



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

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

Agenda Item 2: Reports on RASG-AFI Activities

Safety Support Team: Fundamentals of Safety Oversight (FSO)

(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) - Fundamentals of Safety Oversight (FSO).</p> <p>Action required by the meeting is at Paragraph 4</p>
<p>REFERENCE(S):</p> <ul style="list-style-type: none"> • RASG-AFI Procedures Handbook. • RASG-AFI/1, 2, 3 & 4 Meeting Reports. • Minutes of RASC Teleconferences. • Report of RASC/1&2 Meetings. • FSO Project Documents • SST FSO Terms of Reference.
<p>Related ICAO Strategic Objective(s):</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 (SSTs), 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), Controlled Flight Into Terrain (CFIT), Runway Safety and Aeronautical Information Management (AIM).

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1.2 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

Fundamentals of Safety Oversight

2.1 One of the near-term objectives specified by the Global Aviation Safety Plan (GASP) is for States to achieve at least 60 per cent effective implementation (EI) of the eight critical elements (CEs) of a State safety oversight system by 2017. The AFI safety target was aligned to this global target, requiring States to attain 60% EI, and to have the necessary resources, the legal and regulatory framework and the organizational structure to fulfil effectively their fundamental safety oversight obligations.

2.2 In the near term, AFI States lacking these capabilities are required to endeavour to establish the Critical Elements CE 1 to 5 of a State safety oversight system in order to optimize their ability to ensure the proper implementation of the ICAO SARPs.

2.3 When the SST-FSO was established during the RASG-AFI/1 meeting in 2013, only 14 AFI States had attained 60% EI. This number has progressively increased to 32 at the end of June 2019 (14 WACAF, 13 ESAF States, 5 AFI States under MID).

2.4 It is imperative to note that the FSO Safety Support Team (SST-FSO) not only assists States to increase their respective EIs but also to address the immediate safety risks associated with low EI, including the potential to get SSCs. Hence, the predominant strategy is to develop, prioritize and implement RASG-AFI safety enhancement initiatives, including means to increase EIs and prevent SSCs.

2.5 The SST-FSO, under the championship of Senegal, continues to assist States in their efforts to increase their EIs and prevent emergence of SSCs.

2.6 The SST-FSO has adopted different strategies, including:

- a) Assistance by ICAO under the framework of Regional Office Safety Team (ROST) Missions in order to assist States in their efforts to implement their Corrective Action Plans (CAPs) to address deficiencies identified by USOAP CMA Activities. Accordingly, ROST Assistance Missions have recently been conducted to eight (8) States (namely Angola, Burundi, Comoros, Lesotho, Malawi, Namibia, Seychelles and Zimbabwe) in the ESAF region, and twelve (12) States (namely Chad, Congo, Cote d'Ivoire, DRC, Gabon, Ghana, Guinea, Liberia, Mauritania, Nigeria, Senegal and Sierra Leone) in the WACAF region. Some of these missions in the WACAF Region have been conducted jointly with BAGASOO (RSOO);
- b) Assistance by AFCAC through the AFI Cooperative Inspectorate Scheme (AFI-CIS) to target States with low EI; and
- c) Assistance by COSCAPs and RSOOs to target States with low EI.

Conclusion

2.7 It is noteworthy that the SST-FSO has achieved significant progress in discharging its mandate, evident by the steady increase of State EIs and non-emergence of new SSCs.

2.8 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 40% threshold, to establish and maintain robust and sustainable safety oversight systems, which are critical for cushioning them from related high safety risks.

2.9 Consequently, increased and sustained funding, including from ICAO, through the AFI Plan and 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 SST-FSO activities;
- b) urge the SST-FSO to profile all States in order to identify those with existing low EIs and those with high EIs but with latent or evident safety deficiencies, and provide them with tailored assistance to resolve or mitigate the associated safety risks; and
- c) urge ICAO through the AFI Plan and the SAFE Fund and the development partners to maintain and provision of financial resources to progress the work of the RASG-AFI to assist AFI States in their efforts to increase their EIs and prevent emergence of SSCs, and meet the GASP and regional safety objectives and targets.

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