



# COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SAFETY IN AFRICA

## Overview of Aviation Safety in Africa

(Presented by ICAO Air Navigation Bureau Director, Ms. Nancy Graham)

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High-level Meeting  
Montreal, 17 September 2007



# Outline

- Vital role of air transportation for Africa
- Aviation safety in Africa today
- High-level Gap Analysis
- Opportunities for Improvement
- Conclusion



# Vital Role of Air Transportation for Africa

➤ African Aviation growth is higher than the worldwide average<sup>1</sup>

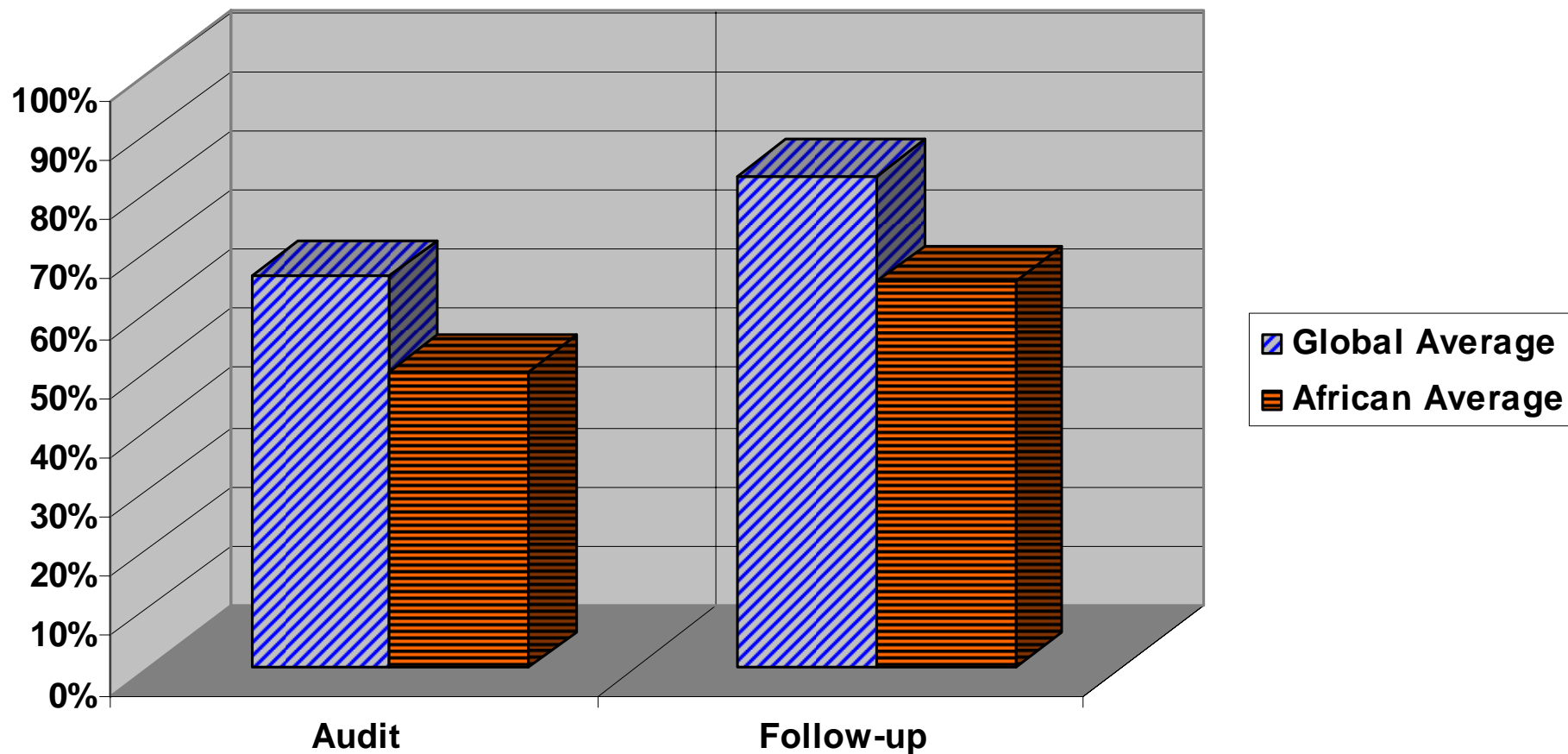
➤	2004	vs	2020 Forecast
	<ul style="list-style-type: none"><li>▪ 60 % to Europe</li><li>▪ 17 % to Middle East</li><li>▪ 16 % Intra Africa</li><li>▪ 7 % other</li></ul>		<ul style="list-style-type: none"><li>50 % to Europe</li><li>20 % to Middle East</li><li>24 % Intra Africa</li><li>6% other</li></ul>
➤	Total		
	<ul style="list-style-type: none"><li>▪ 38,000,000 passengers</li><li>▪ 427,000 movements</li></ul>		<ul style="list-style-type: none"><li>94,000,000 passengers</li><li>1,150,000 movements</li></ul>
➤	Intra Africa		
	<ul style="list-style-type: none"><li>▪ 6,000,000 passengers</li><li>▪ 182,000 movements</li></ul>		<ul style="list-style-type: none"><li>23,000,000 passengers</li><li>632,000 movements</li></ul>

<sup>1</sup> ICAO Doc 9879 – AFI Regional Traffic Forecast 2004-2020



# Aviation Safety Impacts Sustainability

**Audit Results for Initial Audit Cycle: 1999-2004**  
**ICAO Annexes 1, 6 and 8**  
**Average Implementation of Critical Elements**

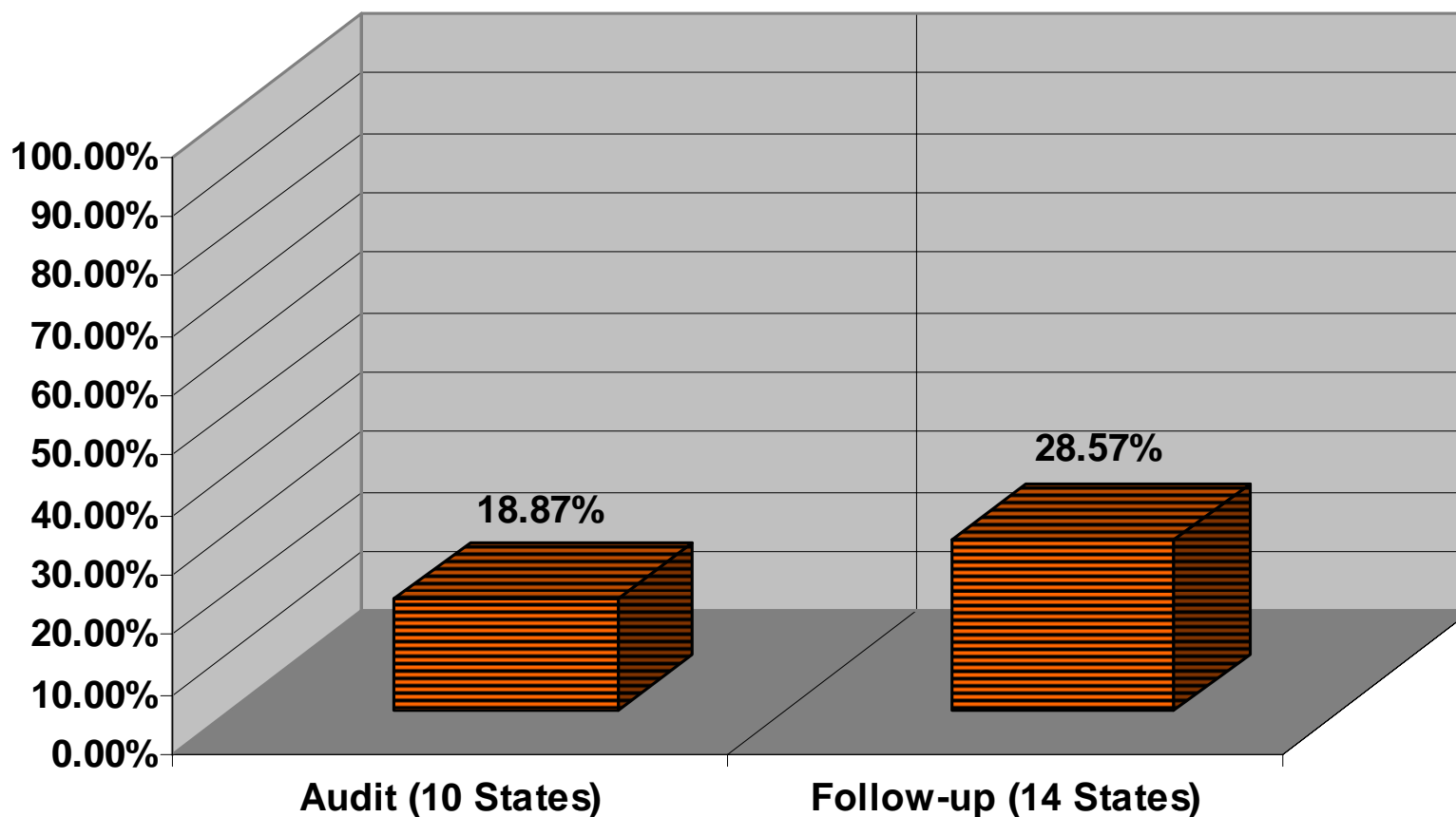




# Aviation Safety Impacts Sustainability

## AFI Audit Results Vs Global Results

Average Implementation of Critical Elements for Annexes 1, 6 and 8  
% of AFI States within the global average results





# Aviation Safety Impacts Sustainability

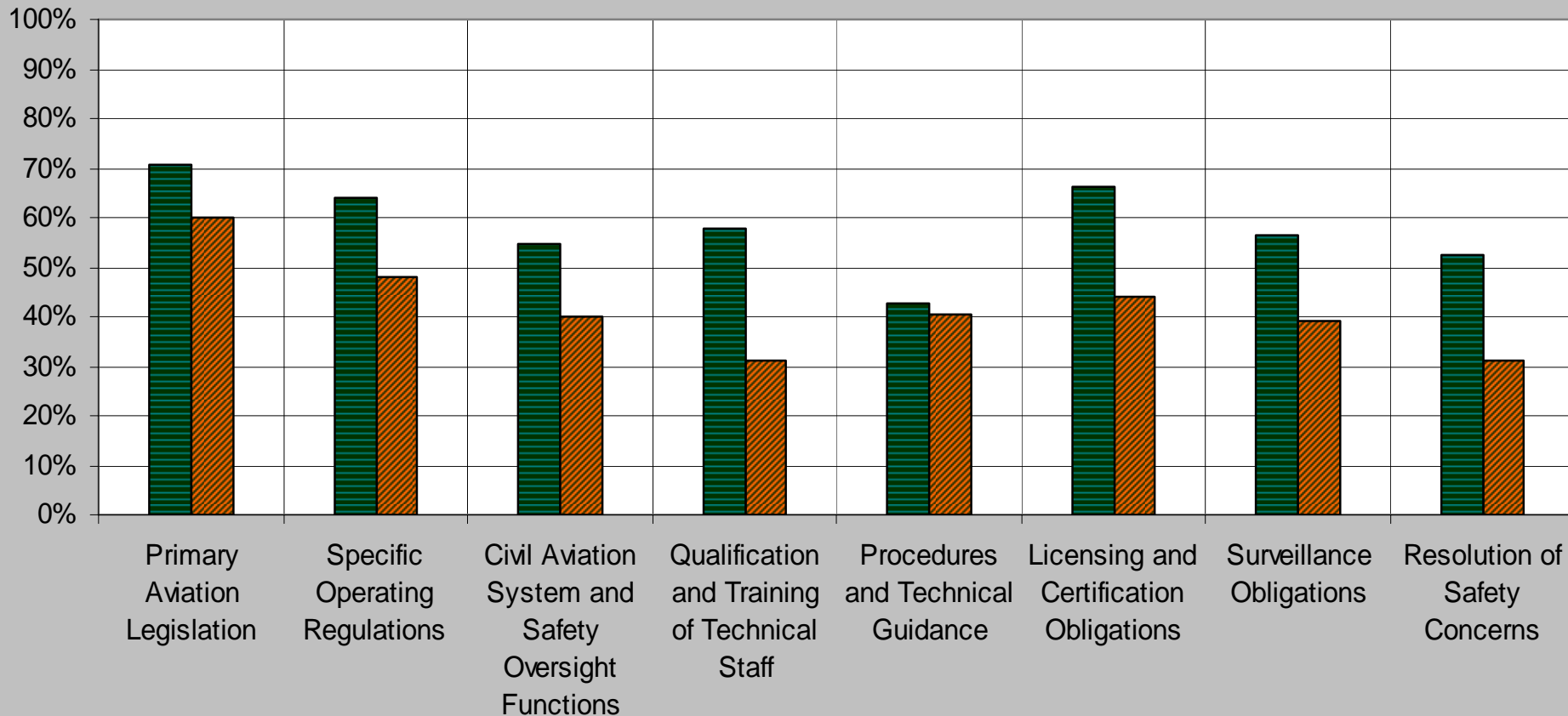
- Initial audits were limited to ICAO Annexes 1, 6 and 8, and their results were not provided to States and the public (executive summary only).
- The new Comprehensive System Approach covers the safety-related provisions in all ICAO safety-related Annexes.
- The audit reports are made available to all contracting States in their entirety, and some results are made available to the public (deadline for State consent March 2008).



# Eight Critical Elements of Safety Oversight

## Audit Results under the Comprehensive Systems Approach (Level of implementation)

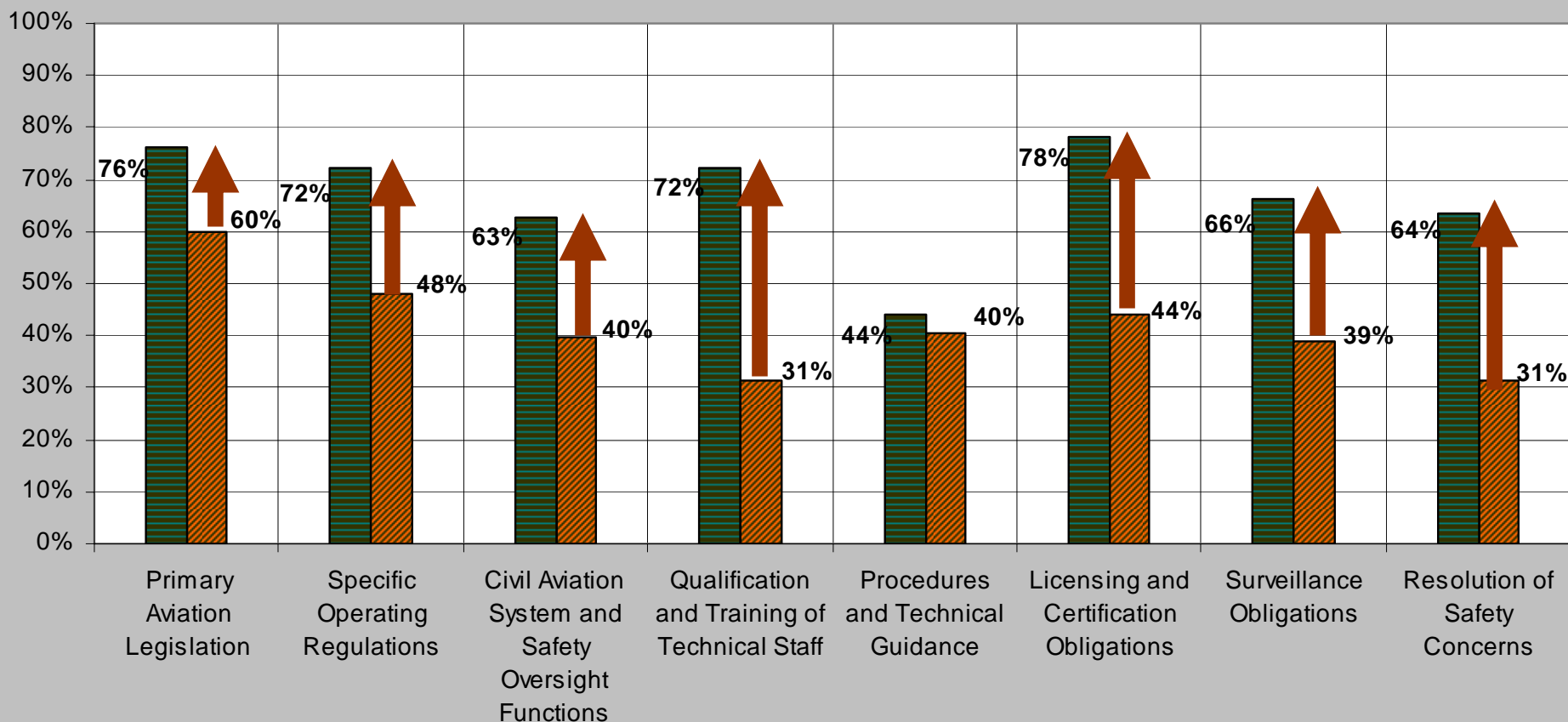
■ Global Average (58%) ■ Africa Average (42%)



# High-level Gap Analysis

**High Level Gap Analysis based on the USOAP**  
**Disparity in the level of implementation of the Eight Critical Elements**  
**between African States and the Global (excluding Africa)**

■ Global average excluding Africa (67%) ■ African States Average (42%)







# Major Areas of Concern

## ➤ Critical Elements 1 and 2 (Legislation/Regulation)

- Outdated legislative and regulatory framework

## ➤ Critical Element 3 (Safety Oversight Functions)

- Sustainable financial model to fund CAA oversight functions

## ➤ Critical Elements 3 and 4 (Safety Oversight and Technical Staff)

- Limited autonomy of the CAA, lack of financial sustainability, and qualified staff to carry out safety oversight functions



# Major Areas of Concern

## ➤ Critical Elements 6 and 7 (Licensing, Certification and Surveillance)

- Authorizations are issued without prior inspections demonstrating the capability of the applicant (air operators, aerodrome operator, service provider, licence holder, etc.)

## ➤ Critical Element 8 (Resolution of Safety Concerns)

- A very weak system's response to aviation safety threats, incidents or accidents revealed by the USOAP results
- Less than 6 % of the final accident or serious incident reports are submitted to ICAO



# Opportunities for Improvement

- Cooperation/mentoring from *neighbouring States* and the industry
- Implementation of Best Practices *already available* within the region
- Establishing financial CAA *solvency, accountability and transparency*
- Implementing *Safety Management Systems* throughout Africa
- Investigating accidents, collecting incident data to begin assessing and mitigating risks *before* accidents occur
- Establishing *multi-state communication/navigation services* for critical routes while improving individual aerodrome facilities and infrastructure
- Longer term modernization of the *air carrier fleet and equipment* to meet ICAO Standards



# Conclusions

- Consistent reports and information from many sources indicate that aviation safety in Africa is a *present and growing concern*
- With political will and focused attention, *this can rapidly improve*
- State-by-State actions are important, but *regional cooperation will make the largest impact on aviation safety and efficiency*
- The AFI Plan, utilizing the Global Aviation Safety Plan/Roadmap will provide *the way forward*
- We can only improve what we can measure – *transparent accident reporting, proactive incident evaluation* are some of the first steps

The background features a large, semi-transparent watermark of the ICAO logo. The logo consists of a globe with latitude and longitude lines, centered on the African continent. The globe is flanked by two olive branches. Above the globe, the acronym 'ICAO' is written in English and Chinese characters. Below the globe, the Chinese characters '国际民航组织' are written. The entire logo is set against a blue background.

# Overview of Aviation Safety in Africa

Thank you