

APPENDIX 2: Status of the implementation of the RASG-AFI/9 Conclusions and Decisions

Conc./Dec. No Strategic Objective	Title of Conc./Dec.	Text of Conclusion / Decisions	Responsibility	Deliverable	Report / Completion Date	Status of Implementation	Action by ANC
1	2	3	4	5	6	7	8
RASG – AFI/9							
<i>RASG-AFI/9 Conclusion 9/02</i>	<i>Inclusion of Systems Component Failure/Malfunction – Non-Powerplant (SCF – NP); Bird Strikes and Wildlife Hazard; Dust Haze and Large Height Deviation (LHD) in the list of High- Risk Categories of Occurrences for the RASG-AFI Region</i>	That, with the recurrence in the region over the years, the following phenomena be added to the list of High-Risk Category of occurrences for the RASG-AFI Region (R-HRC): a) System Component Failure/Malfunction – Non-Powerplant (SCF – NP); b) Bird Strikes and Wildlife Hazard; c) Dust Haze; and d) Large Height Deviation (LHD).	States RASG-AFI Secretariat	AFI-RASP 2023-2025 Edition	AFI-RASP 2023-2025 Edition (incorporating the R-HRCs) submitted to ANB on 9 February 2024 for registration on the ICAO Online Community	Completed	
<i>RASG-AFI/9 Conclusion 9/03</i>	<i>Implementation of effective State Safety Programme (SSP)</i>	That, to make progress towards achieving the effective implementation of the SSP, States to: a) provide the necessary human and financial resources for the SSP implementation and report progress on the USOAP CMA OLF and iSTARS; b) continue to support the AFI-Plan Project by releasing their experts and sharing SSP documentation, information and experience with other States; and c) nominate for States that are yet to do so, SSP Coordinator/Focal Point by January 2024.	States	Allocation of resources for SSP implementation Report progress on the USOAP CMA OLF and iSTARS Support the AFI-Plan Project by releasing their experts and sharing SSP documentation Nomination of Focal Points	Open	On-going 33 RASG AFI States have conducted SSP Gap analysis. The group average EI of SSP Foundation Protocol Questions (FPQs) in the RASG-AFI Region is 68.4 per cent which was 67.08 in 2022. Twelve States have achieved over 85 per cent completion of the SSP Foundation PQs. No State in the Region has fully completed all SSP foundation PQs Twelve RASG-AFI States, namely Benin, Botswana, Cabo Verde, Côte d'Ivoire, Ethiopia, Ghana, Kenya, Namibia, Rwanda, Sierra Leone, Togo, and Uganda, have published	

					<p>their National Aviation Safety Plan.</p> <p>States and RSOOs (Cote d'Ivoire, Ghana, Kenya, Nigeria, Rwanda, South Africa, Togo, Uganda, URSAC, xxx) experts are supporting the implementation of the AFI Plan SSP project, through the release of their SSP experts</p> <p>To support the implementation of SSP in the AFI - RASG - Region:</p> <ul style="list-style-type: none"> •The ICAO ESAF and WACAF Regional offices conducted SSP Project Launching Meeting and Workshop (Virtually, from 16 to 17 January 2024) to introduce the revised AFI-Plan SSP project and generic documentation developed by the Group of Experts. Ninety-six participants from 21 States, RSOOs, RAIO and partners participated in the workshop. <p>Technical assistance on SSP has been provided to Burundi, Botswana, Ethiopia, Madagascar, Malawi, Gabon, Ghana, Mauritania, Seychelles and Togo.</p> <p>Three more States (Angola, Cabo Verde and Cote d'Ivoire) are planned to receive assistance.</p> <p>The Regional Offices provided capacity building to ESAF and WACAF States through training and workshops :</p> <ul style="list-style-type: none"> •Two workshops on 'National Aviation Safety Plan 	
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					<p>development driving the AFI Regional Aviation Safety Plan’ were conducted in Nairobi, Kenya, from 28 to 31 May 2024(47 participants from ESAF States, industry and ICAO ESAF Regional office attended the workshop); and in Banjul, The Gambia, from 16 to 20 September 2024(50 participants from CAAs, Ground Handling Agents,...attended the workshop).</p> <ul style="list-style-type: none"> •ICAO in cooperation with Boeung conducted a training on State Safety Programme (SSP) in Nairobi, Kenya, from 27 November to 04 December 2023(23 Participants from States and RSOO attended the training) . •In coordination with EASA , the workshops on State Safety Programme were conducted virtually, from 20 to 24 May 2024 for French speaking States, more than 100 participants attended the workshop). Additionally EASA in collaboration with WACAF Regional and RSOOs (AAMAC, ASSA-AC), conducted a State Safety Planning Workshop from June 24 to June 28, 2024 in Libreville Gabon, with the participation of 18 states. Furthermore, the ROs are coordinating with EASA to provide the SSP implementation workshop for the English-speaking countries in December 2024. 	
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						<p>•With support from the Civil Aviation Authority of Singapore, training on Safety Management Implementation was conducted in Dakar, Senegal, from 10 to14 June 2024(24 participants attended the training).</p> <p>15 States have nominated SSP Coordinator/Focal Points</p>	
<i>RASG-AFI/9 Decision 9/04</i>	<i>Adoption of the AFI-Regional Aviation Safety Plan (AFI-RASP)</i>	That, to guide the implementation activities of the region, the AFI-Regional Aviation Safety Plan (AFI-RASP) is approved as presented in Appendix 4B to this report.	<p>States</p> <p>RASG-AFI Secretariat</p>	RASG-AFI Regional Aviation Safety Plan (AFI-RASP) First Edition 2023-2025 - November 2023	November, 2023	Completed	
<i>RASG-AFI/9 Conclusion 9/05</i>	<i>Conduct of a Sensitization Workshop on the AFI-RASP</i>	That, to familiarize States and other stakeholders with the 2023-2025 Edition of the AFI-RASP, the Secretariat to conduct a sensitization workshop on the AFI-RASP in 2024, and on its subsequent editions.	<p>States</p> <p>RASG-AFI Secretariat</p>	Workshops held	<p>AFI-RASP Sensitization workshops conducted:</p> <p>Nairobi, Kenya, 28 to 31 May 2024;</p> <p>Banjul, The Gambia, from 16 to 20 September 2024</p>	Completed	
<i>RASG-AFI/9 Conclusion 9/06</i>	<i>Development of National Aviation Safety Plans (NASPs)</i>	That, to meet the AFI-RASP 2023-2025 target, a) States to develop their National Aviation Safety Plans (NASPs) by 31 December 2024 and register the NASPs in the ICAO Online portal; b) The Secretariat and other stakeholders to support States in the	<p>States</p> <p>RASG-AFI Secretariat</p> <p>Partners</p> <p>Industry</p>	<p>NASPs</p> <p>Updated ICAO Online portal</p>	On-going	On-going	As of 30 September 2024, 12 RASG-AFI States (6 ESAF, 6 WACAF) had published and registered their NASPs on the ICAO Online Community: Benin, Cabo Verde, Côte d'Ivoire, Ethiopia, Ghana,

		<p>c) development of the NASPs, including conduct of workshops; and The industry and other aviation stakeholders are urged to cooperate, collaborate and communicate in a bid to fully implement the Safety Enhancement Initiatives (SEIs) identified in the AFI-RASP.</p>				<p>Kenya, Namibia, Rwanda, Sierra Leone, Togo, Uganda.</p> <p>Capacity-building activities:</p> <p>Implementation workshop: (Nairobi, Kenya from 28 to 31 May 2024; and Banjul, The Gambia, from 16 to 20 September 2024).</p> <p>ICAO State Safety Programme (SSP) training conducted by ICAO (Nairobi, Kenya, 27 November - 04 December 2023).</p> <p>In coordination with EASA and the Civil Aviation Authority of Singapore conducted:</p> <p>Safety Management Implementation (Dakar, Senegal, from 10 -14 June 2024), and</p> <p>State Safety Program and NASP workshops (Virtual, from 20 -24 May 2024).</p> <p>ICAO in collaboration with partners continue to deliver SEI-related activities, including seminars, workshops and assistance missions, in support of initiatives, including runway safety go-teams, CFIT, and LOC-I</p>	
<p><i>RASG-AFI/9 Conclusion 9/07</i></p>	<p><i>AFI RSOOs/RAIO Strategic Plan</i></p>	<p>That, to strengthen the effectivity and efficiency of RSOOs/RAIO in the region,</p> <p>a) the ICAO AFI Plan programme in collaboration with partners, conduct an in-depth analysis of the outcome of the study, considering the pros and cons of the different options of the</p>	<p>States</p> <p>ICAO</p> <p>RSOOs</p> <p>RAIO</p>	<p>AFI Plan Report recommendations</p>	<p>On-going</p>	<p>On-going</p> <p>In accordance with the recommendations of the second AFI RSOO forum recommendations, a consultant was hired in cooperation with EASA to conduct a feasibility study of</p>	

		<p>draft AFI RSOOs/RAIO Strategic Plan;</p> <p>b) The RSOOs and RAIO to optimize their resources, consider secondment of qualified experts from States, share experiences and relevant information among themselves, and request the ICAO GASOS assessment; and</p> <p>c) States, regional and international organizations, development and financing institutions, and aviation industry, to continue supporting the AFI RSOOs work programmes and related activities.</p>	<p>Partners</p> <p>Industry</p>			<p>the AFI RSOO Strategy and Roadmap addressing issues related to establishment, membership and funding, which is still ongoing.</p> <p>The secondment of experts has not yet been accomplished.</p> <p>Support by partners is ongoing and continuous</p>	
<p>RASG-AFI/9 Conclusion 9/08</p>	<p>Safety Intelligence to support decision-making</p>	<p>That, in order to make the safety intelligence a core business capability,</p> <p>a) States to establish a safety intelligence strategy and an action plan for the implementation of safety data governance, data management and associated framework;</p> <p>b) States to adopt a coordinated approach with stakeholders when establishing Safety Data Collection and Processing Systems (SDCPS) and promote the use of standardized aviation taxonomies; and</p> <p>c) ICAO, AFCAC, RSOOs, RAIOS, to continue to support States through workshops, training, guidelines and/or appropriate tools for the effective implementation of Safety intelligence.</p>	<p>States</p> <p>ICAO</p> <p>AFCAC</p> <p>RSOOs</p> <p>RAIO</p>			<p>In 2023 ICAO Regional Offices conducted two workshops on Safety Intelligence and Safety Performance in Addis Ababa (from 18 –22 Sep. 2023, 46 participants from 12 ESAF States and RSOO attended the workshop) and Dakar (11 –15 Sep. 2023) and Safety Information Monitoring System and Safety Performance Indicator Workshop conducted in Lusaka, Zambia (from 06 – 09 Dec. 2022, 36 participants from 12 ESAF States and two RSOOs attended the workshop) to support States in preparing for the forthcoming provisions of Amendment 2 to Annex 19. Additionally, during SSP assistance activities, the Regional Officers promoted the phased establishment of a Safety Intelligence Strategy and the adoption a coordinated approach with stakeholders for</p>	

						<p>establishing Safety Data Collection and Processing Systems (SDCPS) and promote the use of standardized aviation taxonomies. However, due to lack of qualified human resources, financial resources and appropriate tools many States still facing challenges in implementing digital systems to collect essential safety data from mandatory and voluntary reporting and surveillance information, Furthermore, ICAO is planning to publish the Doc 10159 -Safety Intelligence Manual, to guide States on key aspects of Safety Intelligence. To make progress in this area, it is essential for States to ensure the availability of resources necessary to effectively implement mechanisms for collecting safety data and information. Additionally, RSOOs and RAIOS should also play a critical role in supporting States' implementation of Safety Intelligence systems. This support will facilitate the progress and enable more informed decision-making at both the State and regional levels.</p>	
<p>RASG-AFI/9 Conclusion 9/09</p>	<p><i>Accident Investigation Reports</i></p>	<p>That, to ensure compliance with the accident and incident investigation reporting requirements and reduce the number of incomplete investigations in the RASG-AFI Region, States are urged to complete investigations and publish reports, enabling the aviation community to take insights and prevent recurrence.</p>	<p>States</p>	<p>Published accidents and incidents reports</p>	<p>Open</p>	<p>On-going</p> <p>Some but not all States conducted accident and incident investigations or publish reports thereof</p>	

						<p>31 RASG-AFI States have not established and implemented procedures to ensure completion of investigations and publication of reports thereof. These States are:</p> <p>Zimbabwe Uganda Eswatini Sierra Leone Senegal Sao Tome and Principe Rwanda Mozambique Mauritius Mauritania Malawi Liberia Lesotho Kenya Guinea-Bissau Guinea Ghana Gabon Eritrea Equatorial Guinea Djibouti Democratic Republic of the Congo Congo Comoros Chad Central African Republic Cabo Verde Cameroon Burundi Benin Angola</p>	
<i>RASG-AFI/9 Decision 9/10</i>	<i>Prevention of SSCs</i>	That, to prevent PANS-OPS and Navaid calibration related SSCs, a) the Secretariat to coordinate and conduct workshops on SSCs prevention; and	States RASG-AFI Secretariat	Workshops on SSCs prevention States/industry SARP's compliance	Workshop conducted in Abidjan, Côte d'Ivoire	Complete	

		b) APIRG and its Contributory Bodies to increase States/industry SARPs compliance related activities in their work programme.	APIRG Secretariat	related activities in their work programme			
RASG-AFI/9 Conclusion 9/11	Common implementation challenges identified amongst RASG-AFI members and way forward	That, to address challenges in the audit areas with lowest effective implementation, including SSP, States, AFCAC, RSOOs, RAIOS and other stakeholders to: a) address challenges in a more collaborative manner through the allocation and pooling of resources and by sharing data and safety critical information; and b) provide more training in the most critical areas namely, OPS, AIG, ANS and AGA.	States AFCAC RSOOs RAIOS	Allocation and pooling of resources Sharing data and safety critical information Training	Open	On-going States, AFCAC, RSOOs, RAIOS and other stakeholders have actively provided support and assistance to States, including: • AFCAC, under AFI-CIS, technical assistance missions to States with low EI; • States through the implementation of their respective training programmes; and • RSSOs/RAIOS to their respective partner States Impact is evident by the increasing trend of improvement in EI for States that undergo ICAO audits or validations	
RASG-AFI/9 Conclusion 9/12	Recommendations on actions or enhancements that would require consideration by the ICAO Headquarters	That, to assist States and the industry in improving implementation activities: a) ICAO to increase USOAP CMA activities, to enhance the continuous monitoring of States' safety performance; b) With the recurrence in the region of System Component Failure/Malfunction – Non-Powerplant (SCF – NP) over the years, ICAO to add the phenomenon to the High-Risk Category of occurrences (R-HRC); c) As part of the SSCs' mitigation actions proposals, the Air Navigation Commission to consider difficulties experienced by States in suspending non-approved flight procedures	ICAO	ICAO USOAP Activity Plans showing increased activities Revised GASP incorporating SCF – NP as part of HRC	Ongoing NASPs workshops conducted and others planned	On-going Although USOAP CMA onsite activities have not increased, offsite validations have increased. (SCF – NP) has been adopted as a High-Risk Category of occurrences (R-HRC) in the AFI-RASP.	

		<p>whose safety assessments revealed no major safety risks for their use;</p> <p>d) ICAO to provide continuous support to States in developing their National Aviation Safety Plans (NASPs), through workshops; and</p> <p>e) ICAO to develop additional guidance material and tools to assist States in the development and implementation of safety intelligence strategy.</p>				<p>Support by ICAO to States in developing their (NASPs) is ongoing through workshops and technical assistance missions.</p> <p>ICAO HQ has initiated development of guidance material and tools to assist States in the development and implementation of safety intelligence strategy, but the process is still ongoing and not yet completed.</p>	
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