



**Maximizing Civil Aviation's Contribution by
Providing Safe, Secure and Sustainable Air
Transport in African Skies**

IATA's Safety Initiatives in Africa

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to represent, lead and serve the airline industry

➤ The need to improve safety in coordinated manner

in Africa - ASET

➤ IOSA

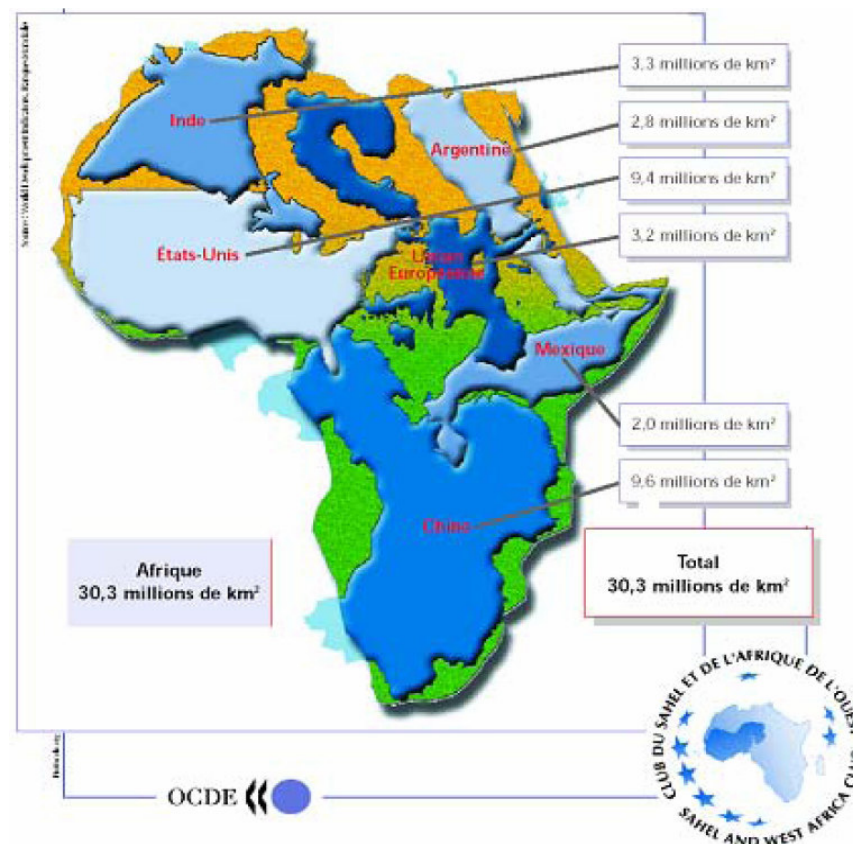
➤ Infrastructure safety improvement initiative

➤ Conclusions



The Challenge: AFRICA & WORLD

- Challenging contrast:
 - Geographic size vs. traffic volume
- With 30.3 millions Km², Africa's vast area covers:
 - Argentina, China, Europe (EU of 12 States), India, USA and Mexico
- Argentina, China, EU, India, USA and Mexico generate **50%** of the world traffic
- While, only **4%** of the world air traffic flow to, from and within Africa

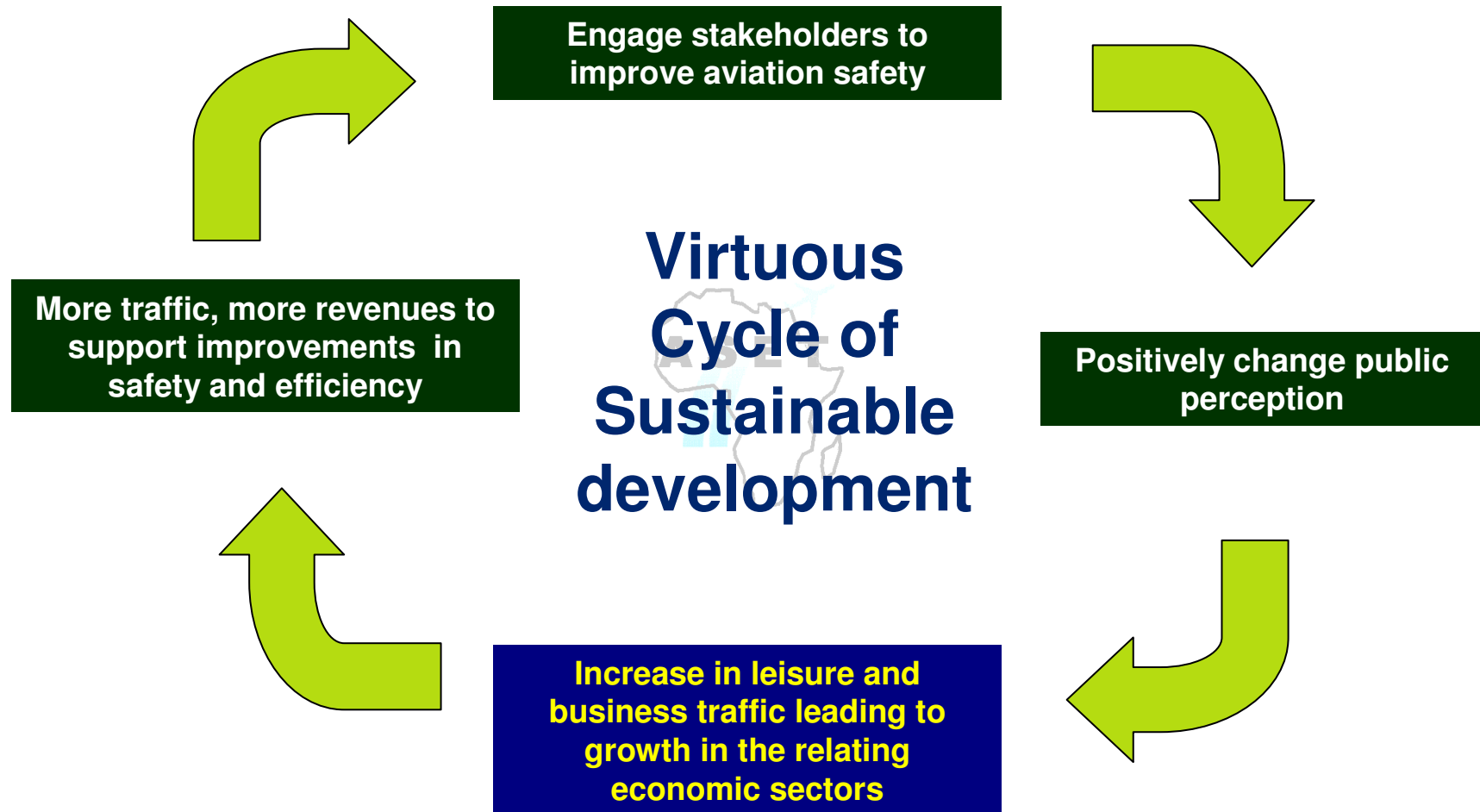


SAFETY: A MAJOR CONCERN

- Last 10 years
 - 4% Traffic
 - 25% Accidents
- Improvement in 2006
 - At 4.3 the accident rate still far from world average of 0.65
- This situation must be changed

Main Contributing Factors

- Deficient SMS
- Poor regulatory oversight
- Crew training and proficiency
- Adverse weather



Key Roadmap Elements for Africa:

3 Dimensions and 12 Focus Areas

States - Areas for Action

- 1. Inconsistent implementation of international standards**
- 2. Inconsistent regulatory oversight**
3. Ineffective incident & accident investigation
4. Impediments to reporting of errors & incidents

Regional Area of Focus

- 5. Inconsistent coordination of regional programmes**

Industry - Areas for Action

- 6. Impediments to reporting & analysing errors / incidents**
- 7. Inconsistent use of safety management systems**
8. Inconsistent compliance with regulatory requirements
9. Inconsistent adoption of industry best practice
10. Non-alignment of global industry safety strategies
11. Insufficient number of qualified personnel
- 12. Gaps in the use of technology to enhance safety**

Practical Use of the Key Elements for Africa:

For each element – Assess the concerned safety stakeholder

- **Refer to best practices to assess the stakeholder**
- **Based on the assessment determine the level of maturity of the stakeholder**

For each element – Increase the level of maturity of concerned safety stakeholder

- **Implement adequate measure to bridge the gaps with best practices and**
- **Increase the level of the maturity**

At Regional Coordination - Area of Focus

- **Ensure the practical use of the key elements by all stakeholders in Africa in a coordinated manner**

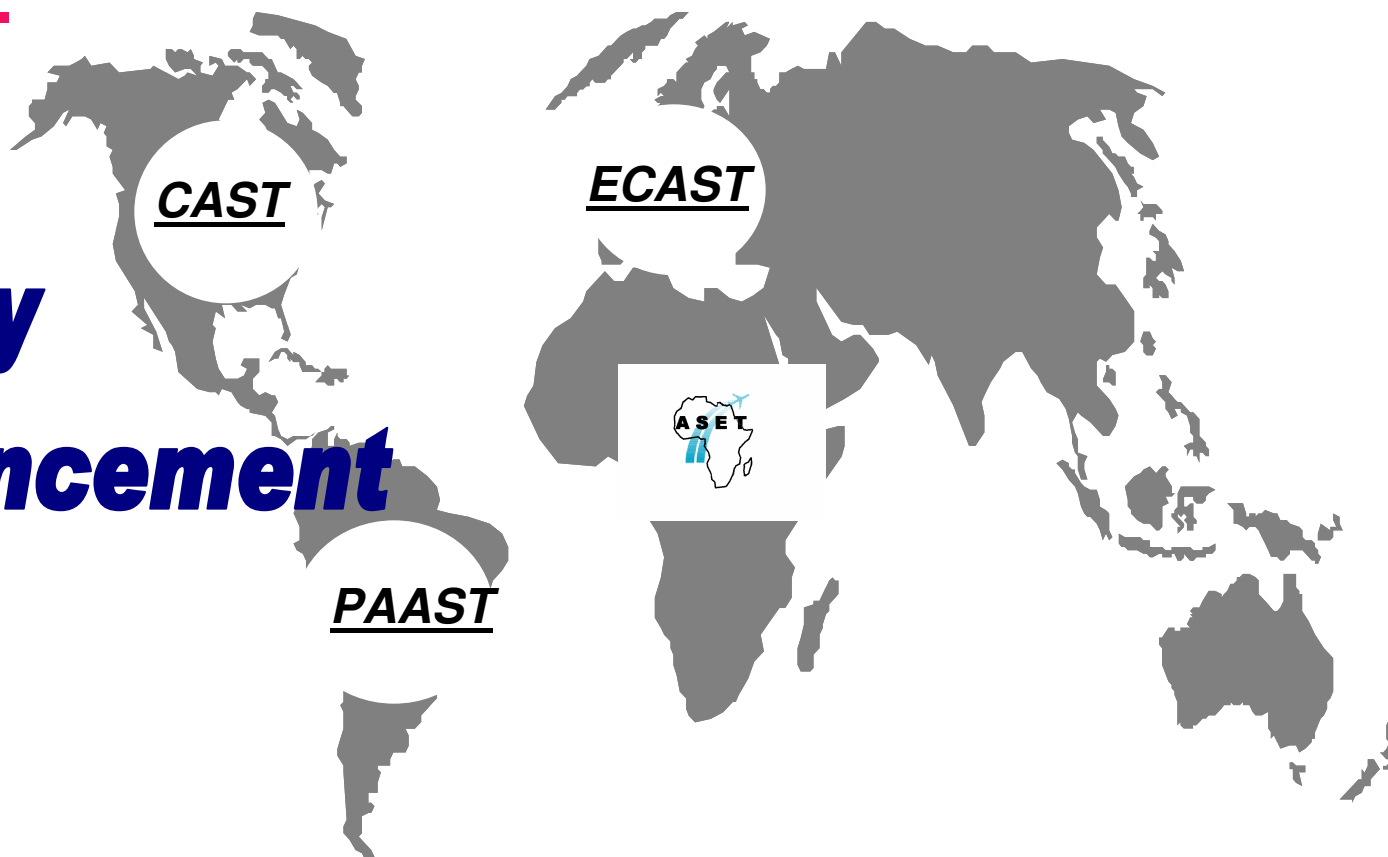
ASET

AFI

Safety

Enhancement

Team



ASET

A FI

S afety

E nhancement

T eam

- ↗ **ICAO**
- ↗ **IATA**
- ↗ **AFCAC**
- ↗ **AFRAA**
- ↗ **AFRASCO**
- ↗ **AASA**
- ↗ **ACI**
- ↗ **JAA**
- ↗ **FAA**
- ↗ **ASECNA**
- ATNS**
- ↗ **IFALPA**
- IFATCA**
- ↗ **AIRBUS**
- ↗ **BOEING**
- ↗ **FSF**



Reduce AFI accident rate to the world average by 2008

IOSA Programme

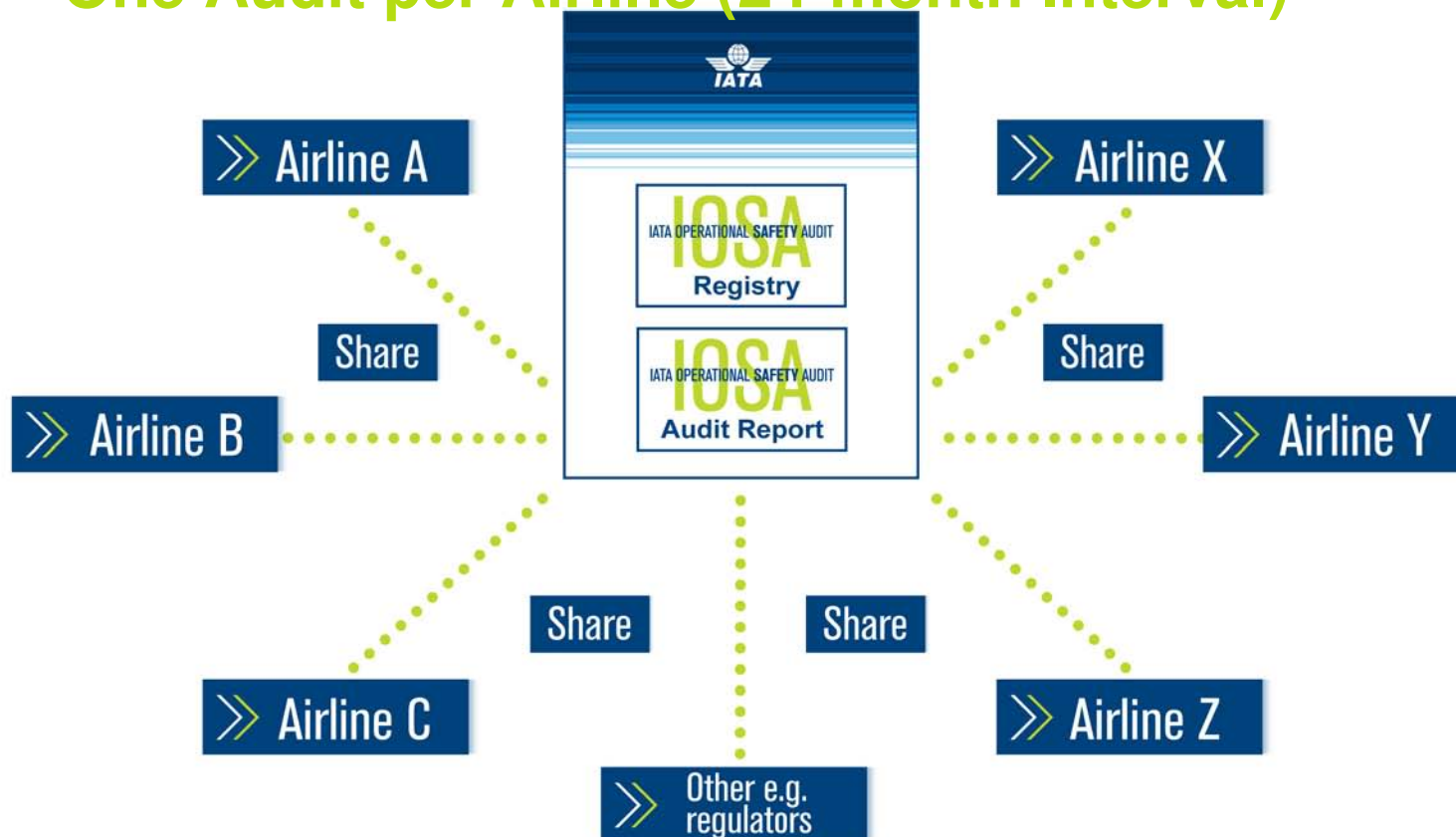
- Global programme, built on ICAO standards and industry best practices;
- Internationally recognized and accepted evaluation system implemented consistently

Goal :

- Improve Safety worldwide
- Reduce Number of audits

Audit Sharing Model

One Audit per Airline (24-month Interval)





Partnership for Safety (PfS)

➤ **USD 3 Millions set aside by IATA to fund PfS**

➤ **Implementation**

➤ IATA members in developing regions

➤ Started in Africa, expanded into LATAM, Russia and CIS, Middle East and Asia Pacific

Partnership for Safety: Main Elements

➤ Training

➤ Practical IOSA awareness seminars

- 8 workshops training 205 professional from 18 CAAs, and 49 airlines in Africa

➤ Gap Analysis

➤ Provide an assessment of the operations of an airline

- Assessments carried out in 25 airlines
- 4 more scheduled in 2007

➤ Training

➤ Safety courses to address dedicated to airlines preparing for IOSA

- 8 conducted in 2006 and 8 more scheduled in 2007



Partnership for Safety

- IATA financing plus matching funds
 - Pratt & Whitney sponsored safety 8 courses in 2006
 - Boeing financed 4 gaps in AFI in 2006

Benefits from IOSA - Airlines

- Capability for safer operations
- Improved internal efficiency
- Reduced numbers of audits
- Codeshare and wet-lease opportunities
- IOSA as a global benchmark
- Increased State Recognition
- Reduced Insurance Premiums

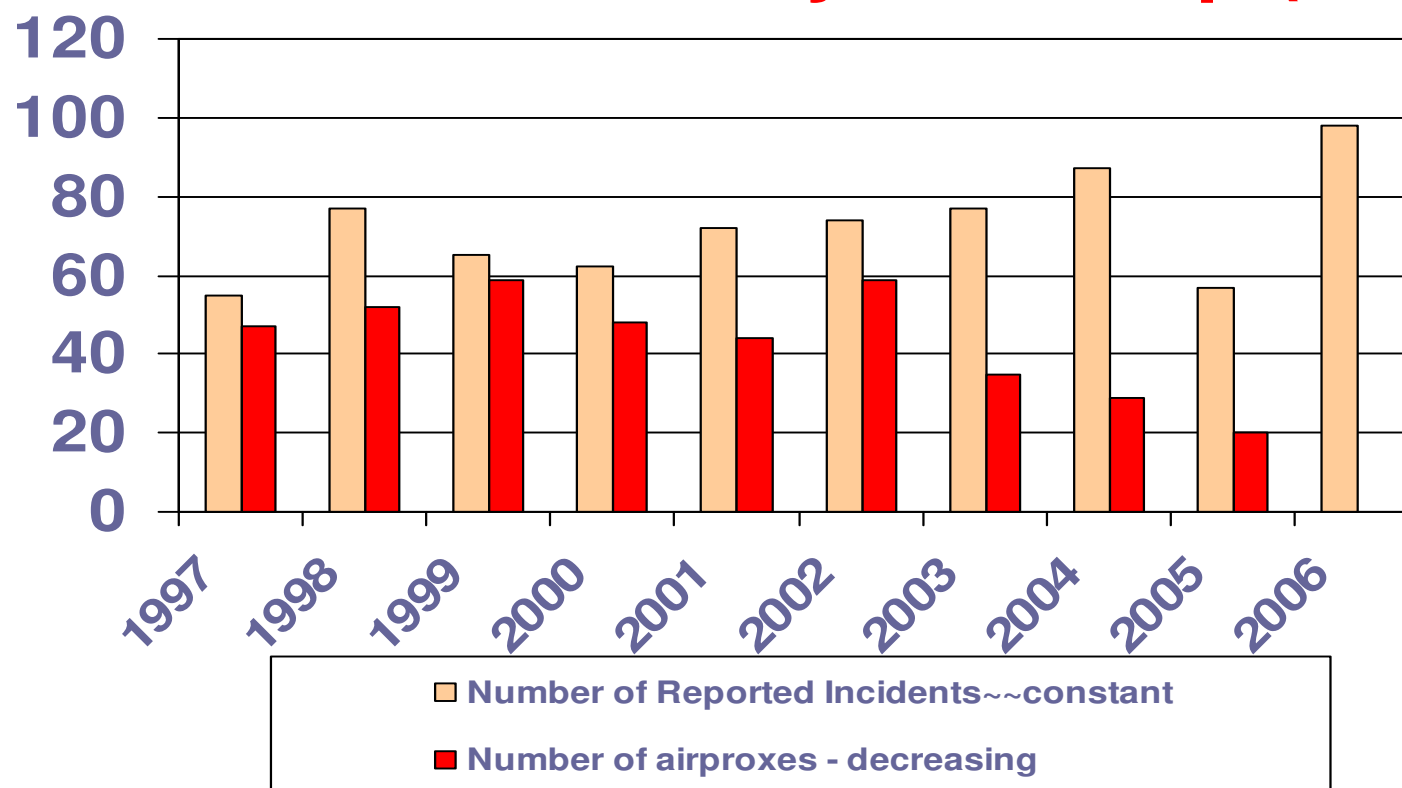
Extending IOSA

- Extending IOSA to the airline industry generally
 - All-cargo operators
 - Low Cost Carriers, Charters
 - Non-Members

- Other IOSA-style audits
 - Ground Handlers ISAGO (IATA Safety Audit for Ground Operations)
 - Airports
 - MROs

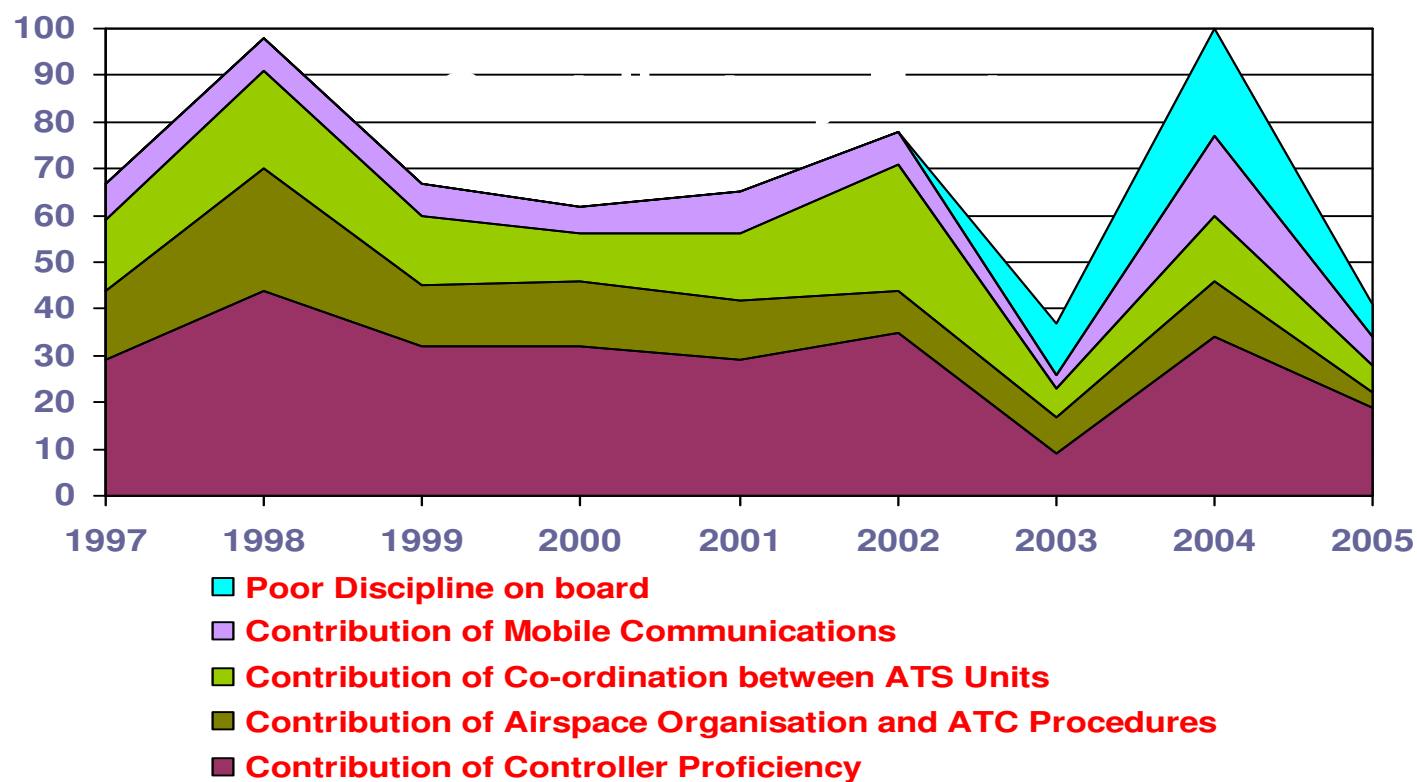
Regional Stakeholders Groups

AFI ATS Incident Analysis Group (AAIAG)



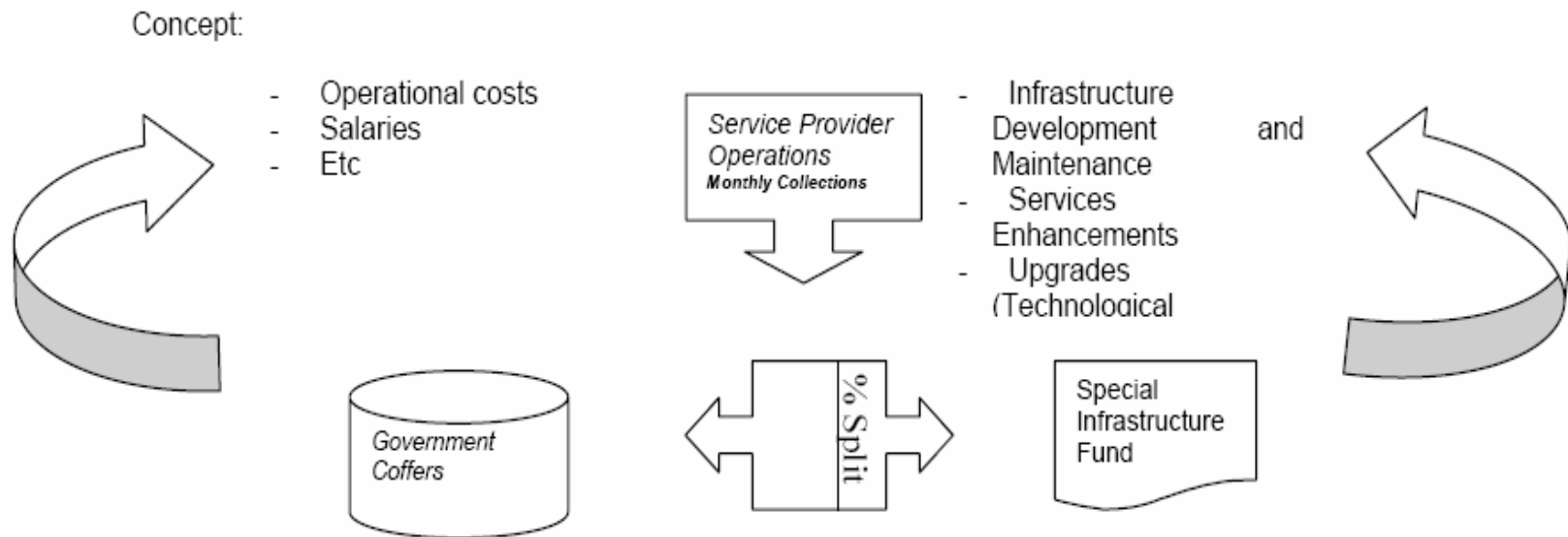
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User Charges

Special Infrastructure Fund – SIF



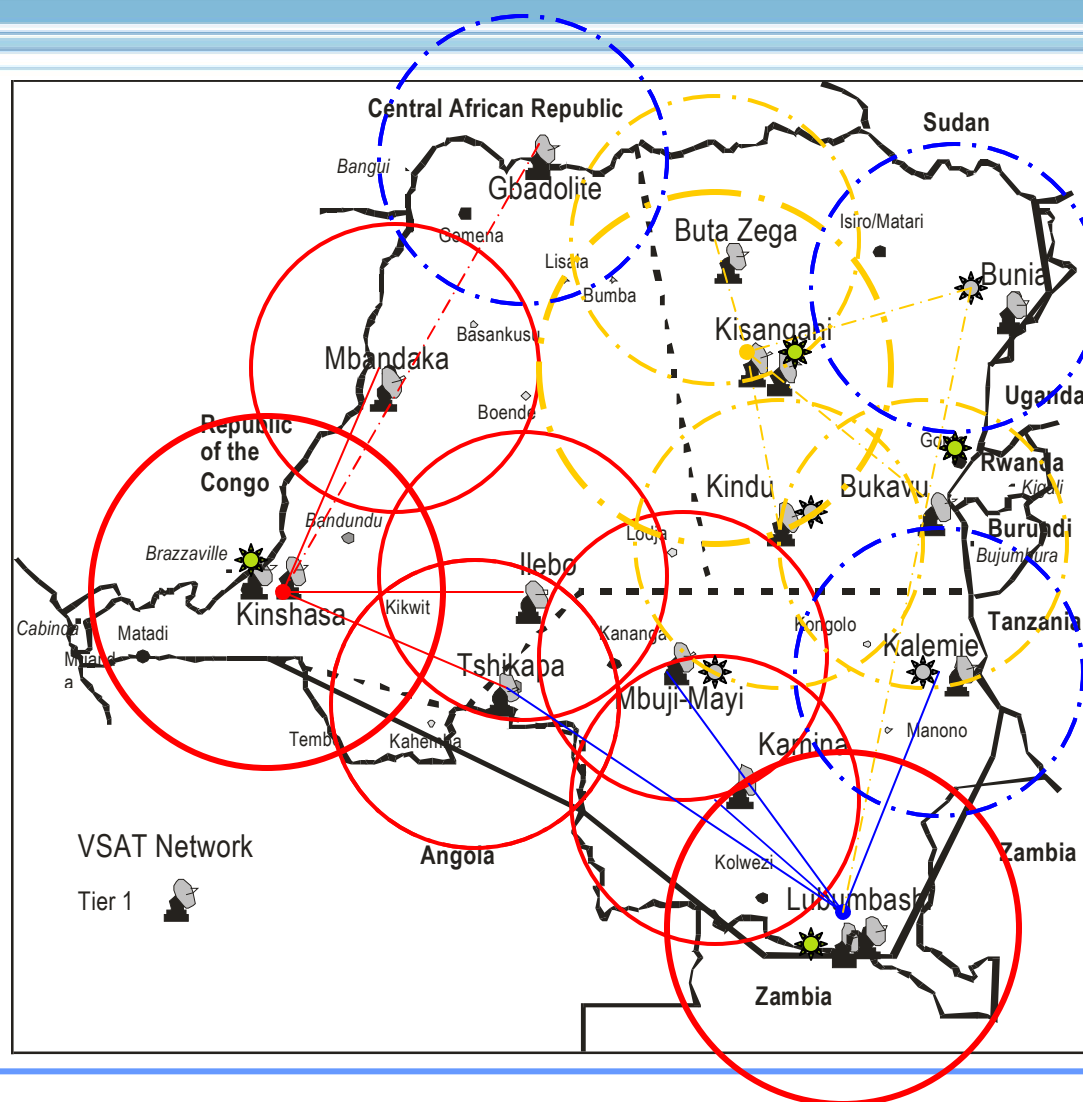
VHF NETWORK

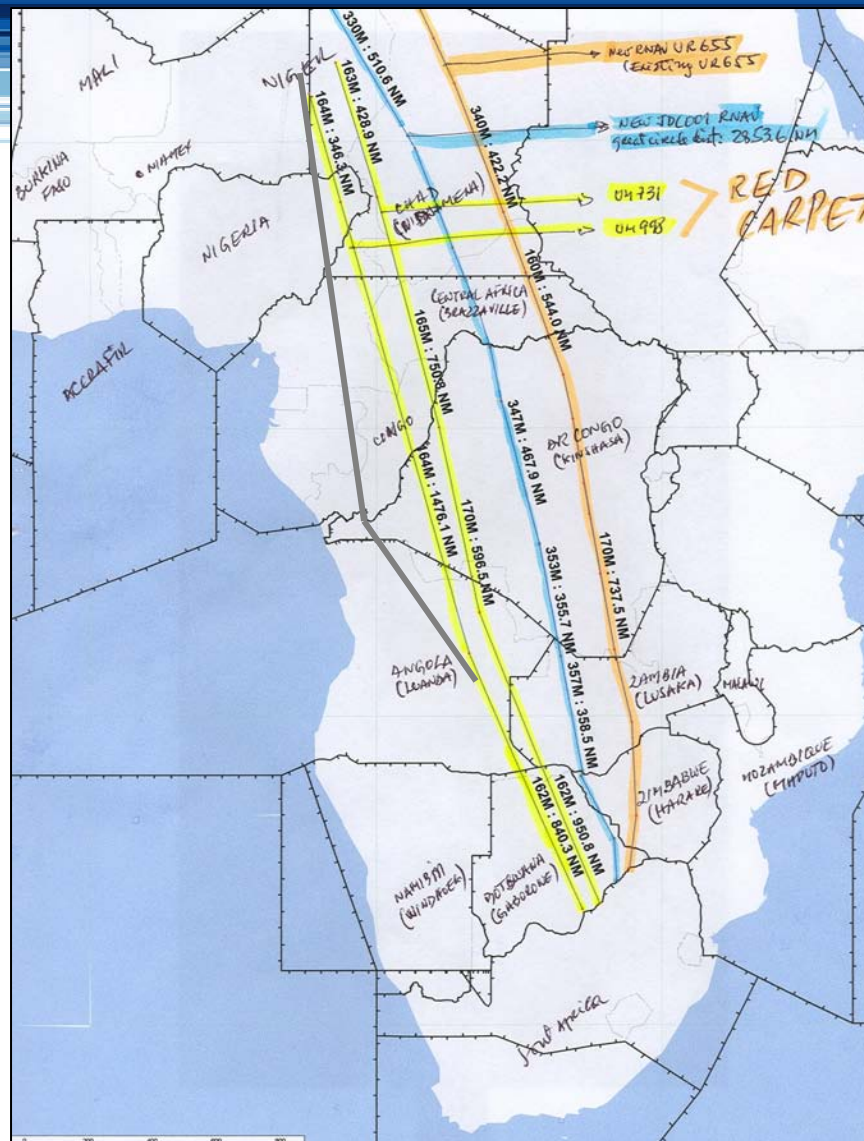
After project
Implementation

- Operational
- . - . Pending roll out
- Phase 1
- Phase 1 C
- Phase 2

Completion Timelines

Phase 1C = April – June 07
Phase 2 = End of 2007





Conclusions

- Together, improve safety for sustainable economic development in Africa
- ASET-identified 6 key elements from the Global Aviation Safety Roadmap
- Assessing all stakeholders vs. best practices relating to the 6 key elements
- Bridging the gaps with best practices relating to the 6 key elements
- ASET, Industry and States, the right forum to coordinate safety in AFI



Thank You



to represent, lead and serve the airline industry