



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP  
NINETEENTH MEETING (APIRG/19)  
(Dakar, Senegal, 28 to 31 October 2013)**

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**Agenda Item 2: Flight Safety and Regional Aviation Safety Group for AFI (RASG-AFI Activities – Global and Inter Regional Activities)**

**2.1: Flight Safety and RASG-AFI activities**

**REVIEW OF THE CONCLUSIONS AND DECISIONS FROM RASG-AFI/01 MEETING**

*(Presented by the Secretariat)*

<b>SUMMARY</b>	
This paper provides a status report on the implementation of Decisions and Conclusions of the First Meeting of the RASG-AFI.	
<b>REFERENCE(S):</b>  Final Report of the First Meeting of the Regional Aviation Safety Group for Africa and the Indian Ocean (RASG-AFI/1)	
<b>Strategic Objective.</b>	This working paper is related to the Safety Strategic Objective of ICAO

**1. INTRODUCTION**

1.1 Following the First meeting of the Regional Aviation Safety Group for the AFI region, the Secretariat circulated the RASG-AFI/1 Report including its conclusions and decisions.

**2. DISCUSSION**

2.1 The RASG-AFI/1 meeting adopted five (5) Decisions and two (2) Conclusions; as shown in the attached **Appendix** which provides the status of implementation of the actions derived from them.

2.2 RASG-AFI/1 also created four (4) Safety Support Teams, namely SSCs (Significant Safety Concerns), FSO (Fundamentals of Safety Oversight), AI (Accident Investigation) and E.S.I (Emerging Safety Issues), for which Runway Safety and Loss of Control were identified as prominent.

2.3. In July 2012, the Ministerial Conference held in Abuja, Nigeria set targets for Significant Safety Concerns, Safety Oversight, Accident Investigation, Runway safety and Loss

of Control, amongst others. A Regional dashboard has been designed by ICAO and is available on its public website, to measure progress towards these regional safety targets. The challenge for RASG-AFI will be to carry out activities in the frameworks of the four safety support teams in order to improve AFI safety performances and meet the set targets.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the status of implementation of the RASG AFI/1 Decisions and Conclusions; and
- b) suggest relevant initiatives to RASG-AFI for their inclusion in its future Work Programme / Action Plan.

-END-

**APPENDIX**  
**Review of Conclusions/Decisions of RASG-AFI/1**

<b>Conclusion/ Decision No</b>	<b>Title of Conclusion/Decision</b>	<b>Text of Conclusion/Decision</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Status</b>
Decision 1/1	<b>RASG-AFI Terms of Reference</b>	That, the RASG-AFI Terms of Reference are approved as at <b>Appendix 2B</b> to the report of the RASG-AFI /1 Meeting.	RASG AFI Secretariat	Published via RASG-AFI/1 Report	Closed
Decision 1/2	<b>Establishment of RASG-AFI Steering Committee</b>	That, the RASG-AFI Steering Committee (RASC) is established with Terms of Reference as <b>Appendix 2D</b> to the report of the RASG-AFI /1 meeting.	RASG AFI Secretariat	Published via RASG-AFI/1 Report	Closed
Decision 1/3	<b>Establishment of the Annual Safety Report Team (ASRT)</b>	That, the RASG-AFI considers the establishment, at its second meeting, of an Annual Safety Report Team (ASRT), taking into account the draft terms of reference as at <b>appendix 2E</b> to the report of the RASG-AFI /1 Meeting	RASG AFI Secretariat and the Group	Published via RASG-AFI/1 Report and establishment of ASRT	Open
Decision 1/4	<b>RASG-AFI Procedural Handbook</b>	That, the RASG-AFI procedural handbook is approved as at <b>Appendix 2F</b> to the report of the RASG-AFI /1 Meeting	RASG AFI Secretariat	Published via RASG-AFI/1 Report	Closed
Decision 1/5	<b>RASG-AFI Work Programme (Action Plan)</b>	That, the RASG-AFI Steering Committee (RASC) develops an action plan in accordance with its mandate for consideration by the RASG-AFI at its second meeting.	RASG AFI Secretariat and the Steering Committee	Work Programme / Action Plan	Open Developed and ready to be presented to RASG-AFI/2 for approval

Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Status
Conclusion 1/1	<b>Status of Implementation of SP AFI-RAN Meeting Recommendations and Follow-Up</b>	That, recognizing the importance of cooperation among States in the establishment of Regional Accident Investigation Agencies (RAIAs), AFI States continue to cooperate towards the establishment of RAIAs in order to meet their international obligations in the field of aircraft accident/incident investigations and to implement the ECCAIRS system.	States	establishment of Regional Accident Investigation Agencies (RAIAS),	Since RASG-AFI/1, no RAIA has been established. Meeting this international obligation still remains a challenge for most African States and hence a common ICAO Audit finding.

Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Status
Conclusion 1/2	<b>Establishment of the Regional Aviation Safety Teams (RASTs)★</b>	<p>That:</p> <ul style="list-style-type: none"> <li>a) The RASG-AFI Steering Committee (RASC) should develop, as part of its work programme, draft terms of reference for the required Regional Aviation Safety Teams (RASTs); and</li> <li>b) The ICAO Regional Offices facilitate the establishment of RASTs within the AFI Region.</li> </ul>	States and RASG-AFI Secretariat	Terms of References for RASTs	<p>Open Draft Terms of References to be presented to RASG- AFI/2 for approval.</p> <p>During RASG- AFI/1, four Safety Support Teams were established namely:</p> <ul style="list-style-type: none"> <li>- Significant Safety Concerns;</li> <li>- Fundamentals of Safety Oversight;</li> <li>- Accident Investigation; and</li> <li>- Emerging Safety Issues with focus on: Runway Safety; Loss of Control and Controlled Flight Into Terrain</li> </ul>

★ *Regional Aviation Safety Teams (RASTs) as referred to in other Regional Aviation Safety Groups (RASGs) are called Safety Support Teams in the RASG-AFI region.*