



WORKING PAPER

**SPECIAL AFRICA-INDIAN OCEAN (AFI)
REGIONAL AIR NAVIGATION (RAN) MEETING**

Durban, South Africa, 24 to 29 November 2008

**Agenda Item 5: Development of a set of comprehensive work programmes in the safety field
(Safety Committee)**

A COOPERATIVE APPROACH TOWARDS IMPROVING AVIATION SAFETY

(Presented by the Industry Safety Strategy Group)

SUMMARY

As an integral part of the ICAO Global Aviation Safety Plan, the Global Aviation Safety Roadmap (GASR) is a process directed at States, regions and industry with the objective of providing guidance in the development and application of safety policies and initiatives. In order for aviation to grow in Africa it needs to be perceived to have a safety level equivalent to the worldwide average. A proper implementation plan based on the Roadmap process will instil confidence among worldwide industry and donor organizations that their contributory efforts and financial investments will yield real safety benefits because they are being targeted correctly.

Regional safety oversight organizations will assist States in fulfilling their obligations under the Chicago Convention by sharing and pooling resources and strategies at a regional level to provide effective oversight. They can also enable the States involved to attract, recruit and retain appropriately qualified and experienced personnel.

Action by the meeting is in paragraph 4.

1. INTRODUCTION

1.1 In May 2005, ICAO called upon industry to develop a strategic global plan for improving the safety of international civil aviation. To respond to this request, the Industry Safety Strategy Group (ISSG) was established comprising Airbus, Airports Council International (ACI), Boeing, the Civil Air Navigation Services Organization (CANSO), Flight Safety Foundation (FSF), the International Air Transport Association (IATA) and the International Federation of Airline Pilots' Associations (IFALPA). Subsequently, the ISSG developed the Global Aviation Safety Roadmap (GASR). The Roadmap is a global strategy for aviation safety and is designed to provide a common frame of reference for all stakeholders, both government and industry.

1.2 Part one of the GASR is a high level document that describes the rationale and an approach tailored to regional needs that includes metrics and risk measurement. It contains the

Roadmap itself, which describes twelve key Focus Areas for States, Industry and Regions. It also lays out goals and objectives for near and mid-term accomplishment of each of the focus areas.

1.3 Part two is a detailed plan intended to guide national or regional safety teams in their implementation of the Roadmap. It contains best practices for each objective, as well as the metrics by which implementation can be measured. A four-level maturity model is provided for each objective based on the implementation of best practices as well as a process with which to assess the current status and identify gaps that need to be addressed.

2. DISCUSSION

2.1 The Roadmap offers a unique strategy for the improvement of flight safety. It is an opportunity to coordinate and guide safety policies and initiatives worldwide and to avoid duplication of effort, uncoordinated strategies and wasted resources. The Roadmap is based upon close cooperation between States, Industry and ICAO and offers a means for creating partnerships so that all parties can work together on common safety objectives. The record shows that the most successful efforts to improve flight safety have been when Government and Industry work together as a team sharing expertise and resources. Together, they are best qualified to identify potential enhancements to safety and to commit to the implementation plan necessary to achieve those enhancements. By committing to the Roadmap and using its gap analysis process, African states and industry will instill confidence among worldwide industry and donor organizations that their contributory efforts and financial investments will yield real safety benefits because they are being targeted correctly in a unified strategy.

2.2 ICAO has been working in close collaboration with ISSG and has fully integrated the Roadmap into its Global Aviation Safety Plan (GASP). The ISSG and ICAO are working in partnership on Roadmap implementation, a step that has proven beneficial to both ICAO and Industry. For GASR workshops in the AFI Region, ISSG has worked closely with ICAO, the ACIP, and local Authorities to organize successful GASR Workshops in Abuja (14 to 16 April 2008), Arusha (12 to 15 August 2008) and Ouagadougou (11 to 13 November 2008). An additional workshop will be held in Maputo (1 to 5 December 2008) immediately after the AFI RAN Meeting. The objective of the workshops is to familiarize CAAs and industry with the GASR tools. The ISSG will continue to support implementation of the Roadmap through joint industry-government regional safety action teams.

2.3 The industry recognizes that in order for aviation to grow in Africa it needs to be perceived to have a safety level equivalent to the worldwide average. The potential of a growing aviation industry in Africa is also viewed as an essential engine to promote economic development of the continent. This, in turn, fosters further expansion of the industry in Africa. In this respect, the industry representatives of the ISSG feel that continuous and effective safety oversight is fundamental. However, to establish an effective safety oversight system a State should have a sufficient amount of aviation activity to justify the substantial investment. Some States may not have enough aviation activity to justify this investment when considering other pressing national needs.

2.4 At the 35th Assembly, ICAO endorsed the concept of regional safety oversight organizations, and subsequently published guidance material for their implementation in the ICAO *Safety Oversight Manual*, Part B — *The Establishment and Management of a Regional Safety Oversight System* (Doc 9734, Part B). Regional safety oversight organizations will assist States in fulfilling their obligations under the Chicago Convention by sharing and pooling resources and strategies at a regional level to provide effective oversight. It will also enable the States involved to attract, recruit and retain appropriately qualified and experienced personnel.

3. CONCLUSION

3.1 Civil aviation is a significant economic engine for all regions. Moreover, given the vast size of the African continent, aviation is particularly important for economic development. Aviation is also particularly sensitive to perceptions of safety. The ISSG is prepared to assist the implementation of GASP in the African Continent, as it is in the best interest of the aviation industry to improve African civil aviation safety and foster its growth. It is essential that Government and industry work closely together in the implementation of the Roadmap in order to assure that Focus Area gaps are clearly identified and addressed efficiently in ACIP action plans.

3.2 On this basis of the rationale developed in that working paper, the meeting is invited to adopt the following recommendations:

Recommendation 5/x — Commitment to Government and Industry Cooperation

That the Special AFI RAN Meeting recognize the importance of joint Industry and Government efforts to improve safety and encourage States and industry to work closely together in the implementation of the Global Aviation Safety Roadmap; and

Recommendation 5/x — Establishment of Regional Safety Oversight Teams

That, as an integral part of performing gap analysis, States should determine if current and future aviation activity is sufficient to support its own self-sustained civil aviation authority. If the activity is not sufficient, States should consider delegating this function to another State or Regional Safety Oversight Organization in line with BP 2a-5 and ICAO Doc 9734, Part B.

Recommendation 5/x — Establishment of Regional Aviation Safety Teams

That, States and Industry safety experts work together within Regional Aviation Safety Teams to discuss safety issues and adopt safety enhancement initiatives that are relevant to their operations and develop implementation plans based on the GASR.

4. ACTION BY THE MEETING

4.1 The meeting is invited to:

- a) note the content of this working paper; and
- b) approve the draft Recommendation at paragraph 3.2 above.

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