



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

## FIFTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA - INDIAN OCEAN (RASG-AFI/5)

(Accra, Ghana, from 29 July to 2 August, 2019)

### Agenda Item 2: Reports on RASG-AFI Activities

#### ACTIVITIES OF THE SAFETY SUPPORT TEAM - SIGNIFICANT SAFETY CONCERNS (SSC) PROJECT.

*(Presented by Secretariat)*

SUMMARY
<p>This paper presents an update on the status of implementation of the activities of the RASG-AFI Safety Support Team (SST), Significant Safety Concern (SSC) Project.</p> <p>Action required by the meeting is at Paragraph 3.</p>
<p><b>REFERENCE(S):</b></p> <ul style="list-style-type: none"><li>• RASG-AFI Procedural Handbook.</li><li>• RASG-AFI Meeting Reports.</li><li>• Minutes of RASC Teleconferences.</li><li>• Report of RASC/1&amp;2 Meetings.</li><li>• SSC SST Terms of Reference.</li></ul>
<p><b>Related ICAO Strategic Objective(s):</b></p> <p>This Working Paper relates to the Safety Strategic Objective of ICAO.</p>

## 1. INTRODUCTION

1.1 The RASG-AFI has established four Safety Support Teams (SST), as its subsidiary bodies, whose purpose and objective is to respond to the immediate safety challenges facing the AFI region by facilitating and providing support in the development, prioritization and implementation of safety enhancement initiatives. The SSTs are Significant Safety Concern (SSC), Fundamentals of Safety Oversight (FSO), Aircraft Accident Investigation (AIG), and Emerging Safety Issues pertaining to Loss of Control In-Flight (LOC-I), Runway Safety and Aeronautical Information Management (AIM).

1.2 The RASG-AFI Steering Committee (RASC) oversees and provides directional guidance to the SSTs in their efforts to develop mitigation strategies, which include gathering and processing safety data and information in line with the Global Aviation Safety Plan (GASP).

1.3 The RASG-AFI, during its second meeting (RASG-AFI/2) held in November 2013, considered and approved the terms of reference for each of these SSTs, taking into account the provisions of the Global Aviation Safety Plan (GASP), the ICAO Strategic Objectives and the Abuja Safety Targets.

## **2. DISCUSSION**

### *Status of Significant Safety Concerns (SSCs)*

2.1 Since the last RASG-AFI-4 Meeting, which was held in October 2017, the number of SSCs in the AFI Region has decreased from three (at that time in Djibouti, Eritrea and Malawi) to only one remaining in Eritrea. Djibouti and Malawi resolved their SSCs in November 2017 and December 2018, respectively. Currently, three SSCs remain unresolved worldwide, being the one in Eritrea (OPS) and two others in Haiti (OPS) and Bhutan (ANS), which belong to other regions of the World,

2.2 It is imperative to note that the SSC Safety Support Team (SSC - SST) responds not only to the immediate safety risks associated with the existing SSCs by mitigating or resolving them within the AFI safety target deadline of 6 months from their date of identification but also to the potential risks associated with the possible emerging of new SSCs by preventing them from happening. Hence, the predominant strategy is to develop, prioritize and implement RASG-AFI safety enhancement initiatives, including the addressing of current and potential SSCs.

2.3 The SSC - SST, under the championship of Ghana, continues to assist States in their efforts to resolve current SSCs or prevent emergence of new ones. From the inception of the SSC - SST in 2013 to date, 19 SSCs have been resolved in 12 States.

### *Strategies*

- 2.4 The SSC - SST has adopted several different strategies, including:
- a) Assistance by ICAO under the framework of ROST missions to Djibouti and Malawi and, remotely by teleconference and e-mail, to Eritrea.
  - b) Assistance by Ethiopian Civil Aviation Authority through missions to Malawi within the scope of air operator certification process.
  - c) Assistance by AFCAC through the AFI Cooperative Inspectorate Scheme (AFI-CIS) to Malawi with regard to safety oversight enhancement in the fields of OPS and AIR.
  - d) Assistance by the Southern African Development Community (SADC) through missions by Aviation Safety Organization (iSASO) to Malawi.
  - e) Assistance by the European Union (EU) through funding a project, IASOM (Improving Aviation Safety Oversight in Malawi) to Malawi.

### *Conclusion*

2.5 It is noteworthy that the SSC - SST has achieved significant progress in discharging its mandate, evident by the resolution of all SSCs except the one in Eritrea and by the non-emergence of new SSCs.

2.6 However, more efforts and resources are still needed to assist States, especially those that have never been audited and those with EIs lower than the 60% threshold, to establish and maintain robust and sustainable safety oversight systems, which are critical in cushioning them against emergence of SSCs or other related high safety risks.

2.7 Consequently, increased and sustained funding, including from the AFI Plan, the SAFE Fund and the development partners, is essential to maintain or even increase the momentum of the prevailing progress.

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

3.1 The Meeting is invited to:

- a) note the current status of SSC - SST activities;
- b) urge the SSC-SST to profile all States in order to identify those with existing or potential SSCs and provide them with tailored assistance to resolve or mitigate the associated safety risks; and
- c) urge the AFI Plan, the SAFE Fund and the development partners to maintain and intensify provision of financial resources to progress the work of the SSC-SST.

\_\_ END \_\_