

CFIT Prevention in Africa to Improve Safety Performance

Part 2 on 6 October 2025

Gaoussou KONATE – Director, Technical and Operations

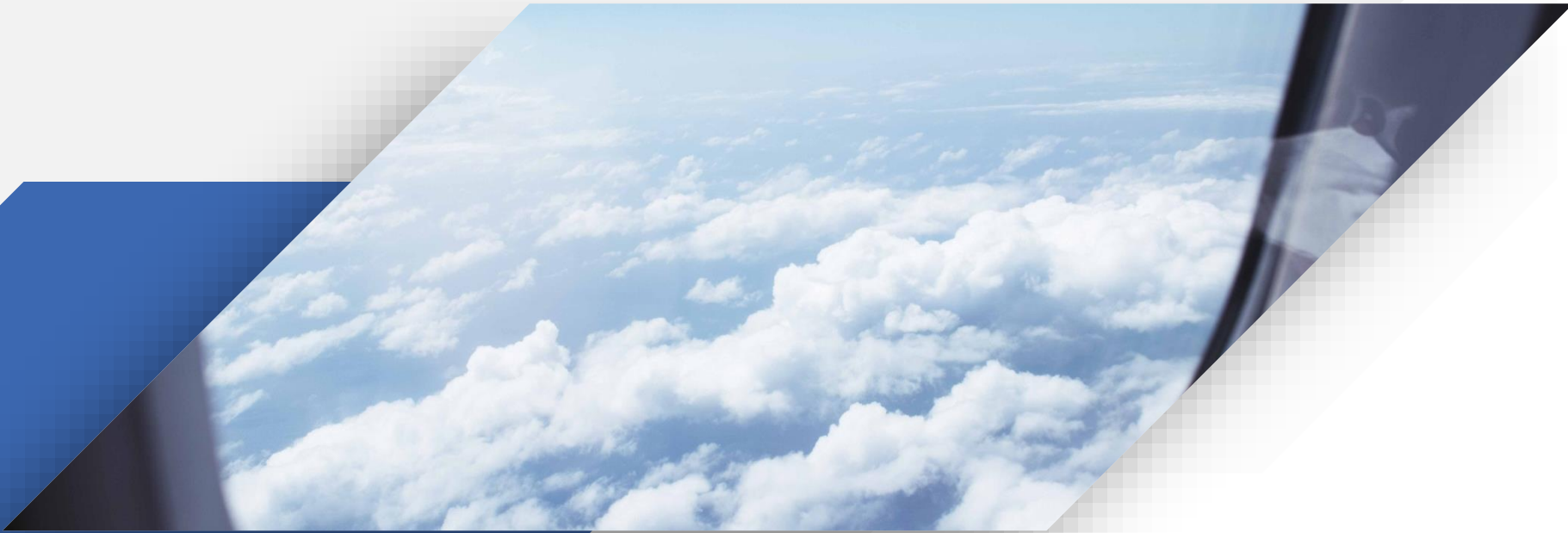
Better Skies for Africa

Agenda



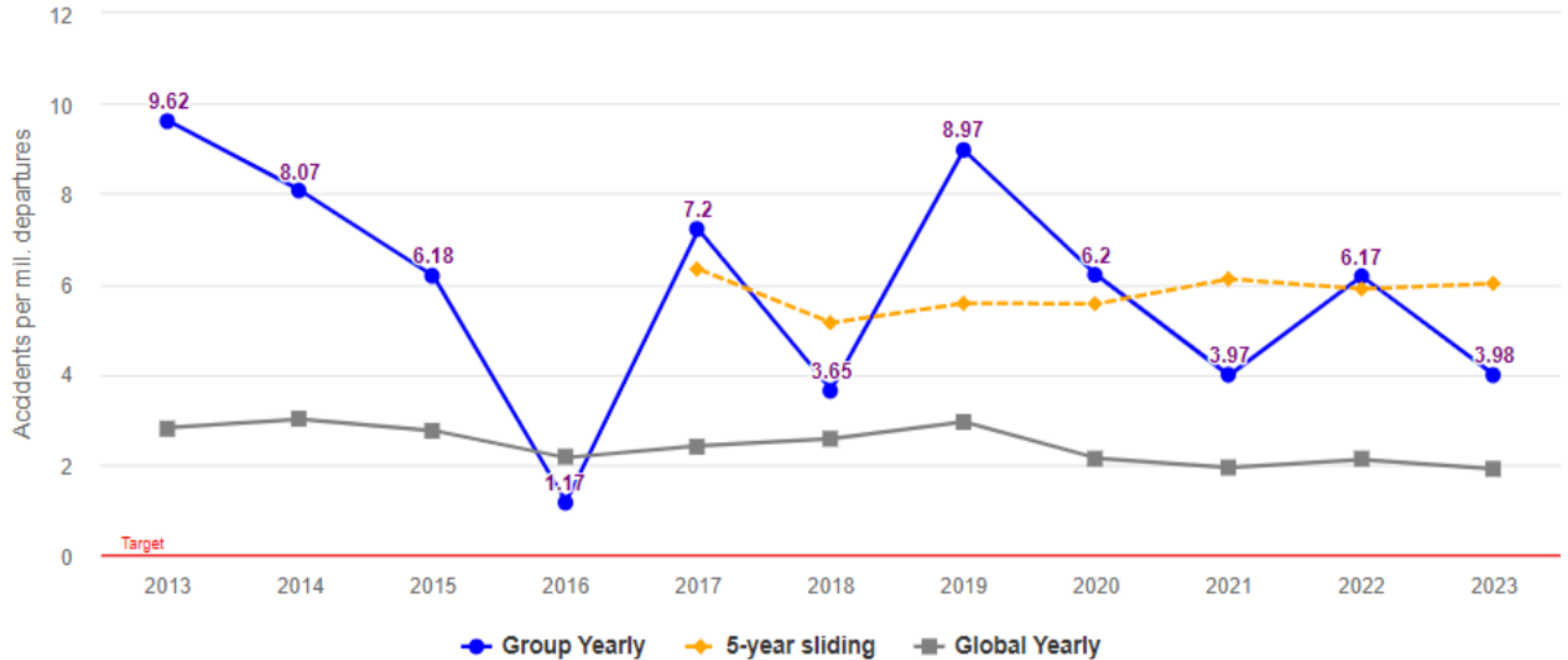
- 1. AFI Safety Performance 2012**
 1. Runway Safety
 2. LOC-I
 3. CFIT
- 2. Contributing Factors to CFIT Results**
- 3. The African Safety and Operation Safety Summit**
- 4. CFIT Prevention through Training**
- 5. Commitment to Safety Improvement in Africa**

Since Abuja – Africa Safety Performance



Accident Rate

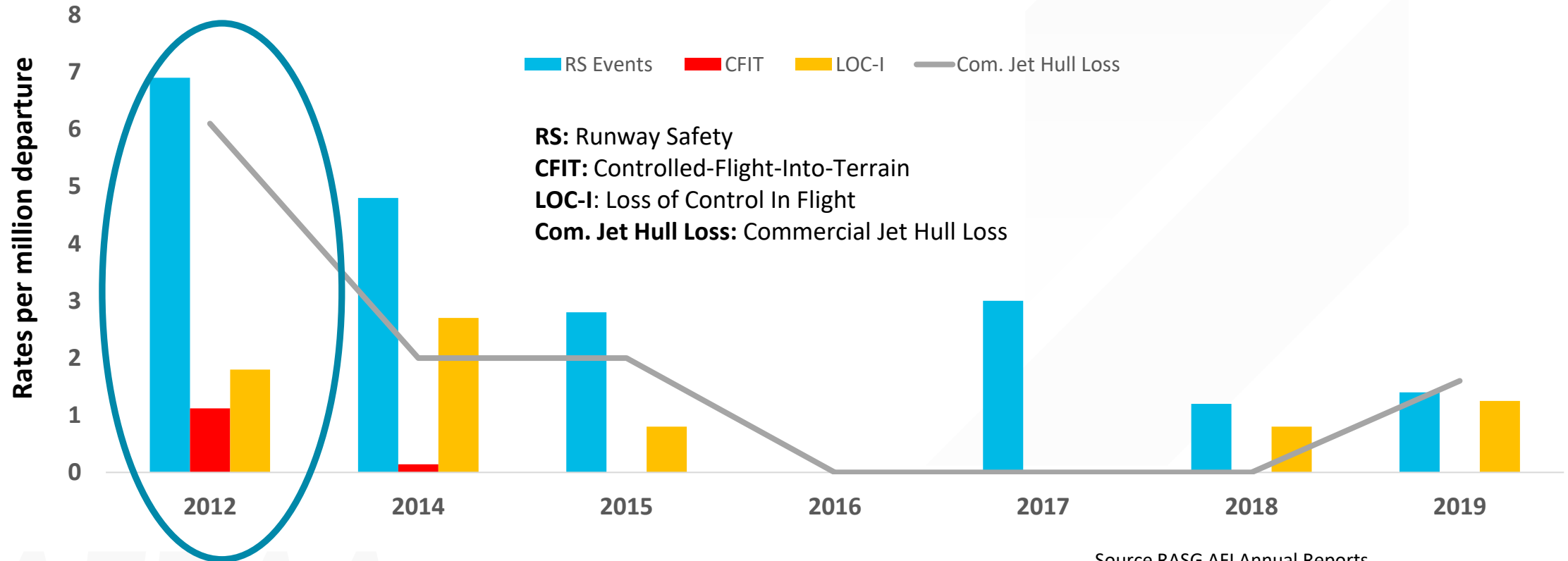
Scheduled Commercial above 5700 kg



Source: ICAO iSTARS

Evolution of the Accidents Rates – RASG AFI

www.afraa.org



Facts Contributing to lower CFIT rates in AFI

Zero CFIT Accidents from 2012 to 2019

- ☐ CCOs and CDOs campaigns
- ☐ SIDs and STARs campaigns
- ☐ Stable approaches campaigns
- ☐ FDMA campaigns

Facts Contributing to lower CFIT rates in AFI

Zero CFIT Accidents from 2012 to 2019

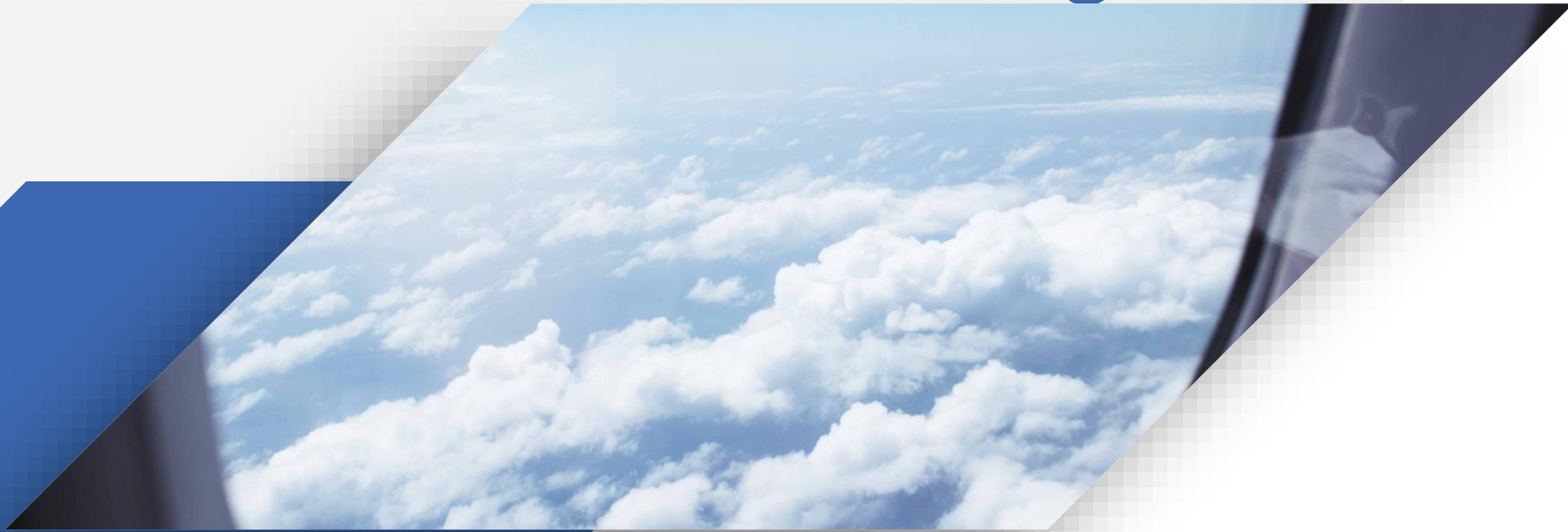
- ❑ Commercial flight operations dominate air transports providing services from international airports.
- ❑ Most commercial aircraft fitted with GPS/EGPS/TAWS.
- ❑ The operational needs are met at these international airports equipped with precision landing aids:
 - ❑ ILS Cat I (majority);
 - ❑ ILS Cat II or Cat III at few airports
- ❑ Increasing additional PBN procedures at:
 - ❑ International airports and;
 - ❑ Domestic secondary airports;
 - ❑ Based on CPT terrain risk environment ILS Cat III and RNP AR.

A CFIT on 6 November 2022, into Lake Victoria by the Bukoba Airport

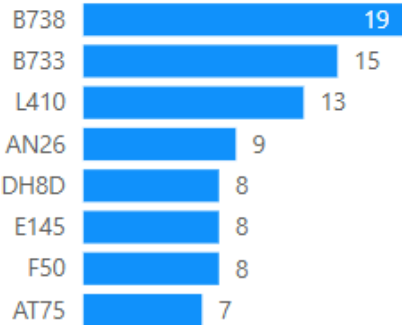
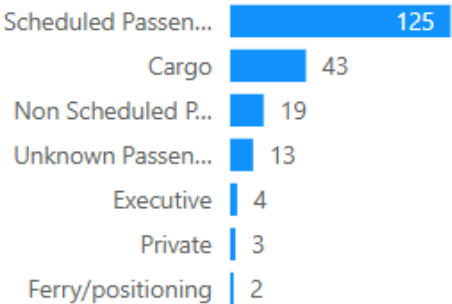
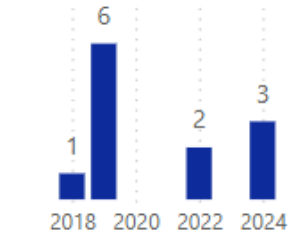
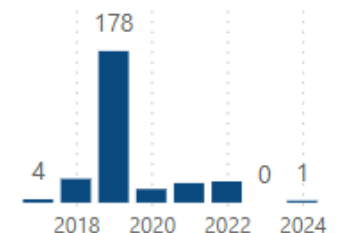
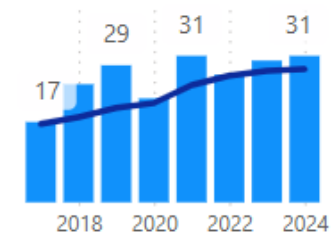
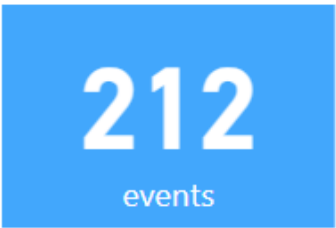
In the **final report (released January 2025)**, investigators found:

- The aircraft impacted the water with a slight nose-down angle (2°) and banked $\sim 10^\circ$ to the left
- The crew **failed to respond properly to EGPWS alerts** until just ~ 2 seconds before impact
- A **breakdown in Crew Resource Management (CRM)** was also identified as a contributing factor.

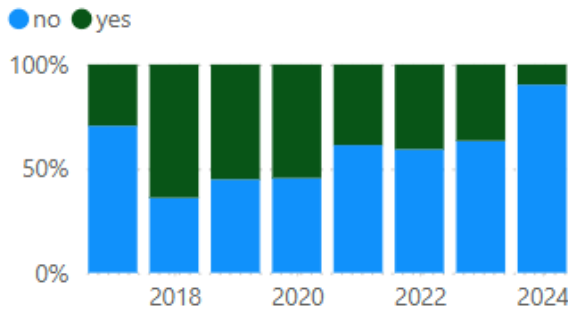
The African Aviation Safety Summit by AFRAA & FSF -Contributing



Africa Accident Dashboard+ 2017-2024



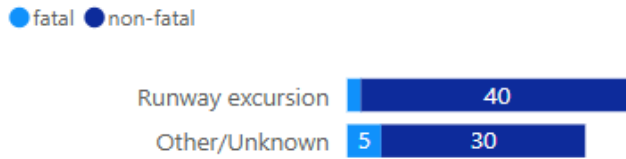
final report publicly released?



ICAO occurrence category



ASN category



☒ AC
☒ SI

☒ Jet
☒ Turboprop

☒ fatal
☒ non-fatal

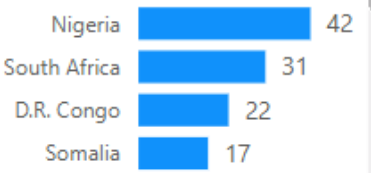
☐ < 5700 kg
☒ > 5700 kg

☒ land
☒ water

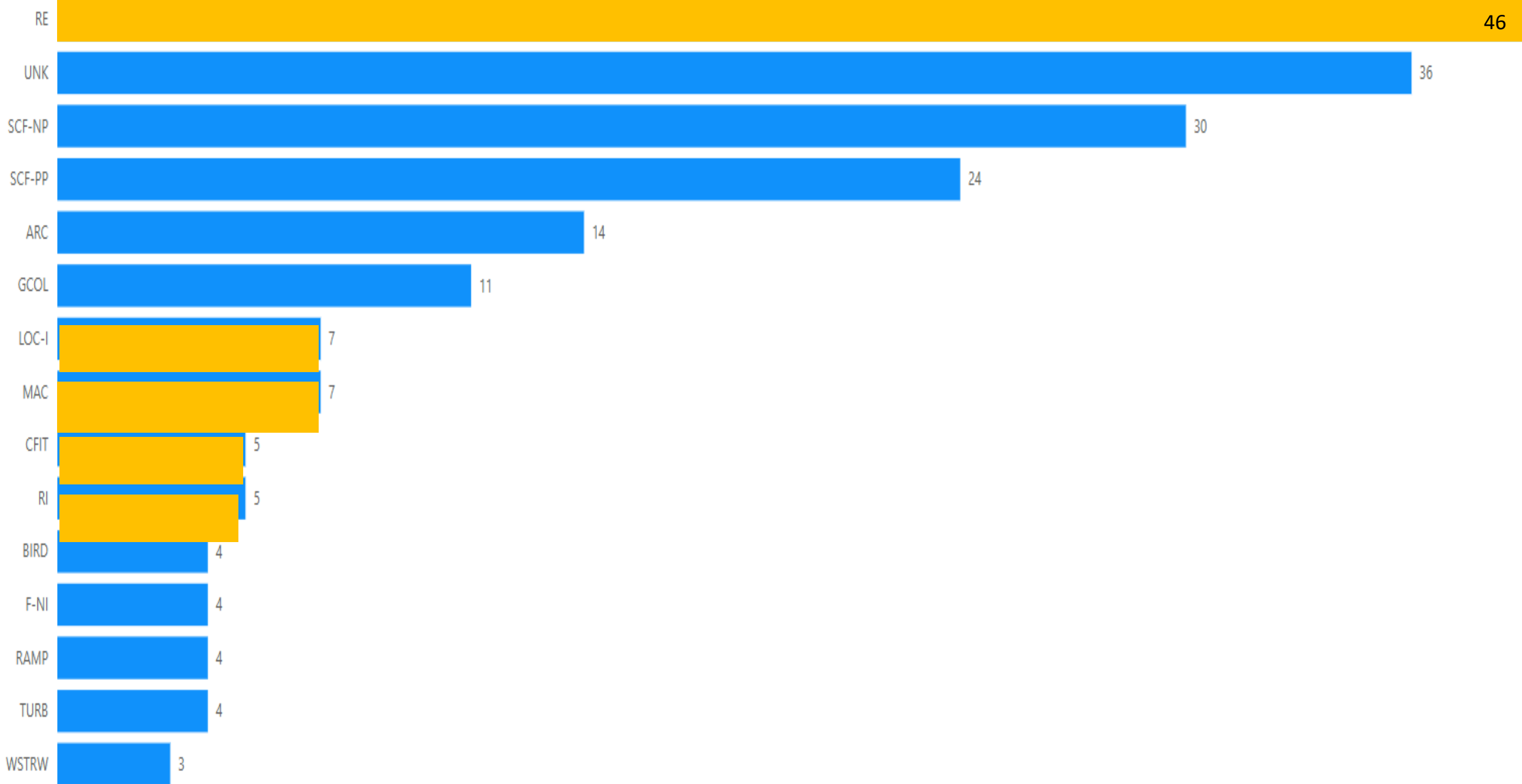
☒ airliners
☒ corp.jets

continent
☒ Africa

country of occurrence



url	date	type	country	fatalities	grd fatal	cat	ICAO_category
Monday, January 02, 2017	Monday, January 02, 2017	Let L-410	D.R. Congo	0	0	AC	RE
Friday, January 20, 2017	Friday, January 20, 2017	Airbus A320	Seychelles	0	0	SI	MAC
Sunday, February 05, 2017	Sunday, February 05, 2017	ATR 72-500	Algeria	0	0	SI	UNK
Monday, March 13, 2017	Monday, March 13, 2017	Boeing 737-800	South Africa	0	0	SI	MAC
Saturday, March 18, 2017	Saturday, March 18, 2017	de Havilland Canada DHC-8-400	Nigeria	0	0	SI	F-NI
Monday, March 20, 2017	Monday, March 20, 2017	Antonov An-26	South Sudan	0	0	AC	UNK
Saturday, April 01, 2017	Saturday, April 01, 2017	Let L-410	South Sudan	0	0	AC	RE
Sunday, April 02, 2017	Sunday, April 02, 2017	Boeing 737-800	Algeria	0	0	AC	SCF-NP
Total				275	12		



Training to Improve CFIT Prevention Skills

- The challenge to maintain zero CFIT
 - Ensure recurrent training to improve CFIT prevention skills
- Make use of FSF training materials and other relevant training materials



CFIT Checklist

Evaluate the Risk and Take Action

Flight Safety Foundation (FSF) designed this controlled flight into terrain (CFIT) risk assessment safety tool as part of its international program to reduce CFIT accidents, which present one of the greatest risks to aircraft, crews and passengers. The FSF CFIT Checklist complements technological developments and the Foundation believes that its distribution to the worldwide aviation community has helped to reduce risk. Use the checklist to evaluate specific flight operations and to enhance pilot awareness of the CFIT risk. The checklist is divided into three parts. In each part, numerical values are assigned to a variety of factors that the pilot/operator will select to represent his/her own situation and to automatically calculate a CFIT Risk Score.

Note: Before using this worksheet, enable active content (macros) in Microsoft Excel.

In *Part I: CFIT Risk Assessment*, the level of CFIT risk is calculated for each flight, sector or leg. In *Part II: CFIT Risk-reduction Factors*, Company Culture, Flight Standards, Hazard Awareness and Training, and Aircraft Equipment are factors, which are calculated in separate sections. In *Part III: Your CFIT Risk*, the totals of the four sections in *Part II* are combined into a single value (a positive number) and compared with the total (a negative number) in *Part I: CFIT Risk Assessment* to determine your CFIT Risk Score.

Instructions for automatic calculation of CFIT Risk Score:

1. Choose the Part I worksheet tab below, then select applicable factors as instructed in each section.
2. Next, choose the Part II worksheet tab below and select applicable factors as instructed in each section. Results for Part I and Part II automatically will be calculated and displayed on these tabbed panels.
3. Choose the Part III worksheet tab to see the resulting CFIT Risk Score. A negative CFIT Risk Score indicates a significant threat.
4. If the result is a negative CFIT Risk Score, review the sections in Part II and determine what changes and improvements can be made to reduce CFIT risk.
5. If "Select one" appears in Part I, Section 2, or if any error message appears in the automatically calculated scores, verify that value(s) selected comply with the corresponding instructions.

Clear All Values Selected

Commitment to Improve Safety

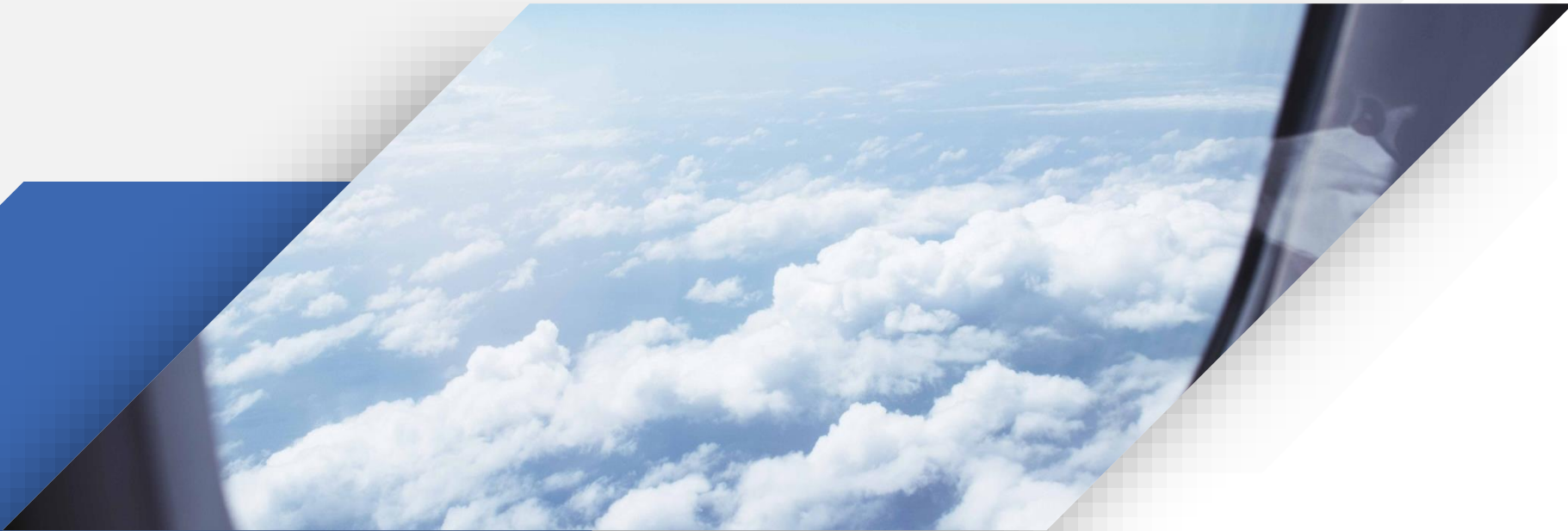
- **Engage to improve CFIT prevention skills through training**
 - To maintain zero CFIT accidents in the Region
- **Engage to reduce LOC-I accident rates through training**
- **Establish or contribute to increasing the effectiveness of Runway Safety Teams at all international airports**
 - To accelerate the downward trend of accident rates in Africa





Thank You

Welcome the 3rd African Aviation safety and Operation Summit



CONTACTS

African Airlines Association
P.O.Box 20166 00200 GPO
Nairobi, Kenya

GSM: +254 20 2320144 | +254 20 23 20148
Cell: + 254 (0)722 20978 | +254 (0)735 337669



www.afraa.org

Better Skies for Africa