



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**FIRST MEETING OF THE AFRICA-INDIAN OCEAN  
REGIONAL AVIATION SAFETY GROUP (RASG-AFI/1)  
Kampala, Uganda (26 – 27 March 2012)**

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**Agenda Item 6 : Other Safety initiatives and Regional organizations in the AFI Region**

**REGIONAL SAFETY COOPERATION**

*(Presented by South Africa)*

<b>SUMMARY</b>
This paper highlights the safety cooperation projects within the region, as well as some initiatives and/or contributions made towards these projects.
REFERENCE(S):
Related ICAO Strategic Objective(s):

**1. INTRODUCTION**

At the high level safety conference held at ICAO in 2010, the States, represented by the Director Generals of Transport, signed a declaration in terms of which they committed to, amongst others, the following:

- a) Developing sustainable safety solutions, including the creation or strengthening of regional and sub regional safety oversight organizations and initiatives; and
- b) Sharing appropriate safety related information among States and all other aviation stakeholders

Furthermore, at the joint meeting of AFCAC and ICAO held in August 2010 at the

AFCAC offices in Dakar, Senegal, a decision to establish and implement an AFI Cooperative Inspectorate Scheme (AFI CIS) was adopted.

All these resolutions and/or initiatives are aimed at improving aviation safety. Aviation safety in Africa remains a huge concern, and this is demonstrated by the number of African States on the ICAO Audit Results Review Board (ARRB) list. Of the 54 African States actively involved in civil aviation, 27 States are on the ARRB list, which clearly means that Africa has the highest per region number of States on the ARRB. Needless to say that the status quo paints a gloomy picture on aviation safety in Africa as a whole and this places a need on African States, to take a common approach in addressing the challenges they are facing.

## **2. DISCUSSION**

### **2.1 Regional Safety Oversight Organisations (RSOO's)**

The establishment of RSOO's was identified as one of the factors that can assist in the improvement of aviation safety. The benefits of the RSOO's are, amongst others, harmonization and interoperability of key enablers, such as legislation, for effective safety oversight, as well as the sharing of resources, which will result in a decrease in aviation safety related costs.

In October 2011, ICAO hosted a symposium on RSOO's, which was very fruitful in that, States and/or regions were able to share information on, amongst others, the benefits of having the RSOO's, the challenges in establishing an RSOO, as well as learn from the experience of those regions that have already established the RSOO, such as PASO.

It was very clear from the symposium that establishing the RSOO's would not be a ride in the park, that there will be huge challenges, but that the benefits far outweigh the challenges.

In the SADC region, the process of establishing an RSOO known as SASO has been initiated and is, in fact, at an advance stage whereby the Charter has been developed and was recommended, by the SADC Ministers of Transport, for approval by the SADC Council of Ministers.

However, the establishment of SASO without the other RSOO's within the African region would not yield much fruit. For this initiative to yield better results, each region within Africa would have to establish the RSOO, which will result in the effectiveness of safety oversight within the regions, thereby impacting and changing the picture of aviation safety in the whole of Africa.

## **2.2 Sharing of safety related information**

African Ministers gave a commitment to support National Meteorological Services (NMSs) to meet ICAO quality standards. The commitment was given at the “First conference of Ministers responsible for Meteorology in Africa” in Nairobi, Kenya on the 12 to 16 April 2010. In a subsequent meeting of “SADC Ministers responsible for Transport and Meteorology” in Pemba, Mozambique during May 2010, Ministers encouraged regional cooperation work within MASA and called for a greater cooperation within member states.

## **2.3 AFI CIS**

The AFI CIS was identified as a means of assisting States to resolve their safety oversight deficiencies and significant safety concerns through creating a pool of available inspectors, selected from within the AFI Region, to assist States to continually meet their safety oversight obligations, particularly with respect to certification and surveillance. AFCAC has the overall responsibility over the management of the AFI CIS and ICAO provides the necessary technical support needed for implementation.

The main benefit of this scheme is that with a pool of available inspectors, States lacking sufficiently skilled personnel would be able to tap into the available expertise, in order to be able to meet their safety oversight obligations.

South Africa has, from the onset, committed herself to taking part in this scheme and has, thus far, confirmed her commitment by nominating four (4) inspectors (2 Airworthiness and 2 Operations). Furthermore, South Africa will soon be signing the MOU, as a further indication of her commitment in this regard.

## **3. ACTION BY THE MEETING**

The meeting is invited to:

- 3.1 note the information provided in this paper;
- 3.2 encourage the regions to speed up the process of establishing the RSOO's;
- 3.3 encourage States to commit to the AFI CIS;
- 3.4 encourage States to take full advantage of the assistance offered through the AFI CIS and
- 3.5 encourage State to continue to share safety related information, with the aim of rendering the African skies safe.

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