information regarding the upcoming transition of USOAP from CSA to the Continuous Monitoring Approach (CMA). WP/2 made a recommendation for the establishment of clear, measurable, time-bound objectives based on audit results presented and significant lack of effective implementation.

2.2 Given the CSA audit results presented to the meeting and in view of the upcoming transition of the USOAP from the CSA to CMA, Contracting States are facing new challenges to ensure they keep up-to-date information provided to ICAO as well as their corrective action plans.

2.3 A number of delegates outlined the safety-related challenges which their States were encountering, the efforts being made to rectify them and the assistance they expect from ICAO. Many delegates outlined the lack of human and financial resources to implement audit recommendations and rectify deficiencies.

2.4 The meeting recognized that CAAs were facing difficulties to hire and retain the necessary competencies to carry out safety oversight functions and adequately implement their Corrective Action Plans, and agreed on the necessity for States to identify human resources required to carry out regulatory functions including competent Aviation Safety Inspectors. The meeting urged that States identify competent personnel on a regional basis through the establishment of a Regional Skills Database of trained and qualified personnel, and cooperate in pooling available expertise. The meeting also noted the need to formalize the delegation of tasks to ensure that States retain their overall responsibilities.

2.5 In response to a proposal by a delegate that ICAO should consider establishment of a new tax to fund States' oversight activities, it was clarified that ICAO was conducting a study on the subject. The sensitivity of the proliferation of aviation taxes was highlighted.

2.6 In the presentation by the Secretariat of WP/11 on Aerodrome Certification, the related ICAO requirements and associated lack of implementation in the Region were highlighted, and States urged to take necessary steps to implement these requirements.

The meeting drew the following conclusions:

Conclusion DGCA3/1: ICAO USOAP - Regional Results Overview and Corrective Actions by States

Having duly noted:

- a) That operating regulations were outdated in a significant number of States;
- b) A low level of completion of the SAAQ and audit compliance check-lists;
- c) Lack of enforcement measures and procedures, empowerment of CAA inspectors, or system for the identification and notification of differences;
- d) Inadequate staffing, recruitment procedures and financial resources to fund effective safety oversight systems;
- e) Inadequate delegation of authority to CAA staff;
- f) Inadequate access to technical documents and lack of technical guidance for licensing activities;
- g) Lack of training policies and programmes; or where they existed, their inadequate implementation, unavailability of training records, and lack of established job descriptions, technical personnel qualifications and experience;
- h) Lack of provision of safety critical information and resolution of safety concerns;
- i) Lack of compliance with obligations for certification, continued surveillance obligations, and establishment of a system for investigation and reporting of incidents and accidents; and
- j) Lack of development and updating / amendment of Corrective Action Plans.

The meeting proceeded to adopt resolutions and time-bound actions to be implemented in relation to the above conclusions as contained in Annex 1 to the Report (Conclusions and Proposed Actions)

Agenda Item 3: ICAO USAP - Regional Results Overview and Corrective Actions by States

3.1 A consolidated report on the activities of the ICAO USAP Programme and analysis of the implementation of USAP in the ESAF and WACAF regions was presented by the Secretariat and a summary of all USAP related activities conducted since the beginning of the programme, provided. WP3 outlined the status of the lack of effective implementation of ICAO Annex 17 provisions.

3.2 It was noted that in some States there was a lack of effective coordination between the various actors (Army, Police, Customs and others) involved in the implementation of Aviation Security. Questions were asked on the status of the level of security policies as compared to ICAO SARPs. Several delegates remarked on the challenges faced by African civil aviation administrations to fully oversee security activities which are generally performed by officers from Agencies over which they have no control. It was explained that security being the responsibility of States, it was up to the latter to designate the appropriate authority to be in charge of coordinating aviation security matters in the State, provided that ICAO recommendations are complied with.

Conclusion DGCA3/2: ICAO USAP: Regional Results Overview and Corrective Actions by States

Noting that:

- a) The USAP is being implemented on schedule and consistent with Assembly and Council directions;
- b) A consolidated summary of comments received from States indicate a continued high level of satisfaction by States; and
- c) USAP is making valuable contributions to the enhancement of aviation security.

The meeting proceeded to adopt resolutions and time-bound actions to be implemented in relation to the above conclusions as contained in Annex 1 to the Report (Conclusions and proposed Actions)

Agenda Item 4: Regional Cooperation & Implementation Initiatives for Aviation Safety/ security (COSCAPs / CASPs)

4.1 Under WP4, the Secretariat presented a review of the genesis and the status of the COSCAP concept and projects worldwide, noting that various such initiatives were on-going in the two regions of ESAF/WACAF but were at various stages of implementation. The challenges of funding and ownership by States were highlighted and the idea of the COSCAPs being precursors to the establishment of Regional Aviation Safety Oversight Organizations (RSOO), underscored.

4.2 The issue of transition to RSOOs was discussed with particular reference to the tools for determining maturity for such transition to take effect and the possibility of fast tracking the implementation process by by-passing the COSCAP stage. It was explained that the decision as to how and when the transition occurred was a prerogative of the Steering Committee and by extension the States. It was pointed out that gap analysis exercises conducted under the aegis of ACIP were useful tools in this respect in addition to the Steering Committee's assessment of the level of achievement of the project objectives and time-lines contained in the project document.

4.3 The meeting noted the concern expressed by the Directors of Civil Aviation with respect to the effectiveness of Chief Technical Advisors (CTAs) in COSCAPs but decided to leave this matter to be resolved by the States at the level of the respective COSCAP Steering Committees.

4.4 The Secretariat's WP/5 on Cooperative Aviation Security Programmes (CASPs) explained that this is similar to the COSCAP concept and framework. It was however pointed out that no CASP was operational in the WACAF / ESAF region but that two proposals were developed for the Banjul Accord Group (BAG) and SADC States with the hope of being extended to other States in the region.

4.5 Various presentations were made by the following organizations highlighting their activities and perspectives on the topic: Boeing, AFCAC, IATA, EASA, UEMOA Commission and COSCAP-UEMOA. Recommendations made aimed at enhancing the safety initiatives already being undertaken, were noted for integration in the work programmes of the COSCAPS, RSOOs and RASTs.

The meeting agreed to the following Conclusions.

Conclusion DGCA3/3: Regional Cooperation & Implementation Initiatives for Aviation Safety / Security (COSCAPs / CASPs)

Noting that:

- a) Implementation progress of existing COSCAP programmes is hampered by funding difficulties;
- b) There is lack of commitment to the achievement of the COSCAP programme objectives by some participating States;
- c) Some States did not belong to any COSCAP or Regional Safety Organisation;
- d) Only one Regional Aviation Safety Team (BAGRAST) existed in the two regions;
- e) There was no CASP Project in operation in Africa although proposals had been submitted for two projects (one in West Africa and the other in the SADC region)
- f) The analysis of accidents involving African States' AOC holders, has identified runway excursion, as a prominent type of accident in the AFI Region
- g) The analysis of accidents involving African States' AOC holders, identified loss of control, as the second most prominent type of accident in the AFI Region
- h) International airlines are particularly interested in States' regulations concerning the issuance of air operator certificates for foreign operators
- i) ICAO is working with IATA on the development of an *ICAO International Registry of Air Operator certificates*. The International Registry of AOCs and their applicable operations specifications will facilitate the surveillance of foreign operators.
- j) States have not adequately utilized available proactive industry programmes and tools for enhancement of operational safety and efficiency
- k) Regional PBN Roadmap and the National PBN Plan template have been developed and made available to AFI States, in accordance with Assembly Resolution A36-23, and
- l) The aviation Sector is committed to the following environmental targets
 - 1.5% annual improvement in fuel efficiency to 2010,
 - Carbon neutral growth from 2010; and
 - 50% absolute cut in emission by 2050 versus 2005

The meeting proceeded to adopt resolutions and time-bound actions to be implemented in relation to the above conclusions as contained in Annex 1 to the Report (Conclusions and proposed Actions)

Agenda Item 5: Creation of Regional Organizations for Effective and Sustainable Aviation Safety Oversight and Accident Investigation (RSOOs and RAIAs)

Creation of RSOOs and RAIAs

5.1 The results of the ICAO audits which revealed that a large number of States in Africa have difficulties to meet their international safety oversight and aircraft accident investigation obligations were presented. The meeting was reminded that the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) was developed by ICAO to address the aviation safety concerns in Africa and to support African States to meet their international obligations for safety oversight. This Plan was endorsed by a high-level meeting convened in Montréal in September 2007, and presented to the 36th Session of the ICAO Assembly (18 to 28 September 2007) which tasked both the Council and the Secretary General to implement the plan (Assembly Resolution A 36-1).

5.2 Given the high rate of non-implementation in Africa of most of the critical elements of a safety oversight system and the indicative relationship to accident rates, the meeting noted that an effective and sustained improvement of the level of implementation of the critical elements of a safety oversight system is essential to reverse the negative aviation safety record of Africa.

5.3 The meeting further noted with satisfaction and as a source of encouragement the reported progress made by the Banjul Accord Group of States towards the establishment of the Safety Oversight and Accident Investigation organization / agency, BAGASOO and BAGAIA, scheduled to be operational in January 2010.

Establishment of Centres of Excellence for Aviation Medicine

5.4 Under WP7 on the Establishment of Centres of Excellence for Aviation Medicine, the Secretariat highlighted the latest developments in ICAO SARPS on Aviation Medicine as well as challenges posed by the emergence of recent pandemics such as H1N1 and how the latter has sharply focused the role of aviation in the transmission of communicable diseases.

5.5 The meeting was informed of the implementation of an ICAO project on Cooperative Arrangement for the Prevention of Spread of Communicable diseases through Air Travel (CAPSCA) since 2006, and it was recalled that Special AFI RAN Rec 6/27 urged States to join this project.

5.6 The meeting considered the need to improve aviation medicine services in Africa, and in view of the advantages of pooling resources on a regional basis agreed on the establishment of regional aviation medicine organizations, using existing regional models in successful operation in other aviation related areas.

Conclusion DGCA3/4.1: Creation of Regional Organizations for Effective and Sustainable Aviation Safety Oversight and Accident Investigation

Noting that:

- a) Most States have difficulties to individually fulfil their international safety oversight obligations;
- b) Most States lack the capabilities and resources to investigate aircraft accidents and serious incidents;
- c) Most States have not established a State Safety Programme (SSP); and
- d) Industry has not implemented the requirements for Safety Management Systems (SMS).

Conclusion DGCA3/4.2: Establishment of Centres of Excellence for Aviation Medicine

Noting that:

- a) amendments to ICAO SARPs provide for applicants with certain medical conditions to retain their licences under proper supervision thereby improving Aviation Safety by retaining experience within the industry;
- b) the aviation medicine expertise and the technology required to investigate rare cases cannot be provided by each individual State, since in many States the cost benefit for such an approach is not justified, and
- c) The number of pilots and air traffic controllers in most States in Africa is insufficient to establish fully equipped Aviation Medicine Organizations within each State

The DGCA's agreed:

To pool their States' resources, in order to increase the expertise and facilities available, on a regional basis through the establishment of a number of 'Centres of Excellence' for aviation medicine in the two ICAO regions.

The meeting proceeded to adopt resolutions and time-bound actions to be implemented in relation to the above conclusions as contained in Annex 1 to the Report (Conclusions and proposed Actions)

Agenda Item 6: Machine Readable Travel Documents (MRTD)

6.1 The Meeting was presented with the status of implementation of Machine Readable Travel Documents. The presentation addressed the objectives of ICAO guidance on the subject which is to standardize interoperable specifications for the issuance and verification of travel documents. Noting that this should help in building the confidence and reliability of air travel documents and to facilitate effective inspection procedures and formalities for the travelling public.

6.2 It was emphasized that 1 April 2010 has been agreed to as deadline for the use of machine readable passports in Contracting States and every travelling passenger should have his/her own passport. It was also mentioned that from 25 November 2015 non-machine readable travel documents will no longer be accepted as valid travel documents.

Conclusion DGCA3/5: Machine Readable Travel Documents (MRTD)

The meeting having recognized the need for the States to enhance border security checks at their airports agreed to comply with MRTD standards and specifications and incorporate if possible, Biometric Technology to improve and secure the passport issuance process to meet ICAO requirements by having:

- a) Trained personnel and equipment
- b) appropriate legislative framework for MRTD

The meeting proceeded to adopt resolutions and time-bound actions to be implemented in relation to the above conclusions as contained in Annex 1 to the Report (Conclusions and proposed Actions)

Agenda Item 7: Aviation Safety / Security Training Needs and Capacities

7.1 The Meeting was presented with the status of training capacities in the AFI Region. The meeting recalled that the SP AFI RAN meeting acknowledged that the training capacity within Africa was limited and the available training institutions had not always kept pace with the advancements in civil aviation and training technology. As a result, training frequently had to be performed outside of the continent at great cost to government and industry. However, in order to determine the training resources required within Africa, the training demand would first need to be assessed.

7.2 The meeting agreed that the successful development and implementation of a framework for the harmonization of aviation training in Africa depends heavily on the will and commitment of the States to address their training needs in a coordinated manner. The Training institutions have also a crucial role to ensure harmonization of training courses and implementation of accepted quality standards. It was therefore considered important that States and Training institutions continue to support the work of the Training Experts Working Group (TEWG) by filling the questionnaires and providing any additional information that may be needed to assess the current situation and the applicable requirements for aviation training in Africa.

Building of Competencies

7.3 The Secretariat presented WP/9, WP/10 (list)
The Secretariat briefed the meeting on recent initiatives and the organization of seminars/workshops addressing the building of competencies for safety oversight.

7.4 The meeting recognized that the provision of adequate training is crucial for the conduct of safety oversight functions. States should adopt a proactive approach for building competencies and establish staff recruitment requirements and job descriptions using trained experts in Human Resource Management. It was agreed that ICAO should organize a seminar/workshop to provide training to Human Resource Managers on the establishment of a system for the planning of required competencies.

7.5 The meeting also recognized that States need to adopt a structured approach for the:

- training of their staff,
- implementation of training methodologies based on established policies requiring provision of comprehensive and consistent programmes, and
- use of needs analysis to optimize resource allocation and establish a system for tracking and documenting the training provided.

Conclusion DGCA3/6 Aviation Safety / Security Training Needs and Capacities**Noting that:**

- a) Actions are being undertaken or planned by ACIP with respect to the development of a master plan for the harmonization of aviation training in Africa;
- b) Contracting States, Service Providers, and Training institutions in Africa need to continue to support work of the Training Experts Working Group (TEWG) and provide the necessary data for the establishment of a database on training needs and resources in Africa;
- c) There is a plan to hold the Second Pan-African Aviation Training Coordination Conference in May 2010;
- d) Inadequate staffing, recruitment procedures and financial resources to fund effective safety oversight system;
- e) Lack of training policies and programmes or where they exist, their inadequate implementation,
- f) unavailability of Training records, and
- g) Lack of established job descriptions including technical personnel qualifications and experience requirements.

The meeting proceeded to adopt resolutions and time-bound actions to be implemented in relation to the above conclusions as contained in Annex 1 to the Report (Conclusions and proposed Actions)

Agenda Item 8: Any Other Business (TAG and DGCA 2 Follow up)

Report of the AFI Tactical Action Group (TAG)

8.1 In WP/12 the Secretariat presented the background to the establishment and Terms of Reference (TORs) of the TAG whose mandate derived from the Special AFI RAN meeting, and highlighted the status of issues the Group is following up.

8.2 The following actions required of States and the TAG were pointed out: incident and deviation reports; investigation and proposal of corrective actions for identified deficiencies; coordination between States of the Group and AFI Regional Monitoring Agency (ARMA); and providing feedback to APIRG on TAG activities.

8.3 The paper made reference to incident analysis showing persistent unsatisfactory conditions mainly related to communications, procedures, staffing and proficiency. An overview of performance of States individually vis-à-vis TAG reporting and follow up action requirements was presented and particular States of high concern in this regard noted for action.

Report of DGCA 2 Meeting

The Secretariat circulated copies of the report of the DGCA 2 meeting to participants. The meeting took note and urged action on the part of States for follow up.

ASECNA Presentation

A presentation was made by ASECNA highlighting the activities of the Agency. The meeting noted the information in the presentation.

Conclusion DGCA3/7: Tactical Action Group Activities follow-up

The WACAF / ESAF DGCA's agreed that in view of the unique and persistent challenges faced by the African region in attempting to maintain an acceptable level of safety of operations in its airspace:

- a) All States that have not done so, be urged to identify and name a contact person for the TAG team;
- b) All States make every effort to respond to queries sent by TAG in compliance with SP AFI RAN Rec 6/7, in particular Angola, DRC and Zimbabwe where the most serious concerns exist; and
- c) All States be requested to establish a policy for responding to TAG queries within a deadline of two weeks of their date of issue.

The meeting proceeded to adopt resolutions and time-bound actions to be implemented in relation to the above conclusions as contained in Annex 1 to the Report (Conclusions and proposed Actions)

Date and venue of next meeting: It was agreed that the next DGCA meeting will be held in the ESAF region around the same period in 2010, and that the ICAO Regional Office will consult with States on the venue.

Done in Lome on 5 November 2009

Agenda Item	Conclusions	Resolutions & Proposed Actions	Performance Target / Deadline	Responsibility
	2.14-Resolution of safety concerns (67%). 2.15-Lack of establishment of a system for investigation and reporting of incident and accident (60%). 2.16-Lack of amendment of Corrective Actions Plans.			
3. ICAO USAP: Regional Results Overview and corrective actions by States	Conclusion DGCA 3/2: 3.1- The USAP is being implemented on schedule, and consistent with Assembly and council directions. 3.2- A consolidated summary of comments received from States indicate a continued high level of satisfaction by States. 3.3 –USAP is making valuable contributions to the enhancement of aviation security	That: 3.1- States should continue to implement and update their Corrective Action Plans (CAPs). 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	Implementation schedule to be aligned to respective audit plans for individual States. By 30 Oct 2010, all States shall have promulgated National Civil Aviation Security Programme (NCASP), National Quality Control Programme (NQCP), and Airport security Programme respectively	States for implementation and ICAO to follow up.
4. Regional Cooperation & Implementation initiatives for Aviation Safety / Security (COSCAPs / CASPs)	Conclusion DGCA 3/3: <i>4.1 Progress of existing Cooperative development of Operational Safety and Continuing Airworthiness Project (COSCAP) programmes hampered by funding difficulties.</i> <i>4.2 Lack of commitment to the achievement of the COSCAP programme objectives by some participating States.</i> <i>4.3 Some States still do not belong to any COSCAP or Regional Safety Organisation.</i>	That: 4.1 States in existing COSCAP programmes adopt concrete measures to maintain sufficient level of funding for implementation of programme activities. 4.2 States in existing COSCAP programmes reinforce participation in programme activities and ensure follow-up. 4.3 All states to be part of a COSCAP or Regional Safety Organisation.	At least 75% of Project budget made available at the beginning of the implementation cycle by the participating States. At least 75 % of the project activities as per the work plan should be implemented in each planning cycle. All States to join either a COSCAP or RSOO	States for execution COSCAPs-Assistance ICAO for follow up States for execution. ICAO for follow up States for execution. ICAO ROs for follow up

****For the purpose of monitoring and tracking progress on the implementation of the Actions in this plan, States are required to submit to ICAO Quarterly reports as of end of March 2010.****

Agenda Item	Conclusions	Resolutions & Proposed Actions	Performance Target / Deadline	Responsibility
	<p>4.4 <i>Only one Regional Aviation Safety Team (BAGRAST) exists</i></p> <p>4.5 <i>No Cooperative Aviation Security Programme (CASP) Project in operation yet in Africa although proposals submitted for two projects one in West Africa and the other in the SADC region</i></p> <p>4.6 <i>The analysis of accidents involving African States' AOC holders, has identified runway excursion, as a prominent type of accident in the AFI Region</i></p> <p>4.7 <i>The analysis of accidents involving African States' AOC holders, identified loss of control, as the second most prominent type of accident in the AFI Region</i></p> <p>4.8.1 <i>International airlines are particularly interested in States' regulations concerning the issuance of air operator certificates for foreign operators</i></p>	<p>4.4 States take steps towards the creation of Regional Aviation Safety Teams on the platform of the COSCAP Projects or Regional Safety Organisations.</p> <p>4.5 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.</p> <p>4.6 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 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)</p> <p>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).</p> <p>4.8 States to:</p> <ul style="list-style-type: none"> o Implement the standardization introduced through Amendment 32 to Annex 6, to eliminate the need for foreign operators' specifications and; 	<p>by end of October 2010.</p> <p>Creation of at least 5 RASTs (based on COSCAPs) within the region by end of October 2010</p> <p>Start up of at least two CASP projects within the region by end of 2010</p> <p>Reduction of Runway Excursion rates by 50% by 31 October 2010.</p> <p>50% reduction of accidents / serious incidents due to loss of control by 31 Oct 2010</p> <p>50% of the States to issue Amendment 32 – compliant AOCs by end of 2010; 100% of the States to issue Amendment 32 – compliant AOCs by 1st January 2012 and</p>	<p>States for execution. ICAO for follow up</p> <p>States for execution. ICAO for follow up</p> <p>States, airlines and ANSPs for execution, IATA for coordination and ICAO for follow-up</p> <p>States / Airlines for execution, Boeing for coordination, IATA and ICAO for follow up</p> <p>States for Execution and ICAO for follow up and IATA for monitoring (operators)</p>

****For the purpose of monitoring and tracking progress on the implementation of the Actions in this plan, States are required to submit to ICAO Quarterly reports as of end of March 2010.*****

Agenda Item	Conclusions	Resolutions & Proposed Actions	Performance Target / Deadline	Responsibility
	<p>4.8.2 ICAO is working with IATA on the development of an <i>ICAO International Registry of Air Operator certificates</i>. The International Registry of AOCs and their applicable operations specifications will facilitate the surveillance of foreign operators.</p> <p>4.9 States have not adequately utilized available proactive industry programmes and tools for the enhancement of operational safety and efficiency</p> <p>4.10 Regional PBN Roadmap and the National PBN Plan template have been developed and made available to AFI States, in accordance with Assembly Resolution A36-23,</p> <p>4.11 Aviation Sector is committed to the following environmental targets:</p> <p>a) 1.5% annual improvement in fuel efficiency to 2020;</p> <p>b) Carbon neutral growth from 2020; and</p> <p>c) 50% absolute cut in emissions by 2050 versus 2005</p>	<p>○ Support the development of the International Registry of AOCs by filing their issued AOCs and applicable operations specifications.</p> <p>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.</p> <p>4.10 States to develop and submit to ICAO their National PBN Plans in accordance with Assembly Resolution A36-23,</p> <p>4.11 States to engage in programmes aimed to achieve aviation targets through infrastructure and operation efficiencies</p>	<p>ICAO and IATA to finalize The International Registry by end of 2010 for full participation of States by end of 2012.</p> <p>IOSA: 10 States by end of 2010 ISAGO: 10 States by end of 2010 STEADES: 10 States IPSOA: 5 States in 2010</p> <p>100% of the States by 31st December 2009</p> <p>1.5% fuel efficiency per annum</p>	<p>As appropriate: States, ANSPs Airports and Operators for execution and IATA for follow up</p> <p>States for execution and ICAO for follow up</p> <p>States, ANSPs, Airports and Operators for execution, IATA for monitoring (operators) ICAO for follow up</p>
5. Creation of Regional Organizations for Aviation Safety Oversight and Accident Investigation (RSOOs and RAIAs)	<p>Conclusion DGCA 3/4:</p> <p>5.1 States have difficulties to fulfil individually their aviation safety oversight obligations and lack the capabilities and resources to investigate aircraft accidents and serious incidents.</p>	<p>That:</p> <p>5.1 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</p>	<p>Two frameworks for the establishment of RSOOs completed for States currently covered by existing platform to be completed by 30 October 2010,</p>	<p>States – for execution ICAO for follow up</p>

****For the purpose of monitoring and tracking progress on the implementation of the Actions in this plan, States are required to submit to ICAO Quarterly reports as of end of March 2010.*****

Agenda Item	Conclusions	Resolutions & Proposed Actions	Performance Target / Deadline	Responsibility
	<p>5.2 States have not established State Safety Programmes (SSP).</p> <p>5.3 Industry has not implemented the requirements for Safety Management Systems (SMS).</p> <p>5.4 The number of pilots and air traffic controllers in most States in Africa is in sufficient to establish fully equipped Aviation Medicine Organizations within each State.</p> <p>5.4.1 Latest amendments to SARPs provide for applicants with certain medical conditions to retain their licences under proper supervision thereby improving Aviation Safety by retaining experience within the industry.</p>	<p>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.</p> <p>5.2 States develop State Safety Programmes (SSP)</p> <p>5.3 Industry implements the SMS.</p> <p>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</p>	<p>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</p> <p>Two frame works for the establishment of RAIAs to be completed by 30 October 2010.</p> <p>Regional Safety Programmes developed for 30% of the sub-regions by 30 October 2010.</p> <p>Safety Management Systems implemented in at least 25% of the States by 30 October 2010.</p> <p>Establish one Centre of Excellence for AVMED (with Staff) in each of the two ICAO regions (ESAF/WACAF) by end Oct 2010</p>	<p>States – for execution ICAO for follow up</p> <p>Service Providers – for execution, States / ICAO for follow up</p> <p>States – for execution ICAO for follow up</p>

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Agenda Item	Conclusions	Resolutions & Proposed Actions	Performance Target / Deadline	Responsibility
	<p>5.4.2 However the aviation medicine expertise and the technology required to investigate rare cases cannot be provided by each individual State, since in many States the cost benefit for such an approach is not justified</p> <p>5.4.3 Based on the foregoing, if States combine their resources, it should be possible to increase the expertise and facilities available, on a regional basis. This may be achieved by establishing in some States 'Centres of Excellence' for aviation medicine.</p>			
6. Machine Readable Travel Documents (MRTDs)	<p>Conclusion DGCA 3/5: There is need for States to implement MRTD requirements.</p>	That States comply with MRTD standards and specifications.	100% implementation by April 2010	States to work with relevant State departments for execution. ICAO for follow up.
7. Aviation Safety / Security Training Needs and Capacities	<p>Conclusion DGCA 3/6:</p> <p>7.1 Safety:</p> <p>7.1.1-Inadequate staffing and recruitment procedures (76%)</p> <p>7.1.2-Lack of establishment of job descriptions (definition of functions and responsibilities (67%)</p> <p>7.1.3-Lack of training policy and programme (81%)</p> <p>7.1.4-Training programmes not adequately implemented (81%)</p> <p>7.1.5-Training records not available (63%)</p> <p>7.1.6-Technical personnel qualifications and experience not established (62%).</p> <p>7.2 Security:</p> <p>There is an overwhelming need for continuous training of Aviation security staff at various levels</p>	<p>That:</p> <p>States improve the average implementation of Critical Elements 3 and 4 by establishing training policies and records, and implementing consistent training programmes.</p> <p>7.2.1- Need for increased cooperation between the Aviation security training centres in the region.</p> <p>7.2.2- Development of tailored regionalized training material.</p>	<p>Increase overall compliance by 30% by 30 Oct 2010</p> <p>To have a national team of Instructors (100%) by 30 Oct 2010</p>	States for implementation COSCAPs-Assistance ICAO to follow up.

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Agenda Item	Conclusions	Resolutions & Proposed Actions	Performance Target / Deadline	Responsibility
		7.2.3- Identification and availability of a pool of qualified national AVSEC Instructors in each State;		
8. Tactical Action Group Activities	<p>Conclusion DGCA 3/7: 8.1 Urge all States that have not done so, to name a contact person for the TAG team.</p> <p>8.2 Urge all States to make all efforts to answer the queries sent in by TAG in compliance with SP AFI RAN Recommendation 6/7.</p>	<p>That: 8.1 All States nominate a contact person for the TAG team.</p> <p>8.2 All States respond to queries sent in by TAG in compliance with AFI RAN Recommendation 6/7.</p>	<p>100% of points of contact (POCs) nominated by 31 Jan 2010.</p> <p>At least 50% responses by 31 Dec 2009</p> <p>At least 90% responses by 31 March 2010</p>	<p>States – for execution IATA – for coordination ICAO for follow up</p>

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Third Meeting of DGCA's WACAF/ESAF States (Lomé, Togo, 3 - 5 November 2009) / Troisième réunion des Directeurs Généraux de l'Aviation Civile pour les Etats Africains des zones WACAF et ESAF (Lomé, Togo, 3-5 Novembre 2009)

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