



**HIGH-LEVEL MEETING ON COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN  
FOR AVIATION SAFETY IN AFRICA – WAY FORWARD**

**FOCUS ON AVIATION SAFETY  
IN AFRICA:  
THE NIGERIAN EXPERIENCE**

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**INTERNATIONAL CIVIL AVIATION HAS BECOME  
VERY SAFE**

**HOWEVER**

**THE SAFETY RECORD OF THE AFRICAN REGION  
LEAVES ROOM FOR IMPROVEMENT**

# AVIATION SAFETY STATISTICS ON AFRICA



**ICAO USOAP AUDIT RESULTS**

**APIRG Reports**

**ADREP**

**IATA Statistics**

**FSF**

**Boeing**

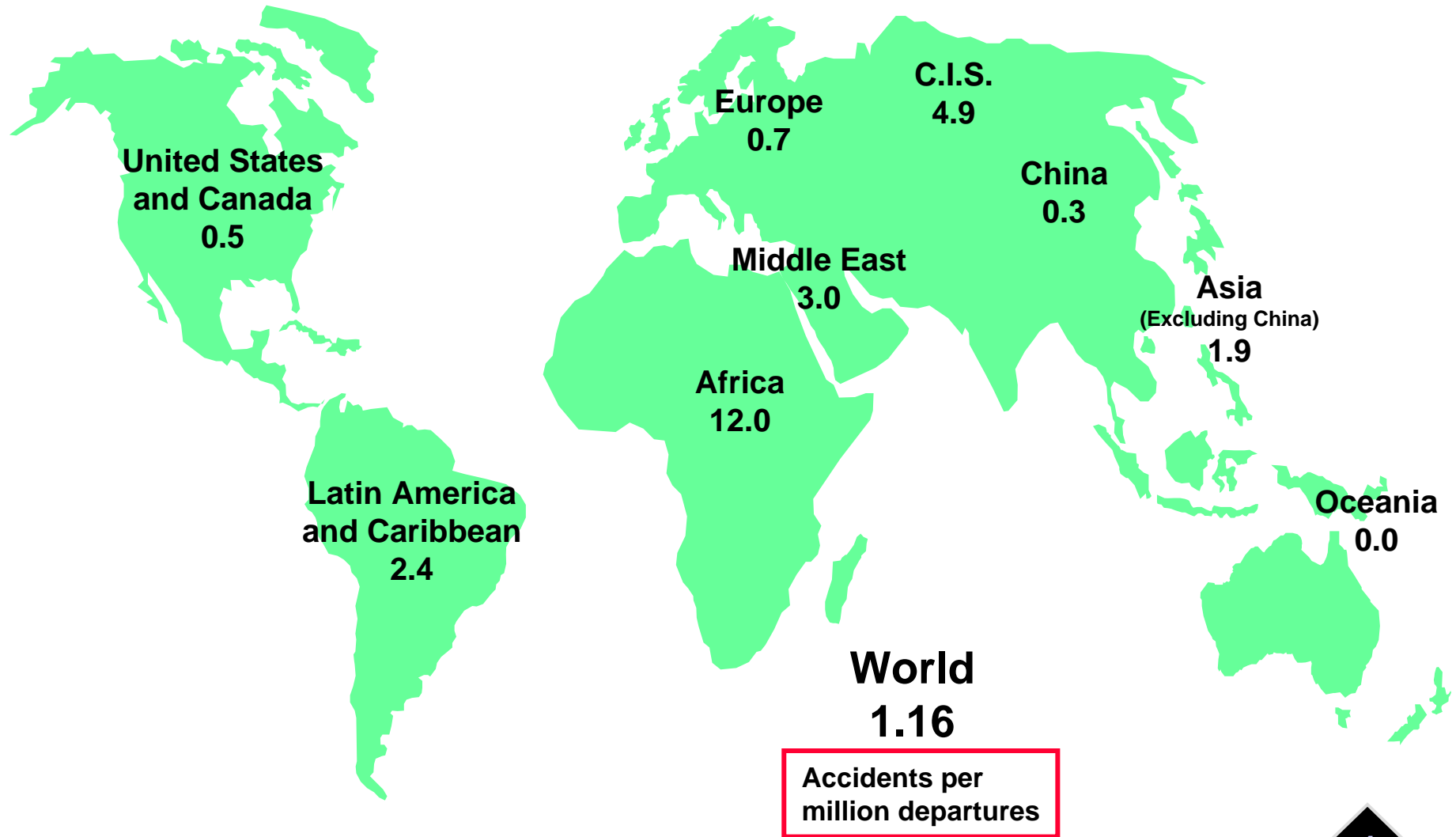
**Airbus**

**World Bank Report**

**ALL CALL FOR URGENT REMEDIAL ACTION TO  
PROMOTE SAFETY IN AFRICAN REGION**

# Regional Perspective Accident Rates Vary by Region of the World

Western-built >60,000 lb transport hull loss accidents, by airline domicile, 1997 through 2006



# POSSIBLE REASONS FOR REGIONAL ACCIDENT RATE DIFFERENCES



- **Infrastructure Decay**
  - Air traffic control
  - Navigation aids
  - Airport equipment
  - Weather services
  
- **Unsafe Airline operations**
  - Procedures
  - Training
  - Maintenance
  - Dispatch
  
- **Ineffective Regulatory oversight**
  - Aviation legislation
  - Civil aviation regulation
  - Resource constraints
  - Corruption (internal and external)
  - Socio-Political interference

## Competition with Limited Resources

- Health
- Education
- Road
- Water
- Food
- Welfare and Social Services
- Poverty Alleviation Programs

## Internal Problems

- Non-judicious use of scarce resources
- Lack of political will
- Poor corporate governance
- Lack of accountability

# AVIATION SAFETY IN DEPRESSED ECONOMY



- **Aviation is Basically Capital Intensive**
- **Over 90% of Expenditure is in Convertible Currency (Aircraft purchases, training, maintenance, infrastructure, manpower.)**
- **In a Depressed Economy, the tendency is for Aircraft Operators and service providers to:**
  - Operate Ageing Aircraft, Equipment and Facilities**
  - Defer or skip maintenance and Training**

# OPERATION OF FOREIGN REGISTERED AIRCRAFT IN AFRICA



- Nearly half of all aircraft accidents in Africa involved aircraft registered outside Africa.
- Operation under foreign registry (Non compliance with Article 83 bis creating safe haven)
- Ineffective safety oversight
- Questionable safety certificates
  - Obtained without due diligence
- Fake insurance papers
- Forged flight crew licenses
- Language problems

All contribute to a high rate of accidents

**AFRICAN CIVIL AVIATION AUTHORITIES MUST BE PREPARED TO GROUND THESE DANGEROUS OPERATIONS**

ASSISTANCE OF THE INTERNATIONAL AVIATION COMMUNITY IS REQUIRED TO COMBAT THESE





# TRANSPARENCY & SHARING OF SAFETY INFORMATION

- **Aviation demands the sharing of safety information:**
  - **To promote safety compliance**
  - **Improve performance**
  - **To solve regional problems collectively**
- **There should be no secrets when safety is concerned**
- **Illegal operation of foreign registered aircraft with questionable safety certificates would be greatly reduced**



# EFFECT OF AIR TRANSPORT POLICY ON SAFETY



**THE GOAL IS TO HAVE**  
**SAFE AND SECURE AIRLINES**  
**THAT ARE PROFITABLE**

**MARKET ACCESS FOR OUR AFRICAN  
AIRLINES IS ESSENTIAL AND THE  
STRENGTHENING OF AFRICAN  
SERVICE PROVIDERS - AIRPORTS,  
AIR NAVIGATION SERVICES ETC.**

# Foreign Carriers – Market Share in Africa



<b>AIRLINES</b>	<b>No. of Destinations in Africa</b>	<b>Frequencies per week</b>
<b>Air France/KLM</b>	<b>41</b>	<b>335</b>
<b>British Airways</b>	<b>31</b>	<b>256</b>
<b>Lufthansa</b>	<b>16</b>	<b>61</b>
<b>Alitalia</b>	<b>10</b>	<b>83</b>
<b>Iberia</b>	<b>7</b>	<b>45</b>
<b>Emirate</b>	<b>14</b>	<b>80</b>
<b>Qatar Airways</b>	<b>13</b>	<b>53</b>
<b>BY COMPARISON</b>		
<b>South African Airways (African Largest Airline)</b>	<b>5</b>	<b>50</b>

# Foreign Carriers–Market Share in Nigeria



<b>AIRLINES</b>	<b>2000</b>	<b>2002</b>	<b>2004</b>	<b>2006</b>	<b>2007</b>
<b>Air France</b>	<b>3</b>	<b>4</b>	<b>5+2(PHC)</b>	<b>7+2(PHC)</b>	<b>7+3(PHC)</b>
<b>Alitalia</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>6</b>
<b>British Airways</b>	<b>7+3(ABV)</b>	<b>7+3(ABV)</b>	<b>7+5(ABV)</b>	<b>7+5(ABV)</b>	<b>7+7(ABV)</b>
<b>Iberia</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>3</b>
<b>KLM</b>	<b>3+2(KAN)</b>	<b>4+2(KAN)</b>	<b>7+3(KAN)</b>	<b>7+3(KAN) + 3(ABV)</b>	<b>7+3(KAN) +3(ABV)</b>
<b>Lufthansa</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>7+3(ABV)</b>	<b>7+2(ABV)</b>
<b>Virgin Atlantic</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>7</b>	<b>7</b>
<b>Turkish</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>3</b>
<b>Total Weekly Frequencies</b>	<b>27</b>	<b>30</b>	<b>42</b>	<b>61</b>	<b>65</b>

**VERY PROFITABLE ROUTES, HIGHEST YIELD FOR SOME AIRLINES**

# THE EFFECT OF MARKET IMBALANCE ON SAFETY



**The Statistics on airline market share clearly indicate that the market position of African Aviation Entities need to be strengthened to ensure safe operations.**

**On the other hand, the current market advantage which is grossly in favour of foreign operators places equal burden on foreign states to contribute towards safety improvement in Africa.**



## **SAFETY IMPROVEMENT IN AFRICA**

**We must acknowledge safety improvements in some parts of Africa.**

**There are States and African Airlines that have made Africa proud.**

**Nigeria like many other countries has had its own share of the problem.**

**The Nigerian Government has demonstrated the POLITICAL WILL with a robust safety reform agenda.**

## **AVIATION SAFETY IN NIGERIA - JOURNEY SO FAR**



- 1. Enactment of the Primary Aviation Legislation – “Civil Aviation Act 2006”**
- 2. Full Autonomy of Nigerian Civil Aviation Authority empowering it to regulate aviation safety without political interference.**
- 3. Promulgation of a new Nigerian Civil Aviation Regulation that meet ICAO requirements**
- 4. Enforcement of Safety Regulations**
- 5. Successfully gone through ICAO Safety and Security follow-up Audits. Currently addressing the corrective action plans**
- 6. Given consent to the publication of our Safety Audit Report inline with the Principle of Transparency and Disclosure.**

# AVIATION SAFETY IN NIGERIA - JOURNEY SO FAR



- 7. Total recertification of the entire industry – Airlines, Airports, Aircraft, Personnel.**
- 8. Infrastructural Rehabilitation – Runway resurfacing, perimeter fencing, new control tower, total radar cover, wind shear equipment, etc.**
- 9. Actively encourage our Airlines to embrace IOSA and made it “voluntarily compulsory”**
- 10. Aggressive training programme to address acute shortage of skilled man power.**
- 11. Fleet renewal using Cape Town Convention**
- 12. Airline Recapitalization**

# AVIATION SAFETY IN NIGERIA - JOURNEY SO FAR



- 13. Deliberate Policy to improve Search and Rescue Capability**
- 14. Introduction of Safety Management System**
- 15. Enthronement of Transparency, due diligence, accountability and professionalism in the conduct of Aviation Business.**



# RESOLUTION OF SAFETY CONCERNS (SURVEILLANCE & ENFORCEMENT)



## ➤ Unsafe Operators Sanctioned

So Far This Year:

- 8 Operators Grounded
- 13 AOCs Suspended, many others not renewed
- 1 AOC Revoked
- 6 Operators fined a total of ₦16.2 Million (USD \$120,000)
- Port Harcourt Airport Closed
- Maiduguri Airport Operations Restricted
- Many pilot, engineer and ATC licences have been suspended
- Rejected request to operate foreign registered aircraft with questionable safety certificate

# ZERO TOLERANCE ON SAFETY



**While we may not be able to achieve zero accident level, Nigeria enjoins our sister African Nations to declare zero tolerance on Aviation Safety Matters**

**We need to jointly eliminate cases of illegal operation and the phenomenon of "Flag of convenience"**

# **NIGERIA'S REGIONAL CONTRIBUTION**



**Nigeria has recognized that improving aviation safety in Africa is a collective responsibility**

**Nigeria has been playing a key role in African Aviation Safety Initiatives including:**

- **Hosting and fully participating in ICAO's Cooperative Development for Operational Safety and Continuing Airworthiness Programme (COSCAP) of the Banjul Accord Group**
- **Banjul Accord Group Aviation Safety Oversight Organization (BAGASOO)**
- **Nigeria has made substantial contribution to International Financial Facility for Aviation Safety (IFFAS) and is a member of the governing board**
- **Nigeria has pledged support for the Global Aviation Safety Roadmap and offered to host the first workshop for implementation in Africa**
- **Nigeria supports the Strengthening of AFCAC.**

# COORDINATION OF INTERNATIONAL EFFORTS



**We recognize the assistance of International Organizations and donor agencies over the years, for improvement of Aviation Safety in Africa ICAO, IATA, ACI, CANSO, US DOT, the AU, the EU, Manufacturers (Boeing, Airbus etc), World Bank, ADB etc.**

**However, there is need to coordinate all these efforts.**

**We welcome the readiness of ICAO to take up leadership role through the Comprehensive Regional Implementation Plan for Aviation Safety in Africa**

**We recognise and appreciate the role of the Aviation Industry with development of the Global Aviation Safety Roadmap**

**State are urged to give ICAO the mandate on this new initiative**

# NIGERIA'S COMMITMENT



**Nigeria pledges to fully support ICAO in the AFI Regional Plan through:**

- **Contribution of financial and human resources**
- **Sponsorship of programmes**
- **Serving as coordinating center for implementation of programmes and**
- **Any additional contribution that may arise**



**THANK YOU**