INTERNATIONAL CIVIL AVIATION ORGANIZATION

Eighth Meeting of the Africa-Indian Ocean Regional Aviation Safety Group (RASG-AFI/8)

7 - 11 November 2022

Agenda item 3: Status of implementation of the GASP safety goals, targets and indicators including the priorities set in the regional safety plan

3.1 Reports on RASG-AFI and its Contributory Bodies Activities

(Presented by the Secretariat)

SUMMARY
This working paper reports on the RASG-AFI activities, including programmes and projects supported by the AFI Plan and other assistance partners. Action by the Meeting is provided in Paragraph 3 of this paper.

Strategic Objectives	Aviation Safety

1.   INTRODUCTION

1.1   This working paper highlights the status of implementation of selected activities, initiatives, and projects to improve RASG-AFI safety performance and outlines associated challenges and recommendations.

1.2   The RASG-AFI has established four Safety Support Teams (SSTs) as its Contributory Bodies to address safety challenges and support the process to develop, prioritize and implement safety enhancement initiatives. These SSTs are, State Safety Oversight System (SSO), Operational Safety Issues (OSI), State Safety Programme (SSP) and Air Navigation Services (ANS).

1.3   The SSTs' efforts are supplemented and complemented by assistance programmes established and implemented by other programmes and projects including, ICAO Regional Offices (ROST), AFI Plan, AFCAC (AFI-CIS), RECs, RSOOs, States and Industry partners.

1.4   Although progress has been made in the implementation of the activities contained in the programme, it is important to note that some of the activities are continual in nature and therefore their status of implementation remains on-going.

1.5   Notable challenges that impede progress of the projects include the lack of States' commitment to allocate the required resources to meet Regional and Global target, lack of or limited sharing and exchange of safety data, information, experience and documents; as well as limited funding.

2.   DISCUSSION

2.1   **SST State Safety Oversight System (FSO)**

2.1.1   The AFI Plan Fundamentals of Safety Oversight (FSO) project aims to support eligible States to establish the fundamentals of safety oversight system vis-à-vis the Critical Elements (CE) of a State safety oversight system. In this regard, the project is geared to assist eligible States to enhance their safety oversight capability with particular emphasis on the implementation of the establishment CEs (i.e. CE-1 through CE-5).

2.1.2   Accordingly and following its revision in May 2022, the project is envisaged to assist and support nineteen (19) eligible States within the AFI Region i.e. Angola, Burundi, Central African Republic, Chad, Comoros, Djibouti, Eritrea, Eswatini, Guinea, Guinea-Bissau, Lesotho, Liberia, Libya, Malawi, Sao Tome and Principe, Seychelles, Sierra Leone, Somalia, and South Sudan.

2.1.3   The FSO project was revised and approved during the 25th AFI Plan Steering Committee (AFI Plan SC/25) meeting held in May 2022 in Abuja, Nigeria as part of the AFI Aviation Week.

2.1.4   Subsequent to the revision of the project, FSO assistance missions have been conducted to the following eligible States:
- Liberia: (8 -14 June 2022)
- Sao Tome and Principe (4-8 July 2022),
- Sierra Leone (18 to 22 July and 10 to 14 October 2022)
- Angola (21-25 February 2022)
- Comoros (8-10 August 2022)
- Djibouti (24-26 August 2022)
- Eritrea (27-29 July 2022)
- Eswatini (16-20 May 2022)

2.1.5   Since the inception of the FSO Project, assistance activities have been conducted to most of the eligible States. However, limited progress towards increasing the validated scores of effective implementation (EI) of the Critical Elements (CEs) of a State safety oversight system has been registered mainly due to the limited number of USOAP CMA activities conducted in the concerned States.

2.1.6   The figure below illustrates the safety performance in terms of EI of FSO-eligible States. Two of the eligible States, namely Somalia and South Sudan are not included because they have never been audited under USOAP.
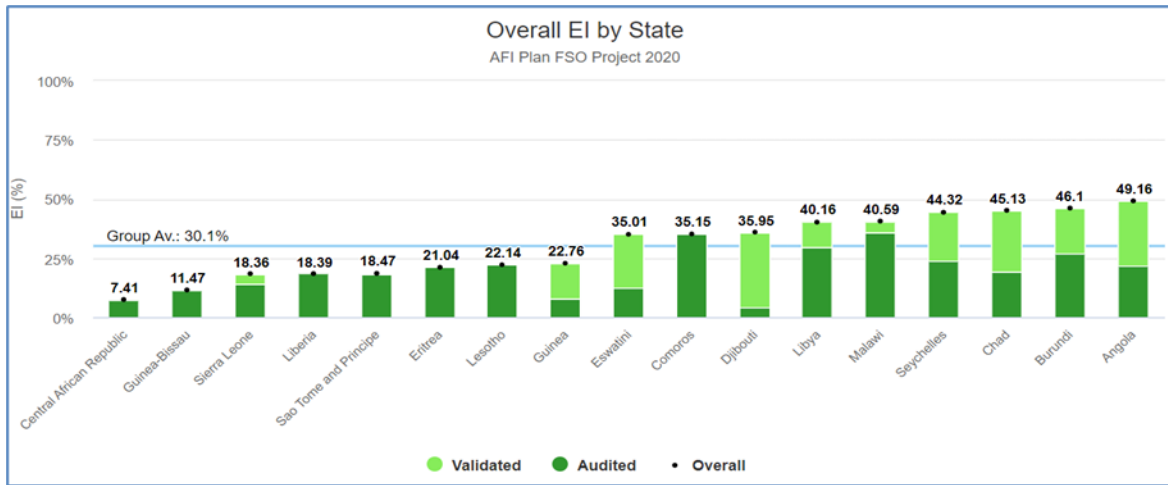
Figure: EI by State: AFI Plan FSO Project

2.2 SST Operational Safety Issues (OSI)

2.2.1 The CFIT Workshop was conducted from 15 to 16 December, 2021. Controlled Flight Into Terrain is a situation where a properly functioning aircraft under the control of a fully qualified and certificated crew is flown into terrain with no apparent awareness on the part of the crew. The CFIT Workshop was one of the RASG-AFI activities earmarked for 2021. CFIT being one of the High Risk Categories of occurrences identified both globally and regionally, the workshop was intended to promote awareness of the risks associated with the phenomenon and identify safety enhancement initiatives (SEIs) to mitigate them. The event was conducted virtually due to the prevailing COVID-19 restrictions and was supported by the ICAO ESAF and WACAF Regional Offices; and aviation partners such as AFRAA, IATA, AIRBUS and NAVBLUE. The workshop identified 8 Safety Enhancement Initiatives (SEIs) to be undertaken by the RASG-AFI Region in mitigating risks associated with CFIT occurrences (GPWS; SOPs, CDFA, FDA, CRM/TEM, ALAR, MSAW, PBN).

2.2.2   The Loss of Control In-Flight (LOC-I) and Upset Prevention and Recovery Training (UPRT) Workshop was held virtually from 10 to 11 November 2021, under the auspices of the two ICAO Regional Offices (WACAF and ESAF) and Kenya, as the RASG-AFI Champion State for LOC-I. This was conducted under the framework of the RASG-AFI agenda for LOC-I in line with the RASG-AFI 5-year implementation plan on LOC-I. The Workshop attracted 160 participants from States, organizations and industry. The Workshop enabled the review of UPRT in academic and simulator training during the. pandemic; UPRT delivery using available resources, including unmodified simulators, and recognition/awareness as minimum training; The Global Status of UPRT and lessons learned; and The Review of sample accident reports, risks factors and tools.

2.2.3   Runway related incidences namely Runway Incursion and Excursions are currently being monitored through Runway Safety initiatives such as Runway Safety Workshops and sensitizations including GRF.

2.3 SST State Safety Programme

2.3.1   The AFI Plan State Safety Programme project aims to support AFI States that meet the

eligibility criteria to implement SSP through a phased approach that ensures States implement first the foundation of an SSP and then progress into the implementation of an effective SSP. In addition, the project aims to establish cooperative mechanisms for coordination, collaboration, and exchange of information on SSP/SMS implementation.

2.3.2   To continue assisting RASG-AFI States in the implementation of the SSP, the revised AFI Plan SSP Project was approved by the AFI Plan Steering Committee during its 25th meeting held in Abuja, Nigeria in May 2022.

2.3.3   The eligible States under this revised project includes Cote d'Ivoire, Ethiopia, Gabon, Ghana, Kenya, Madagascar, Mauritania, Rwanda, South Africa and Togo. States that do not fulfil the eligibility criteria for this project will be assisted under Regional Office regular activities or other AFI-Plan projects on the implementation of a safety oversight system.

2.3.4   Currently the Regional offices are coordinating with States to provide and/or update the information on their SSP focal points and release of selected Subject Matters Experts that will support the implementation activities. The next phase will entail the establishment of collaboration groups, development of guidelines and tools for the launching meeting to present the project and initiate the SSP project implementation.   As part of the SSP project implementation activities for this year, eligible States will be assisted to develop a Detailed Action Plan to address the SSP foundation deficiencies and the gaps for the implementation of an SSP, and additional support will be provided on the monitoring and implementation throughout the duration of the project.

2.3.5   The graph below shows the SSP implementation status for the RASG-AFI States, based on the information reported by the States on the ICAO iSTARS, September 2022.The overall average SSP Foundation PQs for the RASG AFI Region is 67.13 %, with 52.85% of validated and 14.28% CAP completed.
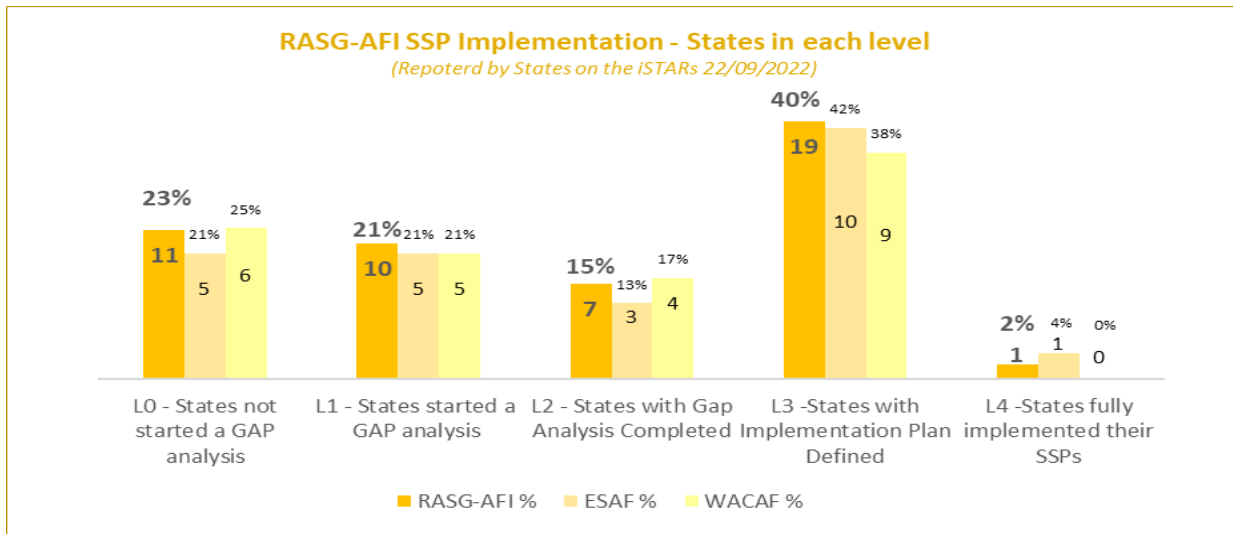
2.3.6   Although some progress have been achieved, SSP implementation remains one of the main challenges faced by States in the AFI Region. From the table above, it is evident that more efforts and resources from States and continuing support of ICAO, AFCAC, RSOOs, RAIOs and industry are required to ensure that States meet the Annex 19 requirements and achieve the established goals and targets in the Global Aviation Safety Plan (GASP) and Abuja Safety targets related to the SSP.

2.4   AFI Plan Aerodrome Certification

2.5.1   The aerodrome certification in the AFI region is at 44.4% (28 airports over 63) for ESAF and 28% (14 airports over 54) for WACAF. This is a joint average of 35.9% for the ESAF and WACAF Region. The low rates are due to inadequate training and qualification of aerodrome experts, the cost of the certification activities and the organizational challenges.

2.5.2   The AFI Plan Aerodrome Certification Project is aimed at supporting States enhance capability to certify aerodromes in compliance with Annex 14 — Aerodromes. Its emphasis and priority were initially to support select States to certify at least one international aerodrome and build capacity to certify the rest. The assistance provided under the Project has resulted in the certification of sixteen (16) international aerodromes in thirteen (13) States. This has contributed to 50% of AFI States having developed aerodrome certification capabilities. The States are encouraged to enhance improve the rate of Certification by addressing the challenges through best practices amongst the States.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

    a)   Encourage States and the industry to nominate Experts to participate to the SSTs activities;

    b)   Encourage Partners to maintain and to the extent possible increase support and assistance in the implementation of RASG-AFI SSTs, projects and activities; and

    c)   Urge States to promote and enhance the sharing and exchange of safety data and information, including responses to the USOAP-CMA online framework (OLF) modules, ICAO State Letters and AFCAC letters.