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Airbus Safety

ENHANCING AVIATION SAFETY TOGETHER

**ICAO AFI AVIATION SAFETY WEEK 2016,
MALABO**



RASG-AFI EI, WHERE ARE WE?

RASG-AFI EI :

- World average : **63.15 %**
- RASG-AFI average: **45.43 %**

EI PER AREA:

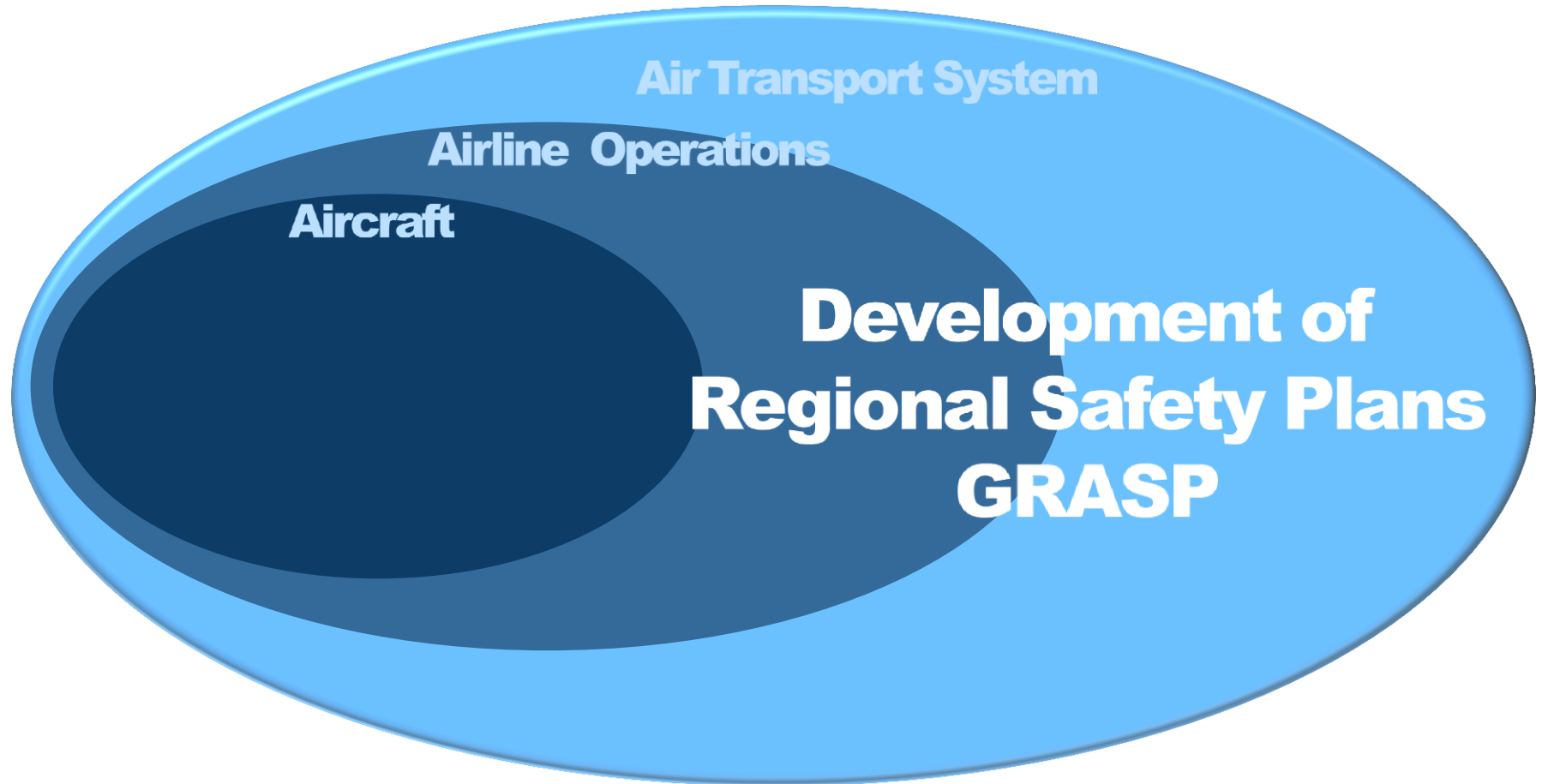
LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
62.05	56.35	52.34	44.54	63.69	38.01	39.28	38.88

EI PER CE:

CE1	CE2	CE3	CE4	CE5	CE6	CE7	CE8
67.15	59.55	46.97	33.98	50.57	43.71	32.34	25.54

SOURCE ICAO, RASG-AFI 2015 REPORT

Airbus safety scope



What had we been doing to support Aviation Safety in Africa?

- Supporting ICAO safety initiatives
- Supporting RASG-AFI activities
- Supporting closely the AFP/PBN Program
- Responding through COSCAP projects to the need of support of Civil Aviation Authorities mainly in terms of regular training organized all around the continent with a special focus on sharing the experience and the transfer of competence.
- Giving access to a direct permanent and close support to all our operators.

Difficulties, challenges

- Difficulties to maintain an efficient communication with the CAAs
- Usual difficulties for some CAA to even attend free training they asked for
- Difficulties to evaluate the impact and benefits on a medium and long term of training delivered.
- Difficulties to ensure that the competence are maintained (recurrent training, seminars, etc...)
- Lack of visibility on the profile and qualification procedures of the inspectors which does not allow an effective customization of a common training syllabus

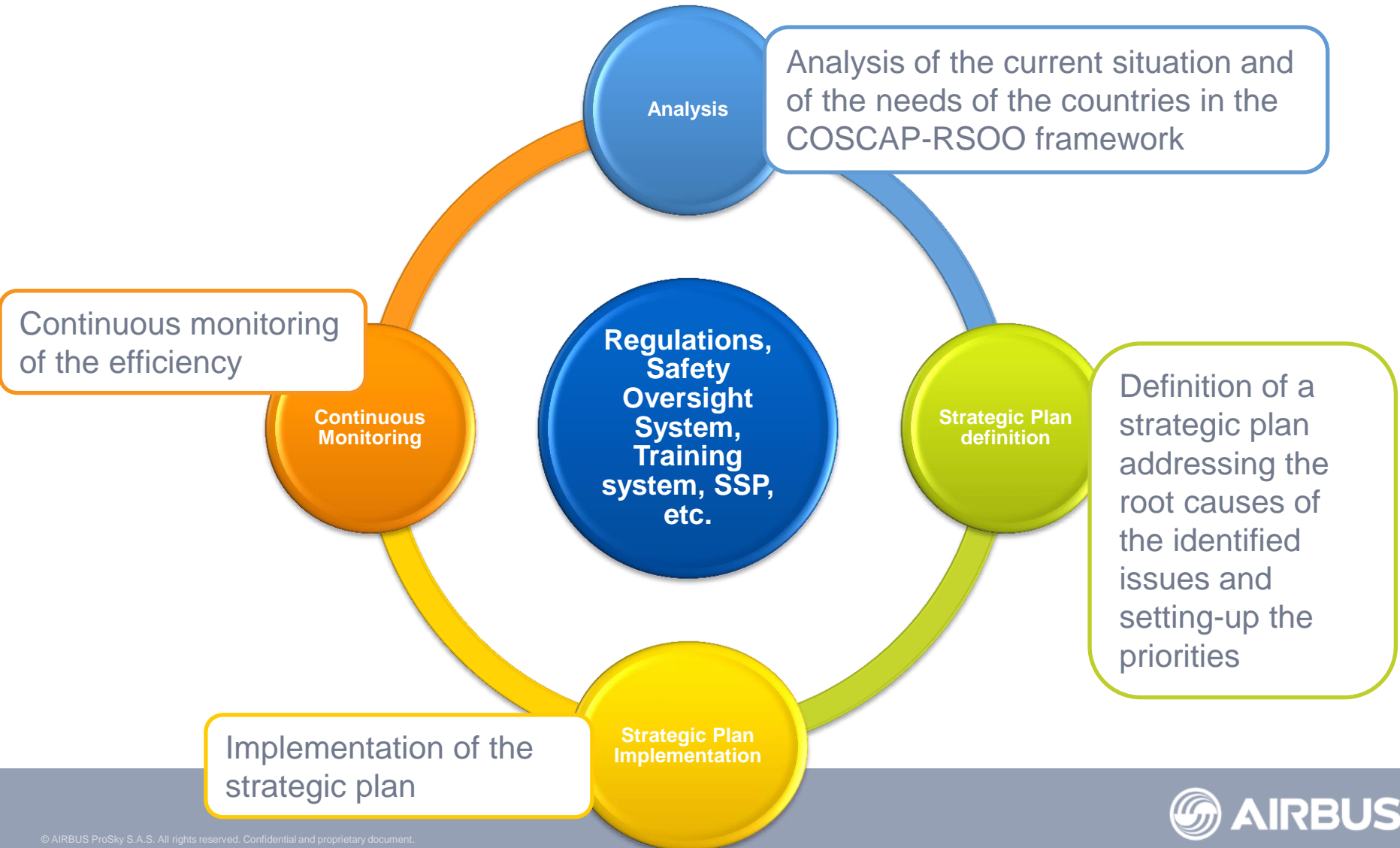
Way forward

MEDIUM / LONG TERM

- Definition with COSCAPs and CAAs of a sustainable long term training program with Airbus support. (All stakeholders would be welcome.)
- Encourage and support the pooling of resources through COSCAPS/ RSOOs and encourage and support a regional common framework and harmonization of Regulations

Way forward

- The approach could be as follow:



Way forward

SHORT/ MEDIUM TERM

- In relation with CE 4, a training of 12 inspectors AIR and 12 inspectors OPS, a demand from COSCAP-UEMOA, already initiated. (An action on CE4 should have a positive effect on CE 7 and 8. (These CE, 4,7 and 8 are where RASG-AFI is the weakest.)
- In relation with accident analysis and investigations, Airbus is ready to support a training program for AAIB inspectors in the Region and would also encourage on that side an effective pooling of resources.
- In relation with the Air Navigation and in the frame of the support to AFP program the deployment of a PBN showcase has started. This showcase will be a full training opportunity on the PBN, for all concerned, from scratch to the implementation, approval and operation of the procedures and will be an opportunity to put in place PBN procedures in a major airport in the region where they do not yet exist.

THANK YOU!

