



IATA's Role – Implementation of Safety Activities

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Presentation Overview

- IOSA Program
- ISSA Program
- ISAGO Program
- Status of Aeronautical Information in AFI
- Air Traffic Incidents
- Runway Safety Go Teams & Loss of Control
- Supporting ICAO initiative No Country Left Behind

Abuja Declaration



- In January 2013, the African Union Executive Council endorsed the **Abuja Declaration and Associated Plan of Action on Aviation Safety in Africa**
 - One of the targets requiring all airlines to obtain IOSA.

IATA Operational Safety Audit (IOSA)

- Statistics that led to this undertaking speak for themselves
 - In 2015 IOSA registered operators performed 3.5 times better than non-IOSA
- To date IOSA Training Initiative extended 29 airlines
 - 13 airlines had completed the audit and obtained registration
 - No obligation to become members of IATA
- Not enough considering number of AOC holders in AFI
- States need to demonstrate leadership in this matter

IATA Standard Safety Assessment (ISSA)

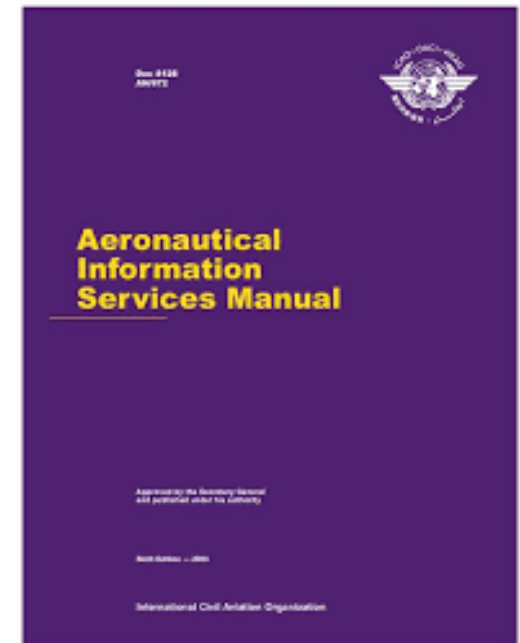
- Voluntary evaluation program based on IOSA
- Developed for aircraft with MTOW below 5700kg
 - However once-off for operators that eligible for IOSA (5700+)
- In AFI this would help airlines that find IOSA too big a step
- Global Safety Standard for commercial operators not covered by existing programs
- Measuring operator's conformity with relevant ICAO Requirements
- 2 workshops provided: 1 in Nairobi, 1 in Johannesburg

IATA Safety Audit for Ground Operators (ISAGO)

- Standardized and structured audit program of Ground Service Providers established in 2008
- Improved safety and cut in costs by reducing ground accidents, injuries and delays
- Program being enhanced as from 2018

Aeronautical Information Service (AIS)

- Lack of Quality and timeliness in AIS has serious impact on operational safety
- Workshops conducted in conjunction with Eurocontrol
- States have an obligation to timely provide accurate information and adhere to AIRAC dates



AFI Incident Analysis Group (AIAG)

- Platform to review ATS related incidents as reported by pilots and ANSPs
 - Just Culture
 - ANSPs/States to implement training programs to address ATC non-proficiency
 - ANSPs/States to address issues to do with Airspace Organization and ATC procedures
 - States and ANSP's should review current and planned infrastructure to ensure adequate and reliable VHF/HF

Addressing High Operational Risk

- 2015 accident rate was better than 5 year moving average but remains challenge
- IATA is part of RWY Safety Go Team with ICAO and ACI
 - Participated in four (4) go missions in 2015
 - Targeting to conduct another six (6) missions in 2016
- IATA conducted one LOC-I awareness workshop in Sept 2015 (JNB)
 - Few operators participated and no regulators represented
 - States/regulators need to drive awareness and training if we are to realize improvements

How to support ICAO “No Country Left Behind”?

- The IATA Diploma in Safety Oversight was offered to 8 Civil Aviation Authorities (CAAs) in Africa to support the objectives of the Abuja Declaration
- It comprises 4 modules:
 - IOSA Awareness Workshop for CAAs
 - Aircraft Airworthiness and Air Carrier Certification
 - Managing the Safety Oversight Function
 - CAA Compliance with ICAO ISARPS



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IATA Diploma in Aviation Security Management *in Kigali, Rwanda*

- The IATA Diploma in Aviation Security was offered to 95 Aviation Security professionals from African airlines and CAAs.
- It comprised 4 modules, hosted by the Rwanda Civil Aviation Authority :
 - Aviation Security Management
 - Security Management Systems
 - Security Risk and Crisis Management
 - Aviation Security Management Advanced



Questions?