



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**FIFTH MEETING OF THE STEERING COMMITTEE OF THE REGIONAL AVIATION SAFETY GROUP FOR
AFRICA-INDIAN OCEAN (RASC/5) – VIRTUAL.**

28 October, 2020

Agenda Item 2: Review of the status of implementation of the 2020 RASG-AFI Work Programme and the draft Work Programme for 2021.

Agenda Item 2.4: Review of the draft Work Programme 2021 of the RASG-AFI and its Contributory Bodies.

(Presented by the Secretariat)

SUMMARY
<p>This Paper presents proposed activities of the RASG-AFI and its contributory bodies for 2021, in the context of COVID-19, for review and adoption by the RASC/5 meeting.</p> <p>Action by the meeting: Action to be taken by the Meeting is provided at paragraph 3 of the Paper.</p>
<p>REFERENCE(S):</p> <ul style="list-style-type: none">• Approved RASG-AFI Procedural Handbook• RASG-AFI/5 Report
<p>Related ICAO Strategic Objective:</p> <p>This Working Paper (WP) relates to the ICAO Strategic Objective on SAFETY.</p>

1. INTRODUCTION

- 1.1. The RASG-AFI Steering Committee (RASC) was established to guide the work of the Group and to ensure that safety initiatives are accomplished in a timely, effective and efficient manner. In this regard, the RASC was mandated, amongst other things, to propose an Annual Work Programme in addition to ensuring that the activities of the Group are properly coordinated.
- 1.2. The RASC also serves as an advisory body to the RASG-AFI by providing regular safety environment assessments and undertaking any action that may be required to ensure that the RASG-AFI achieves its objectives including the reduction of aviation risks and to minimize or avoid duplication of efforts in the AFI Region.

1.3. Provided as an **Appendix** to this paper is the proposed programme of activities for 2021.

2. DISCUSSIONS

- 2.1. RASG-AFI Activities and Future Work programmes require RASC to exercise flexibility, at its discretion, on the contents and frequency of its activities whilst taking into account the logical chronology and sequence for effective implementation. Therefore, the proposed 2021 Activities were developed with these objectives in mind.
- 2.2. The frequency of the RASC teleconferences although scheduled as quarterly, may be held at the discretion of the RASC and the proposed programme also provides for flexibility in the frequency and manner in which the activities of the Group and its contributory bodies are conducted.
- 2.3. The proposed 2021 Activities cover those of the RASC, the Safety Support Teams (SSTs) and RASG-AFI regional meetings. The new working arrangement for APIRG and RASG-AFI Meetings (Joint Opening and Closing Plenaries; and sessions in-between) has required an amendment to the RASG-AFI Procedural Handbook to reflect same, as well as the provisions of the 2020-2022 Edition of the GASP. This arrangement is intended to ensure proper coordination between the Groups and ensure that all safety activities at the regional and sub-regional levels are properly coordinated amongst role players to avoid duplication of efforts.
- 2.4. The only Significant Safety Concerns (SSCs) remaining in the RASG-AFI Region (in Eritrea) is long overdue and requires revision in strategy to better handle and resolve it in not a distant future. Aircraft Accident and Incident Investigation (AIG) continues to be generally a weak area in the region. The thinking in this respect (as well as for RSOOs) is the streamlining of regional organizations rather than their proliferation; the AFI Plan study will inform the way forward. Follow-up actions on the two AIG Workshops held at Addis Ababa, Ethiopia, and Abuja, Nigeria, in August and September, 2018 respectively, to facilitate development of harmonized legislation, regulations and procedures in States, will be undertaken in the context of COVID-19 pandemic. A key focus area relates to inclusion of certain items on the list of emerging safety issues for the Region, such as Remotely Piloted Aircraft Systems (RPAS) and progressive increase in EI levels in all areas for all States, taking into account the concept of High Safety Oversight Index (greater than 1) in all functional areas.
- 2.5. In conclusion, in order to optimize resources and to ensure that the activities of the Group are effectively implemented, the RASC will continue to exercise flexibility on the contents and frequency of all planned activities whilst taking into account the immediate overall impact towards achieving the objectives of the Group.

3. ACTION BY THE MEETING

3.1. The meeting is invited to:

- a) Review and adopt the proposed Activities for 2021 of RASG-AFI and its Contributory Bodies as contained in the **Appendix** to this paper; and
- b) Provide further guidance as appropriate.

FIFTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA-INDIAN OCEAN STEERING COMMITTEE (RASC/5) – VIRTUAL.

Proposed RASG-AFI Work Programme for 2021

RASG CONTRIBUTOR YBODY	ACTIVITY	TARGETS/DATES	LOCATION/ STATES	LEADER/ PARTICIPANTS	Status of Implementation
RASG-AFI Steering Committee (RASC)	Teleconferences	Quarterly or as determined by RASC	Not Applicable (N/A)	Co-Chairpersons; ICAO Secretariat; members of RASC.	
	Sixth Meeting of the RASG-AFI Steering Committee (RASC/6), - review the status of implementation of the 2020/2021 Work Programme.	March, 2021	Virtual Meeting.	Co-Chairpersons and members of the RASC.	
SAFETY SUPPORT TEAMS	Coordinate implementation assistance for the approved projects				
Safety Support Team - Significant Safety Concerns (SSC)	To assist resolve the only existing SSC in the Region (One in Eritrea); and avoid emergence of new ones through ROST missions; AFI-CIS missions; and assistance from other States. These missions could be conducted either physically or remotely, as prevailing circumstances may permit.	All SSCs to be resolved by end of January, 2021	ESAF: ▪ Eritrea	Ghana and South Africa (as SST-SSC Champion States) and the RASG-AFI Members.	
Safety Support Team - Fundamentals of Safety Oversight (FSO)	To help improve Effective Implementation (EI) of the CE of a State's Safety Oversight System to 60% through ROST missions; AFI-CIS missions; and assistance from other States. These missions could be conducted either	At least 75% of RASG-AFI States (36) to meet the target of 60% EI by 31 December, 2021. Subject to USOAP CMA Activities.	ESAF: Twelve (12) States achieved the target. Six (6) more States to be targeted. WACAF: Sixteen (16) States achieved the	Senegal and Uganda (as SST – FSO Champion States) and the RASG-AFI Members.	

	physically or remotely, as prevailing circumstances may permit.		target. Two (2) more States to be targeted.		
	States to reach a High Safety Oversight Index (SOI>1) in all functional areas (Operational, Air Navigation, Support).	At least 75% of RASG-AFI States (36) to reach a High SOI in all functional areas by 31 December, 2021.	ESAF: Twelve (12) States achieved the target. Six (6) more States to be targeted. WACAF: Sixteen (16) States achieved the target. Two (2) more States to be targeted.		
	States to implement a State Safety Programme (SSP)	75% of RASG-AFI States (36) to complete SSP Gap Analysis by 31 December, 2021	ESAF: Eight (8) States have so far achieved the target. Sixteen (16) more States to be targeted. WACAF: Ten (10) States have so far achieved the target. Fourteen (14) more States to be targeted.		
Safety Support Team - Accident Investigation	Follow-up Actions (virtual meetings) to be conducted on the Two (2) AIG Workshops conducted to support establishment and strengthening of Regional Accident Investigation Organisations (RAIOs) as well as assist States in improving %EI in AIG with respect to CEs -1 to 5.	February, May, August, November, 2021 – assess the level adoption/adaptation of harmonized legislations, regulations and procedures.	ESAF: Four (4) virtual meetings. WACAF: Four (4) virtual meetings.	Ethiopia, Cape Verde (as Champion States for SST – AIG); and the RASG-AFI Members	
Annual Safety Report Team (ASRT)	Seventh Meeting of the Annual Safety Report Team (ASRT) – To draft the 7 th Edition of the RASG-	May 2021	Via electronic means	ASRT members	

	AFI Annual Safety Report. Correspondences/teleconferences amongst members of the ASRT				
Safety Support Team - Emerging Safety Issues	To assist in addressing Runway Safety related issues (Runway Excursions and Incursions) by establishing RSTs at all international airports. Conduct of on site and remote Runway Safety Go Teams assistance activities	Achieve a continuous reduction of operational safety risks - December 2021.	All States without SSCs and above 60% EI.	Kenya (as SST - ESI Champion State) and the RASG-AFI Members	
	To help address issues related to Loss of Control In-flight (LOC-I) through implementation of the relevant project.	Achieve a continuous reduction of operational safety risks - December 2021.	All States.	Kenya (as ESI-SST Champion State) and the RASG-AFI Members	
	To help tackle issues relating to Controlled Flight Into Terrain (CFIT)	Achieve a continuous reduction of operational safety risks - December 2021.	All States.	Kenya (as ESI-SST Champion State) and Members	
	Implementation of the AIM Project in coordination with the AFI Plan and other stakeholders.	Achieve a continuous reduction of operational safety risks - December 2021.	All States	Kenya (as ESI-SST Champion State) and Members	
	Develop a project proposal on Remotely Piloted Aircraft Systems (RPAS) in coordination with APIRG.	Development of generic legislation, regulations and procedures on RPAS for possible adoption and adaptation by States – December, 2021	All States	Kenya (as ESI-SST Champion State) and Members	
	Monitor the Development and Implementation of the Regional and National Aviation Safety Plans (AFI-RASP and NASPs).	Development and Implementation of the Regional and National Aviation Safety Plans – December, 2021.	Remote monitoring of the implementation of NASPs – All States.	ICAO Regional Offices (ESAF/WACAF) and States.	

RASG-AFI Plenary Meeting	7th Meeting of the RASG-AFI (RASG-AFI/7)	October, 2021	Kigali, Rwanda	RASG-AFI Secretariat in coordination with the Chairperson and the host State.	
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