ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Seventh Meeting of the Africa-Indian Ocean Regional Aviation Safety Group (RASG-AFI/7)

(Virtual – 5 November 2021)

Agenda Item 2: Follow-up on RASG-AFI/6 Conclusions and Decisions.

Review of outcomes of RASC/6 and RASC/7 Meetings and status of implementation of RASG-AFI/6 Conclusions and Decisions.

(Presented by the Secretariat)

SUMMARY
This Working Paper presents a the summary of outcomes of RASC/6 and RASC/7 Meetings; and the status of implementation of RASG-AFI/6 Conclusions and Decisions. Action required by the Meeting is at **paragraph 3** of this Paper.
REFERENCE: RASC/6 Meeting Report; RASC/7 Meeting Report; RASG-AFI Procedural Handbook.
Related ICAO Strategic Objective(s): This Working Paper relates to the Strategic Objective of ICAO on Aviation Safety.

1.   INTRODUCTION

1.1   The Sixth and Seventh meetings of the Steering Committee (RASC/6 and RASC/7) were held virtually on 12 July 2021 and 12 October 2021.

1.2   Mr. Barry Kashambo, the ICAO Regional Director for Eastern and Southern Africa (ESAF) and Secretary of RASG-AFI, moderated both meetings, assisted by Mr. Prosper Zo'o Minto'o, the ICAO Regional Director for Western and Central Africa (WACAF) and Secretary of APIRG; and the Officers of the two Regional Offices (WACAF and ESAF). RASC/6 Meeting was chaired by Mr. Moses Tiffa Baio, Director General of Sierra Leone CAA, Second Vice-Chairperson of RASG-AFI and Co-Chairperson of RASC; while RASC/7 was chaired by Mr. Kavai Blessing, Team Leader South East Africa, West and Central Africa, Assistant Director Safety & Flight Operations (AME-RDEL-AFRICA), IATA, who is also the Third Vice-Chairperson of RASG-AFI and Co-Chairperson of RASC.

2.   DISCUSSIONS

Outcomes of RASC/6 Meeting

2.1   The following Conclusions and Decisions were drawn by the meeting:

RASC/6 – Conclusion 6/1: RASG-AFI Projects and Critical Activities.

In order to assess the impact the various projects and critical activities have on beneficiary States, that:

a) *ICAO augments its resources to be able to include more States in the annual USOAP CMA Activities planning;*
b) *Funding for the execution of activities of the SSTs be increased to be able to intensify such activities and include more beneficiary States;*
c) *Stakeholders intensify high-level intervention and commitment to the resolution of the SSC in Eritrea by 30 June 2022.*

RASC/6 – Conclusion 6/2: **Participation of Airports Council International (ACI) in the AFI Plan Aerodrome Certification Projects.**

That,
In order to ease the challenges posed by Airport Operators in collaborating with the regulators during aerodrome certification process;

ICAO is urged to invite ACI for participation in the AFI Plan Aerodrome Certification Projects.

RASC/6 – Conclusion 6/3: **Review of the Terms of Reference (ToRs) of the Human Resources Development Fund (HRDF).**

That,
In order to effectively utilise the HRDF for enhancing human resource capacity in the region;

The African Civil Aviation Commission (AFCAC) concludes the review of the terms of reference of the HRDF and share the outcome with all stakeholders by 31 December 2021.

RASC/6 – Decision 6/1: **Provision of data on States that have established training policies, training programmes and training plans.**

That,
in order to utilise the African Union (AU) fund (HRDF) effectively in enhancing human resource capacity within the region;

a) *RASC is urged to review and provide data on RASG-AFI States that have established training policies, training programmes and training plans; and provide assistance to those that are yet to establish same;*
b) *RASG-AFI establishes a strong link between the Group and Human Resources Development.*

RASC/6 – Conclusion 6/4: **Uutilisation of the African Development Bank (AfDB) Fund for assisting deserving SAATM Member States.**

That, in order to effectively utilise the AfDB Fund for assisting deserving SAATM Member States,

The ICAO Secretariat coordinates and works with AFCAC on the modalities for effective utilisation of the AfDB Fund for assisting deserving SAATM States by 31 December 2021.

RASC/6 – Decision 6/2: **Implementation of RASG-AFI Conclusions and Decisions within the**

That, in order to ensure implementation of RASG-AFI Conclusions and Decisions within the stipulated timeframes:

a) *The RASG-AFI Steering Committee (RASC) establishes mechanisms that are resilient to crises;*

b) The Secretariat expeditiously follow up and ensures implementation of all the open items in the list of RASG-AFI/6 Conclusions and Decisions and carries over to the Group's future Work Programme items that so require.

Outcomes of RASC/7 Meeting

2.2   The following Conclusions and Decisions were drawn by the meeting:

<u>*RASC/7 – Conclusion 7/1:*</u>   ***Resolution of the SSC in Eritrea.***

That, in order to resolve the outstanding SSC in Eritrea by 30 June 2022:

a) *The ICAO ESAF Office is urged to work with Eritrea in resolving the existing SSC through mitigation means by suspending or revoking the AOC issued to the Air Operator concerned.*
b) *ICAO and partners are urged to support the appropriation of funding from either SAFE, AFI Plan, or other financial partners for the efficient implementation of the AFI Plan projects, particularly the resolution of the SSC in Eritrea.*
c) *The State of Eritrea is urged to solicit or accept assistance from identified actors, to resolve the existing SSC and any other identified safety issues; and to inculcate a positive safety culture, including the sharing and exchange of safety data and information, especially through the USOAP CMA OLF and State Letters, as well as with AFCAC.*

<u>*RASC/7 – Conclusion 7/2:*</u>   ***Implementation of State Safety Programme (SSP) by RASG-AFI States.***

That, in order to achieve the targets for implementation of SSP as per the 2020-2022 Edition of the GASP (Target 3.1: calls for all States to implement the foundation of an SSP by 2022; Target 3.2: calls for the implementation of an effective SSP by 2025), RASG-AFI States are:

a) *urged to develop and or update the OLF CAPs associated with SSP Foundation PQs and revise all GAP-Analysis questions on the iSTARS.*
b) *encouraged to support the implementation of the SSP project including but not limited to release of identified Resource Experts to participate in the collaboration mechanism.*

<u>*RASC/7 – Conclusion 7/3:*</u>   ***Certification   of   International   Aerodromes   by RASG-AFI States.***

That, in order to pursue the Regional Target of certifying all international aerodromes by 2022, RASG-AFI States are encouraged to,

a) *aggressively pursue the certification of their International Aerodromes;*
b) *regularize the status of their aerodromes published in the eANP that are neither used for international operations, nor compliant with the relevant SARPs, to avoid their negative impact on the overall percentage of certified aerodromes in the region.*

The following proposals were made for the restructuring of the RASG-AFI Contributory Bodies (SSTs):

- State Safety Oversight System Support Team (SSO-SST).
- Operational Safety Issues Support Team (OSI-SST).
- State Safety Programme Support Team (SSP – SST).
- Air Navigation Services Support Team (ANS – SST).

The RASC/7 Meeting by endorsing the proposed restructuring of the SSTs with their terms of reference (ToRs) provided as **Appendix-1** to this Paper, formulated the following Decisions and Conclusions:

RASC/7 – Decision 7/1: **Restructuring of the RASG-AFI Contributory Bodies (SSTs).**

That, in order to better align the functions of SSTs to the current Global Aviation Safety Plan Goals and Targets (2020-2022 Edition of the GASP), thereby facilitating performance measurement with respect to implementation of the said Goals, RASG-AFI/7,

      a)   *Approves the proposed restructuring of SSTs and the associated Appendix on their Terms of Reference, as presented;*

      b)   *Urges Secretariat to conclude the establishment and assignment of tasks for the development and subsequent implementation of the AFI Regional Aviation Safety Plan (AFI-RASP). States, industry and other stakeholders to be involved in the assigned tasks.*

RASC/7 – Conclusion 7/4: **Restructuring of the RASG-AFI Contributory Bodies (SSTs).**

That, in order to better align the functions of SSTs to the current Global Aviation Safety Plan Goals and Targets (2020-2022 Edition of the GASP), thereby facilitating performance measurement with respect to implementation of the said Goals, RASG-AFI/7,

Urges stakeholders to actively participate in the functions and activities of the SSTs; and maintain or even increase their support to the SSTs, especially in terms of providing required resources.

2.3   **Status of implementation of RASG-AFI/6 Conclusions and Decisions -** As part of the monitoring process on outcomes of the RASG-AFI meetings, review on progress of implementation of Conclusions and Decisions is undertaken by the RASC accordingly. In this regard, the overview of status of implementation of the RASG-AFI/6 Conclusions and Decisions is presented in the form of a table that highlights the title of each RASG-AFI/6 Conclusion/Decision, Deliverable(s)/Expected Outcome(s), and status of implementation, as provided in **Appendix-2** to this paper. As at 30 September 2021, **3** Conclusions and **2** Decisions were **Outstanding**; **9** Conclusions and **4** Decisions were **In Progress**; **No** Conclusion and **2** Decisions were **Accomplished**.

3.   ACTION BY THE MEETING

The Meeting is invited to:

    a)   Approve the Conclusions and Decisions endorsed by RASC/6 and RASC/7 Meetings as summarized in the Paper.

    b)   Note the status of implementation of the RASG-AFI/6 Conclusions and Decisions provided as **Appendix-2** to this Paper.

    c)   Review the outstanding items and provide further guidance on actions/initiatives aimed at enhancing the RASG-AFI Work Programme/Action Plan.

APPENDIX-1:

REGIONAL AVIATION SAFETY GROUP FOR AFRICA – INDIAN OCEAN (RASG-AFI) REGION – CONTRIBUTORY BODIES

1.   INTRODUCTION

1.1 To assist in its work and support the development, implementation and prioritization of the Regional Aviation Safety Group for Africa – Indian Ocean Region (RASG-AFI) safety initiatives, the Group may create contributory bodies (Safety Support Teams) to discharge the RASG-AFI work programme by working on defined subjects requiring detailed technical expertise. A contributory body shall only be formed when it has been clearly established that it is able to make a substantial contribution to the required work. A contributory body will be dissolved by the RASG-AFI when it has completed its assigned tasks or if the tasks cannot be usefully continued.

1.2 The Safety Support Teams (SSTs) will operate in coordination with and under the guidance of the RASG-AFI Steering Committee (RASC). The SSTs should accomplish their tasks by developing mitigation strategies by means of a Regional Aviation Safety Plan (AFI – RASP), based on gathering and processing safety data and information. These mitigation strategies shall be focused on the Global Aviation Safety Plan (GASP), corresponding Safety Enhancement Initiatives (SEIs) and the associated Global Aviation Safety Roadmap (GASR), which serves as an action plan to assist the aviation community in achieving the GASP goals through a structured, common frame of reference for all stakeholders.

1.3 Participation in Safety Support Teams should be by specialists or experts in the subjects under consideration. Such specialists should have relevant experience in the field concerned. Secretaries of Safety Support Teams established by the Group will be appointed by the Secretary of the RASG-AFI.

1.4 Proposals are made herein for the restructuring of the existing four Safety Support Teams: Significant Safety Concerns (SSCs); Fundamentals of Safety Oversight (FSO); Aircraft Accident and Incident Investigation (AIG); and Emerging Safety Issues (ESI), designed to better align their functions to the GASP.

2.   TERMS OF REFERENCE OF THE SAFETY SUPPORT TEAMS.

2.1 **State Safety Oversight System Support Team (SSO-SST).**

2.1.1 **Purpose of the SSO Safety Support Team:**

The purpose of the Team is to assist States improve their effective implementation (EI) of the critical elements of a State's safety oversight system, including safety indexes in the Operations, Air Navigation and Supporting functional categories; prevent SSC and resolve existing ones within the set deadline. Priority will be given to States with existing Significant Safety Concerns (SSCs) and those with low EI score to achieve the relevant AFI safety target in line with the current Edition of the Global Aviation Safety Plan (GASP):

Goal 2 - Strengthen States' safety oversight capabilities;
Goal 4 - Increase collaboration at the regional level and
Goal 5 - Expand the use of industry programmes.

In this respect, the team is to:

a) Analyze data-driven safety risk areas identified by RASG-AFI using the Safety Performance Areas and Best Practices for ICAO, States and Industry as contained in the Global Aviation Safety Plan (GASP)
b) Identify possible mitigation measures and recommend implementation actions
c) Recommend establishment of and develop proposals for achievable projects based on prioritized mitigation measures with well-defined deliverables (including metrics to assess the effectiveness of the proposed mitigation actions) and clear timeframes established and proposed to RASG-AFI for further action. Additional consideration should be given to Organizational and Operational Issues, as well as Safety Performance Measurement as necessary.

2.1.2 Membership:

- ICAO Member States of the RASG-AFI Region
- AFCAC
- RSOOs/RAIOs
- EASA and FAA etc.
- Funding Partners
- Other representative organizations, or entities directly involved with aviation safety may be invited to join the working group either as a full member or observer as may be decided by the RASG-AFI Secretariat

2.1.3 Roles and Responsibilities:

a) ICAO Regional Offices to serve as Secretariat
b) SSO Support Team members – provide technical expertise in analyzing and identifying achievable mitigation measures for identified safety risk areas in the AFI region, especially to avoid emergence of Significant Safety Concerns (SSCs).

2.1.4 Working methods/arrangements:

The SSO-SST discharges the RASG-AFI work programme by working on defined subjects as per the RASG-AFI Procedural Handbook.

2.2 Operational Safety Issues Safety Support Team (OSI-SST).

2.2.1 Purpose of the OSI-SST:

The purpose of the Team is to assist States to progressively reduce the rate of accidents and serious incidents in Africa-Indian Ocean Region by first addressing the High Risk Categories of occurrences (HRCs) and mitigate the risk of fatalities through Runway Excursion (RE),Runway Incursion (RI), Controlled Flights Into Terrain (CFIT), Loss of Control In-flight (LOC-I), and Mid-Air Collision (MAC). The Team will also assist States to establish and maintain a regulatory framework and technical guidance materials for operations and integration of Remotely Piloted Aircraft Systems (RPAS) in the conventional Air Traffic Management system at both national and regional levels. The ultimate purpose is to achieve the relevant AFI safety targets and the Global Aviation Safety Plan (GASP) goals and targets:

Goal 1 - Achieve a continuous reduction of operational safety risks; and
Goal 5 - Expand the use of industry programmes.

In this respect, the team is required to:

a) Analyze data-driven safety risk areas identified by RASG-AFI using the Safety Performance Areas and Best Practices for ICAO, States and Industry as contained in the Global Aviation Safety Plan (GASP)

b) Share reports on operation of RPAS among AFI Aviation stakeholders;

c) Establish a RASG-AFI Dashboard, periodically collect Safety data and utilize Safety Performance Indicators (SPIs) to maintain the Dashboard, which should be available to the member States.

d) Monitor the SPIs and share data with other SSTs. If deviation from expected relevant performance is noted on the SPIs, other SSTs will be notified for further analysis.

e) Contribute key regional safety information from the previous year to the RASG-AFI Annual Safety Report.

f) Periodically propose updates to the AFI Regional Safety Plan for alignment with the current GASP

g) Adopt and use relevant guidance materials relating to the prevailing safety issues

h) Identify possible mitigation measures and recommend implementation actions

i) Recommend establishment of achievable projects based on prioritized mitigation measures with well-defined deliverables (including metric to assess the effectiveness of the proposed mitigation actions) and clear timeframes established and proposed to RASG-AFI for further action. Consideration should also be given to Organizational and Operational Issues, as well as Safety Performance Measurement, especially as they relate to the HRCs (RE; RI; CFIT; LOC-I; and MAC).

2.2.2 **Membership:**

- ICAO Member States of the AFI Region
- IATA
- ACI
- CANSO
- AFCAC
- AFRAA
- ASECNA
- Aircraft Manufacturers
- Other representative organizations, or entities directly involved with aviation safety may be invited to join the working group either as a full member of as an observer as decided by RASG-AFI Secretariat

2.2.3 **Roles and Responsibilities:**

a) ICAO Regional Offices as Secretariat

b) HRC Support Team members – provide technical expertise in analyzing and identifying achievable mitigation measures for identified safety risk areas in the AFI region.

2.2.4 **Working methods/arrangements:**

The OSI-SST discharges the RASG-AFI work programme by working on defined subjects as per the RASG-AFI Procedural Handbook.

2.3 **State Safety Programme Safety Support Team (SSP – SST)**

2.3.1 **Purpose of the SSP Safety Support Team:**

The purpose of the Team is to assist States establish and implement an effective State Safety Programme (SSP) to achieve the relevant AFI safety target and the Global Aviation Safety Plan (GASP) goals and targets:

> **Goal 3 -** Implement effective State safety programmes (SSPs);
> **Goal 4** - Increase collaboration at the regional level ; and
> **Goal 5 -** Expand the use of industry programmes.

In this respect, the team is required to:

a) Analyze data-driven safety risk areas identified by RASG-AFI using the Safety Performance Areas and Best Practices for ICAO, States and Industry as contained in the Global Aviation Safety Plan (GASP)

b) Identify possible mitigation measures and recommend implementation actions

c) Recommend establishment of achievable projects based on prioritized mitigation measures with well-defined deliverables (including metrics to assess the effectiveness of the proposed mitigation actions) and clear implementation timeframes established and proposed to RASG-AFI for further action. In this regard, consideration should be given to Organizational and Operational Issues, as well as Safety Performance Measurement.

2.3.2 **Membership:**

- ICAO Member States of the RASG-AFI Region
- AFCAC
- RSOOs
- EASA, FAA, etc.
- Other representative organizations, or entities directly involved with aviation safety may be invited to join the working group either as a full member or observer as may be decided by the RASG-AFI Secretariat.

2.3.3 **Roles and Responsibilities:**

a) ICAO Regional Offices to serve as the Secretariat

b) SSP Support Team members – provide technical expertise in analyzing and identifying achievable mitigation measures for identified safety risk areas in the AFI region.

2.3.4 **Working methods/arrangements:**

The SSP-SST discharges the RASG-AFI work programme by working on defined subjects as per the RASG-AFI Procedural Handbook.

2.4 **Air Navigation Services Safety Support Team (ANS – SST)**

2.4.1 **Purpose of the ANS Safety Support Team:**
The purpose of the Team is to assist States to establish and maintain appropriate air navigation infrastructure to support safe aviation operations, this will include an effective and efficient Aeronautical Information Management system at both national and regional levels to achieve reliable aeronautical information from trusted sources; and the relevant AFI and current GASP targets and in particular:

Goal 4 - Increase collaboration at the regional level
Goal 6 - Ensure the appropriate infrastructure is available to support safe operations.

In this respect, the team is required to deal with issues related to:

a) Safety improvements in the areas of air navigation services (ANS) in the fields of Air Traffic Management (ATM), Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS), Aeronautical Information Services (AIS), Aeronautical Charts (Chart), Communications, Navigation and Surveillance (CNS), Aeronautical Meteorology (MET), and Search and Rescue (SAR).

b) Data-driven analyses on safety risk areas identified by RASG-AFI using the Safety Performance Areas and Best Practices for ICAO, States and Industry and:

    i. Share reports on missing flight plans among AFI Aviation stakeholders;
    ii. Review current best practices in improving ANS safety and oversight and other relevant guidance materials;
    iii. Review existing Safety Enhancement Initiatives (SEIs) related to ANS safety and oversight and, when available, detailed Implementation Plans, including outputs, developed by other regional aviation safety groups (including other RASGs, PIRGs);
    iv. Develop and propose SEIs pertaining to ANS safety and oversight in the RASG-AFI;
    v. Ensure coordination of activities with APIRG and its contributory bodies in the areas of safety implementation, where required;
    vi. Analyse the List of Air Navigation Deficiencies.
    vii. Implement facilities and procedures that enable the timely supply of required MET information to flight information Centres, Area Control Centres, Approach Control Units, Aerodrome Control towers, and Communication stations.
    viii. Maintain close coordination with stakeholders, including aeronautical meteorological information users, World Meteorological Organization (MWO) and other Partners dealing with MET.

c) Identify possible mitigation measures and recommend implementation actions;
d) Recommend establishment of achievable projects based on prioritized mitigation measures with well-defined deliverables (including metrics to assess the effectiveness of the proposed mitigation actions) and clear timeframes established and proposed to RASG-AFI for further action. Consideration should also be given to Organizational and Operational Issues, as well as Safety Performance Measurement.

2.4.2 **Membership:**

- ICAO Member States of the RASG-AFI Region
- IFALPA
- IFATCA
- Aircraft Manufacturers
- AFCAC
- WMO
- Other representative organizations, or entities directly involved with aviation safety may be invited to join the working group either as a full member of as an observer as decided by RASG-AFI Secretariat.

2.4.3 **Roles and Responsibilities:**

a) ICAO Regional Offices as Secretariat

b) ANS Support Team members – provide technical expertise in analyzing and identifying achievable mitigation measures for identified safety risk areas in the AFI region.

2.4.4 **Working methods/arrangements:**

The ANS-SST discharges the RASG-AFI work programme by working on defined subjects as per the RASG-AFI Procedural Handbook.

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