



INTERNATIONAL CIVIL AVIATION ORGANIZATION

THIRD MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA AND THE INDIAN OCEAN REGION (RASG-AFI/3)

Yamoussoukro, Cote d'Ivoire (03 – 04 December 2015)

Agenda Item 4: Report on RASG-AFI Activities

SAFETY SUPPORT TEAM - SIGNIFICANT SAFETY CONCERNS (SSCs)

(Presented by the Secretariat)

SUMMARY

This paper provides an update on the work of the Safety Support Team responsible for Significant Safety Concerns (SSCs) and the progress being made in the resolution of SSCs identified in States within the AFI region in line with the relevant Abuja Safety targets.

Action by the Meeting is at paragraph 4.

REFERENCE(S):

- Report of the First Meeting of RASG-AFI (RASG-AFI/1) in Kampala, Uganda, 26 – 27 March, 2012.
- Report of the First Meeting of the RASG-AFI Steering Committee (RASC/1) in Dakar, Senegal, 19-20 March 2015.
- USOAP CMA Activity reports.
- Declaration of the conference of African Ministers in charge of civil aviation, Abuja, July 2012.

1. INTRODUCTION

1.1 During the First Meeting of the Regional Aviation Safety Group for Africa and the Indian Ocean region (RASG-AFI/1), held in Kampala, Uganda, 26 – 27 March, 2012, four Safety Support Teams (SSTs) were established as subsidiary bodies of the Group. In general, the primary objective of the Safety Support Teams, was to provide support towards the development, prioritization, and implementation of safety initiatives and/or projects aimed at achieving the specific objectives of RASG-AFI. One of these Safety Support Teams is responsible for assisting States to resolve existing Significant Safety Concerns (SSCs) within the AFI safety target deadline of 12 months from their date of identification.

1.2 Under the championship of Ghana and in coordination with the relevant members of the Safety Support Team including AFCAC/AFI CIS, assistance has been provided to States in order to resolve identified SSCs. The team operates in coordination with and under the guidance of the RASG-AFI Steering Committee (RASC) and its mitigation strategies are in accordance with the objectives of the Global Aviation Safety Plan (GASP) and the Abuja Safety Targets.

2. DISCUSSION

2.1 In the delivery of assistance to States within the framework of the Regional Office Safety Team (ROST), the WACAF Regional Office has adopted a five-point strategy as a “Best Practice” This practice has significantly contributed towards the success registered in the timely resolution of SSCs and the attainment of the 60% EI target by States. The five-point strategy includes: Risk analyses, Prioritization, Assignment of Champions, Increased coordination with the Monitoring and Oversight (MO) Section at ICAO Headquarters and Working Visits to the Regional Office by State Officials.

2.2 As at 30 November, 2015, there were six (6) States within the AFI Region with a total of seven (7) outstanding SSCs. It would be recalled that back in May 2014, there were three States within the WACAF Region with a total of eight (8) SSCs. To date, only Sierra Leone remains with an unresolved SSC in the area of Personnel Licensing (PEL). Democratic Republic of Congo (DRC) and Sao Tome and Principe have both satisfactorily resolved their SSCs through mitigating measures. In the case of Sierra Leone, in spite of the Ebola outbreak, efforts continued to be intensified for the resolution of the PEL SSC. Ghana, as the SST – SSC champion State, concluded an MoU with Sierra Leone through which assistance was effectively delivered for the training and licensing of Air Traffic Controllers

2.3 In the ESAF Region, the following five (5) States continue to have unresolved SSCs in the following technical areas and similar efforts are on-going to ensure their resolution:

- a) Botswana (OPS and AIR SSCs)
- b) Djibouti (OPS SSC)
- c) Angola (OPS SSC)
- d) Eritrea (OPS SSC)
- e) Malawi (OPS SSC)

3. CONCLUSION

3.1 The SSC Champion State continues to provide the required leadership in coordinating with the Secretariat, AFCAC/AFI CIS and other relevant members of the team in providing assistance to States in line with the RASG-AFI objectives.

4. ACTION BY THE MEETING

4.1 The Meeting is invited to:

- f) note the contents of this paper and recognise the efforts being made by the Secretariat and the Champion State in ensuring a timely resolution of SSCs;
- g) encourage the adoption of proactive approaches as alternative measures to ROST Missions in resolving safety deficiencies including SSCs; and
- h) encourage the sharing of Best Practices.

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