



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**FOURTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA -
INDIAN OCEAN (RASG-AFI/4)**

(Nairobi, Kenya, from 12 to 13 October, 2017)

Agenda Item 5: Reports on RASG-AFI Activities
5.1 – Safety Support Teams (SSC, FSO, AIG & ESI)

(Presented by Secretariat)

SUMMARY
<p>This paper provides an update on the status of implementation of the various activities and Projects of the RASG-AFI Safety Support Teams i.e. Significant Safety Concern (SSC), Fundamentals of Safety Oversight (FSO), Aircraft Accident Investigation (AIG), and Emerging Safety Issues: (Loss of Control in Flight (LOC-I), Runway Safety and Aeronautical Information Management (AIM)).</p> <p>Action required by the meeting is at Paragraph 3</p>
<p>REFERENCE(S):</p> <ul style="list-style-type: none">• RASG-AFI Procedures Handbook;• RASG-AFI/1, 2 & 3 Meeting Reports;• Minutes of RASC Teleconferences;• Report of RASC/1&2 Meetings.• Project Documents (FSO, AIG and LOC-I)• Report on LOC-I Symposium held from 22 to 24 June 2015, in Nairobi, Kenya• RASG-AFI 5-year Plan of action for LOC-I• Outcome of LOC-I and Upset Prevention and Recovery (UPRT) Workshop, Addis Ababa, Ethiopia, 19-21 Dec. 2016.
<p>Related ICAO Strategic Objective(s):</p> <p>This Working Paper relates to the Safety and Air Navigation Capacity and efficiency Strategic Objectives of ICAO.</p>

1. INTRODUCTION

1.1 Within the RASG-AFI Organizational structure, four Safety Support Teams (SST) were established, as subsidiary bodies, for the purpose of responding to the immediate safety challenges facing the region by facilitating and providing support in the development, prioritization and implementation of safety enhancement initiatives.

1.2 The SSTs operate in coordination with and under the guidance of the RASG-AFI Steering Committee (RASC). They are required to develop mitigation strategies based on gathering and processing safety data and information in line with the Global Aviation Safety Plan (GASP).

1.3 During the Second RASG-AFI meeting (RASG-AFI/2), the Group approved the Terms of Reference for each of these Teams in order to orient their work in accordance with the provisions of the Global Aviation Safety Plan (GASP), the ICAO Strategic Objectives and the Abuja Safety Targets.

2. DISCUSSION

Significant Safety Concern (SSC)

2.1 Presently, a total of seven SSCs remain unresolved worldwide. Three of these are in AFI States (Djibouti, Eritrea, Malawi) and the remaining four in States in other regions of the World (Haiti, Kyrgyzstan, Nepal and Thailand). It is instructive to note that all of these outstanding 7 SSCs, relate to the certification process for the issuance of air operator certificates.

2.2 The SSC Safety Support Team (SST-SSC) responds to the immediate safety challenges facing the region by facilitating and providing support in the development, prioritization and implementation of RASG-AFI safety enhancement initiatives, including the addressing of SSCs within the AFI safety target deadline of 12 months from their date of identification.

2.3 Within the framework of the SST-SSC, under the championship of Ghana, the RASG-AFI assisted States in their efforts to resolve their SSCs. From the inception of the SSC-SST in 2013 to date, 17 SSCs have been resolved in 10 States. Most recently and since the last RASG-AFI meeting of 2015, the long standing SSC in Angola identified in December 2007 and AOC related, was declared resolved in April 2017.

2.4 Different arrangements and assistance mechanisms have been put to use, including:

- a) ROST missions by ICAO ESAF Office to Angola, Djibouti, and Malawi and, remotely by teleconference and e-mail, to Eritrea.
- b) Assistance by Ethiopian Civil Aviation Authority to Malawi with regard to air operator certification process.
- c) Assistance under the AFI Cooperative Inspectorate Scheme (AFI-CIS) to Malawi with regard to safety oversight enhancement in the fields of OPS and AIR.
- d) Assistance by the Southern African Development Community (SADC) Aviation Safety Organization (SASO) to Angola and Malawi.
- e) A European Union (EU) funded project, IASOM (Improving Aviation Safety Oversight in Malawi), was implemented to improve the State's safety oversight system.

2.5 An SSC resolution project proposal currently being developed, will be finalized and submitted for consideration by the 20th AFI Plan Steering Committee meeting in December 2017.

Fundamentals of Safety Oversight

2.6 The Global Aviation Safety Plan (GASP) calls for all States to establish and implement effective safety oversight capabilities by the year 2017. This is in alignment with the AFI safety target for attainment of 60% safety oversight Effective Implementation and requires that all Member States have the resources as well as the necessary legal and regulatory framework and the organizational structure to effectively fulfil their fundamental safety oversight obligations.

2.7 When the FSO – SST was established at the RASG-AFI/1 meeting in 2013, only 14 AFI States had attained 60% EI. This number has consistently increased to 28 by October 2017. The latter include eight (8) States since the RASG-AFI/3 meeting of December 2015 (Botswana, Cameroun, Madagascar, Mali, Mauritius, Namibia, Niger, Equatorial Guinea and Rwanda)

2.8 In the near term, African States lacking these capabilities are required to endeavour to establish the Critical Element CE 1 to 5 of a State safety oversight system in order to optimize their ability to ensure the proper implementation of the ICAO SARPs. To this end, the RASG-AFI Safety Support Team on FSO has developed a Project proposal for the establishment of a mechanism for networking and the sharing of experiences amongst State NCMCs. However, this has been delayed awaiting further consultations between Senegal, as the Champion State and the Regional Offices.

2.9 The above project proposal is to be reinforced with follow up implementation assistance activities and submitted for consideration by the 20th AFI Plan Steering Committee meeting in December 2017.

Aircraft Accident Investigation (AIG)

2.10 The safety initiative developed by the AIG SST is to propose an AIG iKit to States as ICAO models to be adopted for their national aviation accident investigation system as most of the AFI states lack the adequate regulatory framework (Legislation, Regulations and Procedures) for efficient implementation of ICAO Annex 13 provisions and related guidance materials.

2.11 It is intended that adoption and/or adaptation of the AIG-iKit facilitated through seminars, will lead to improvement of the effective implementation (EI) of AIG in individual States. The establishment of these basic provisions would therefore be the foundation of any accident and incident investigation system, consistent with the level of traffic and legal environment of States.

2.12 In most AFI States, it is evident that the establishment of a Regional Accident Investigation Organization (RAIO) with a pool of qualified investigators, would serve as a more appropriate solution and preferred option for the effective implementation of an investigation system and prevention mechanism. In this regard, a number of sub regional initiatives for the creation of AFI RAIOs were launched under the AFI Plan to facilitate regional cooperation.

2.13 The above project proposal is to be reinforced with follow up implementation assistance activities and submitted for consideration by the 20th AFI Plan Steering Committee meeting in December 2017.

Emerging Safety Issues

Runway Safety

2.14 Implementation of the Runway Safety Project has since registered some progress, with the successful establishment of Runway Safety Teams (RSTs) at 10 International airports within the AFI region. Similar efforts have been undertaken in the development of appropriate Projects for FSO, AIG and LOC-I with the Project proposal for CFIT still under development.

LOC-I

2.15 Kenya, as the designated champion for LOC-I, with the support of the ESAF Regional Office as Secretariat and coordinator as well as the AFI-Plan and other stakeholders, organized a LOC-I symposium in June 2015 within the framework of the RASG-AFI LOC-I. The Symposium attracted 88 participants from 21 States.

2.16 The third RASG-AFI meeting held in Yamoussoukro, Cote d'Ivoire in December 2015 endorsed a 5-year Plan of Action for LOC-I as proposed by the Safety Support Team responsible for Loss of Control-In Flight (LOC-I). Furthermore, other recommendations to improve flight safety were also presented. The meeting requested the Safety Support Team responsible for LOC-I to develop the said 5-year Plan of action.

2.17 A Loss of Control-In Flight (LOC-I) and Upset Prevention and Recovery Training (UPRT) Workshop has been co-organized by the Kenya Civil Aviation Authority and Ethiopia as the host State, in collaboration with ICAO ESAF Regional Office. The Workshop was a follow-up to the LOC-I Symposium held in Nairobi, Kenya in June 2015.

2.18 The Workshop was conceived as a blend of the Workshops on UPRT that are currently conducted by ICAO and additional topics in the framework of RASG-AFI. The programme included regulatory provisions on UPRT, a practical demonstration on a flight simulation training device (FSTD), FAA UPRT academic training as well as the presentation of the RASG-AFI endorsed 5-year plan of action on LOC-I.

2.19 The ESAF Regional Office, with Kenya as the Champion and South Africa, as the host State, are organizing a combined high level seminar and course on LOC-I and UPRT with the assistance of the Federal Aviation Administration (FAA). This activity is scheduled to take place in Johannesburg, from 16 to 19 October 2017. This specialized training is critical to the advancement of the LOC-I agenda in general and to the implementation of the RASG-AFI 5-year plan in particular by enabling core instructors and inspectors training.

AIM

2.20 Aeronautical Information Management (AIM) has been included in the list of ESIs, and the AIS/AIM transition will form part of the ESI-SST activities. The APIRG/RASG-AFI Coordination Task Force will identify specific aspects of AIS/AIM transition to be addressed by RASG-AFI.

2.21 An AIM implementation project proposal currently being finalized, will be submitted for consideration by the 20th AFI Plan Steering Committee meeting in December 2017.

Conclusion

2.22 The Safety Support Teams, have made progress to different degrees in assisting States resolve SSCs, establish safety oversight systems, address requirements for aircraft accident investigation, and tackle runway safety related and other emerging safety issues

2.23 Such progress has however been slow and the direct involvement of the Teams and their Champions limited. The call for new proposals for funding under the AFI Plan of projects must therefore be seized as an opportunity to advance the work of the SSTs.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a. note the current status of RASG-AFI SST activities;
- b. urge the SSC-SST to maintain and intensify assistance to SSC States in collaboration with the Regional offices, AFI-CIS, COSCAPs/RSOs etc and for such States to take proactive steps, in order to resolve the SSCs in Djibouti, Eritrea and Malawi, and put in place an effective strategy to pre-empt the emergence of new SSCs;
- c. The RASG AFI / AFI Plan Secretariat to coordinate with the SSTs and relevant stakeholders for finalization and submission of new project proposals for SSCs, FSO, AIG, AIM, etc to the AFI Plan Steering Committee for funding; and
- d. urge States to report on progress made in the implementation of the RASG-AFI 5-year Plan of Action.

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