



ICAO

## COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SAFETY IN AFRICA (AFI PLAN)

### *TWENTY-THIRD AFI PLAN STEERING COMMITTEE MEETING VIRTUAL MEETING, 29 July 2020*

#### **Agenda Item 3.: Release of the 6<sup>th</sup> Edition of the RASG-AFI Annual Safety Report**

##### **Activities of the RASG-AFI Annual Safety Report Team (ASRT)**

*(Presented by ICAO Secretariat)*

<b>SUMMARY</b>
This paper presents an update on the work of the RASG-AFI Annual Safety Report Team (ASRT) in compiling the Sixth (6 <sup>th</sup> ) Edition of the RASG-AFI Annual Safety Report (ASR) and related feedback from the readership.
<b>REFERENCE(S):</b> <ul style="list-style-type: none"><li>• RASG-AFI Procedural Handbook;</li><li>• Fifth (5<sup>TH</sup>) Edition of RASG-AFI Annual Safety Report, issued in May 2019;</li></ul>
<b>Related ICAO Strategic Objective:</b> <p>This Information Paper (IP) relates to the ICAO Strategic Objective on SAFETY.</p>

## **1. INTRODUCTION**

1.1 The RASG-AFI Annual Safety Report Team (ASRT) was established by the RASG-AFI Steering Committee (RASC) in 2014 and assigned the task of producing annual safety reports on the RASG-AFI Region (Forty-eight States accredited to the ICAO ESAF and WACAF Regions). The report provides safety information from different available sources to determine the main safety risks in the Region and making recommendations to the RASG-AFI for safety enhancement initiatives. The Team comprises representation from IATA (Chair), ICAO, AFCAC, BOEING and AIRBUS. From 2014 to date, the Team produced five (5) Editions of the report and the current edition being officially released today is the Sixth Edition of the RASG-AFI Annual Safety Report. As was the case with previous editions, every year, the Team focuses its efforts on coming up with a further enhanced document in comparison with earlier editions.

## **2. DISCUSSION**

2.1 The RASG-AFI Annual Safety Report includes the following three main sections:

- I. Reactive safety information;
- II. Proactive safety information;
- III. Predictive safety information.

2.1 The reactive safety information section represents the largest portion of the report. It contains analysis of accident data provided from the different sources in order to draw conclusions on areas that require much attention and make recommendations for resolving the safety deficiencies by means of mitigation and corrective measures.

2.2 The proactive safety information is based on the results of the ICAO USOAP-CMA Activities, IATA Operational Safety Audits (IOSA), IATA Safety Audit for Ground Operations (ISAGO), and AFI ATS Incident Analysis Group (AIAG) reports, as well as other occurrences (Incidents) reported by States or airlines in order to identify emerging risks in the Region. The report provides an update on the various regional safety initiatives undertaken during the year under review, including projects such as FSO, SSP, Aerodrome Certification, AIG, etc., through the Safety Support Teams (SSTs); and AFI-CIS activities. Funding for which come mainly from the comprehensive implementation plan for aviation safety in Africa (AFI Plan).

2.3 The aim of the predictive safety information is to collect and analyze safety data to proactively identify safety concerns before accidents or incidents occur, to develop timely mitigation and prevention measures. This section provides analysis of the status of safety data management in the region, as well as the implementation status of State Safety Programme (SSP) and Safety Management System (SMS) in the RASG-AFI Region, by the States and industry respectively.

2.4 Feedback from both RASC members and readership remains key to further develop, as well as enhance the quality of the Report.

### **3. CONCLUSION**

The electronic version of the report will be availability online at the ICAO WACAF and ESAF Websites.

### **4. ACTION BY THE MEETING**

4.1 The Meeting is invited to:

- Take note of the content of the 6<sup>th</sup> Edition of the RASG-AFI Annual Safety Report;
- Provide further guidance and feedback to the ASRT as deemed necessary.

- END -