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Introduction to AFI - Regional Aviation Safety Plan

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- ➔ AFI-Regional Aviation Safety Plan
- ➔ AFI – RASP Vision ,Mission and Purpose
- ➔ AFI-RASP Goals, Targets and Indicators
- ➔ AFI-RASP Goals
- ➔ AFI –RASP Targets for 2023-2025
- ➔ Organizational Challenges
- ➔ Regional Operational Safety Risks
- ➔ Emerging Issues
- ➔ Relationship between the GASP, the AFI - RASP and the NASP
- ➔ Regional Aviation Safety Roadmaps/SEIs
- ➔ Responsibility for the AFI-RASP Development, Implementation and Monitoring
- ➔ AFI –RASP Validation workshop

- The AFI-RASP is the master planning document
- Containing the strategic direction of the RASG-AFI region for the management of aviation safety for a period of three years (from 2023 to 2025)
- Lists regional safety issues, sets regional aviation safety goals and targets,
- Presents a series of safety enhancement initiatives (SEIs) to address identified safety deficiencies and achieve the regional safety goals and targets.
- The AFI-RASP promotes:
 - The effective implementation of safety oversight systems of States in RASG-AFI,
 - A risk-based approach to managing safety at the regional level, as well as
 - Collaboration between States in the region, RSOOs, RAIO, other regional and international organizations, and industry.

AFI – RASP Vision ,Mission and Purpose

4

- ➔ The vision of the AFI-RASP is to achieve and maintain the aspirational safety goal of **zero fatalities in commercial operations by 2030 and beyond**, which is consistent with the United Nations' 2030 Agenda for Sustainable Development.
- ➔ The plan's mission is to continually **enhance regional aviation safety performance** (and in consequence the global aviation safety performance) and **resilience** by providing a collaborative framework for States and industry.
- ➔ The purpose of AFI -RASP is to continually **reduce fatalities**, and the **risk of fatalities**, through the development and implementation of a regional aviation safety strategy.

AFI-RASP Goals, Targets and Indicators

5

- ➔ The AFI-RASP (2023 – 2025) Edition recognizes and supports the 2023-2025 edition of the GASP by adopting the **six goals** and **the five global high-risk categories of occurrences** (G-HRCs),
- ➔ In addition to the goals and high-risk categories of occurrences that are peculiar to the region as regional high-risk categories of occurrences (R-HRCs)
- ➔ The region recognizes the need for its safety strategy to evolve and ensure its sustained effectiveness and efficiency in the changing regulatory, economic and technical environments.

AFI-RASP Goals

6

- ➔ Goal 1: Achieve a continuous reduction of operational safety risks
- ➔ Goal 2: Strengthen States' safety oversight capabilities
- ➔ Goal 3: Implement effective State safety programmes (SSPs)
- ➔ Goal 4: Increase collaboration at the regional level
- ➔ Goal 5: Expand the use of industry programmes and safety information sharing networks by service providers
- ➔ Goal 6: Ensure the appropriate infrastructure is available to support safe operations

AFI –RASP Targets for 2023-2025

7

Target	Target Date	Description
T1.1	Decreasing trend	Maintain decreasing trend of global accident rate
T2.1	2024/2026/2030	75%, 85% and 95% EI score of CEs
T3.1	2024	All States to implement foundation of SSP
T3.2	2024	All States to publish NASP
T3.3	2025/2028	All States to work towards effective SSP (present; present & effective)
T4.1	2023	States that do not expect to meet AFI-RASP Goals 2 and 3 to seek assistance
T4.2	2023	All Regions to publish RASP
T4.3	2025	all States to contribute information on operational safety risks, including SSP SPIs emerging issues, to RASG-AFI.
T5.1	increasing trend	Maintain an increasing trend in industry's contribution in safety information sharing networks to States and the region to assist in the development of NASPs and AFI-RASP
T6.1	2025	maintain an increasing trend of States with air navigation and aerodrome infrastructure that meet relevant ICAO Standards.

Organizational Challenges

- ✈ Two common organizational challenges faced by States are the lack of effective safety oversight and difficulties in implementing an SSP.
- ✈ Effective safety oversight
 - Effective implementation of the eight CEs of the State's safety oversight system in all relevant areas, as appropriate to their aviation system complexity
- ✈ State Safety Programme
 - The implementation of SSP has remained to be a challenge in the region

Operational Safety Risks

- ➔ R-HRCs (listed in no particular order) are in line with those listed in the 2023-2025 edition of the GASP (G-HRCs):
- Controlled Flight into Terrain (CFIT);
 - Loss of Control In-Flight (LOC-I);
 - Mid-Air Collision (MAC);
 - Runway Excursion (RE);
 - Runway Incursion (RI);

Regional Operational Safety Risks

10

- ➔ Additional Categories of operational safety risks :
 - System Component Failure/Malfunction – Non-Powerplant (SCF-NP);
 - Bird Strikes and Wildlife Hazard;
 - Dust Haze
 - Large Height Deviation (LHD)

Emerging Issues

11

- ➔ Operation of RPAS within the vicinity of aerodromes;
- ➔ Frequency interference, in particular the use of 5G telecommunication system, especially within the vicinity of aerodromes; Bird Strikes and Wildlife Hazard;
- ➔ Potential ANS-related SSCs (Calibration of NAVAIDS and validation of Instrument Flight Procedures and Design);
- ➔ Laser strikes/attacks
- ➔ Wind farms in the vicinity of aerodromes
- ➔ Cyber security
- ➔ The installation of solar farms in the vicinity of aerodromes. Note: Issue of glare and glint to ATC and pilots.
- ➔ Meteorological phenomena e.g increase in presences of CAT, wind shears etc

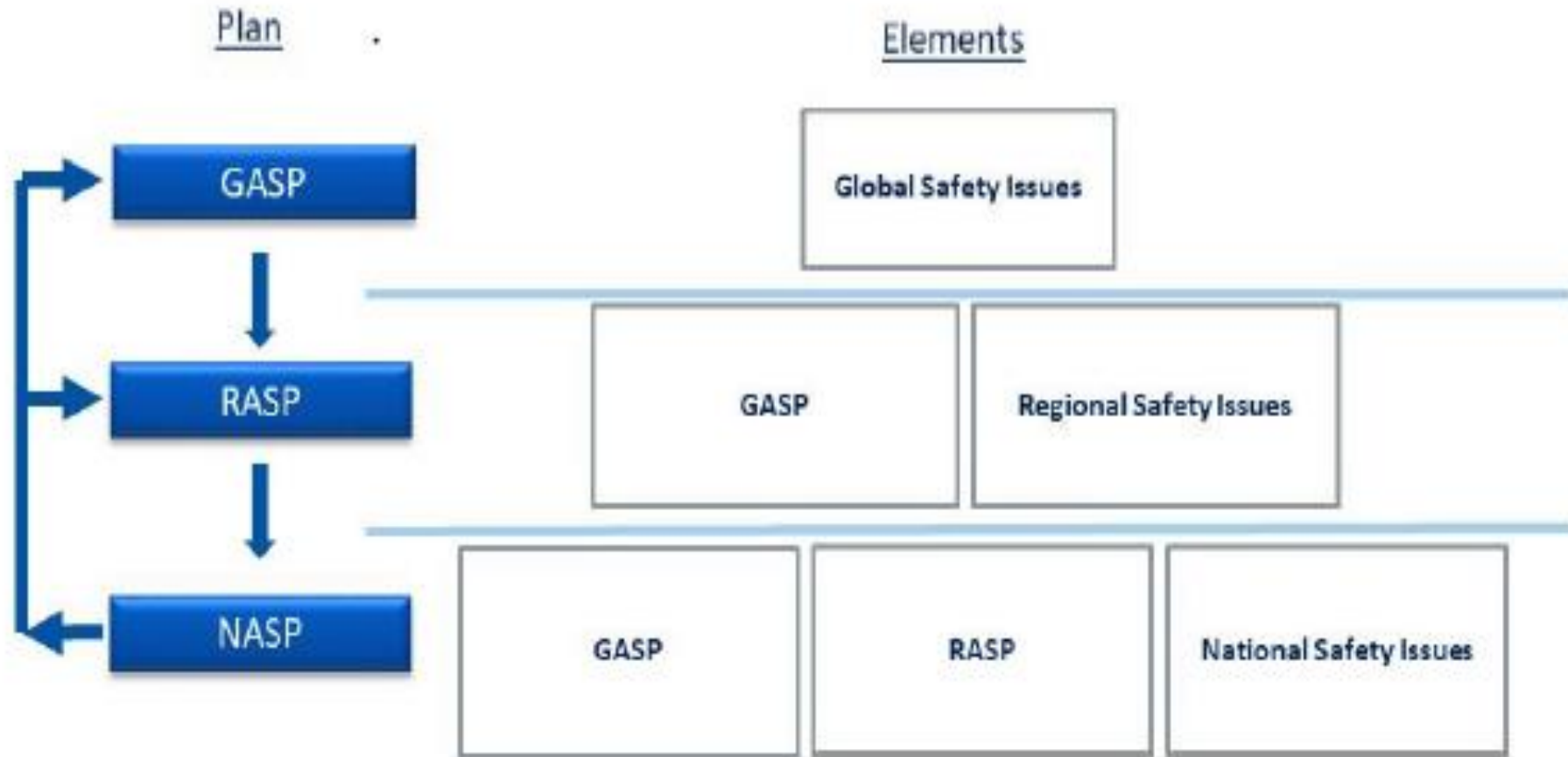
Emerging Issues

12

- ➔ Public health issues, e.g. Ebola, COVID19 etc
- ➔ Skilled workforce shortages
- ➔ Infrastructure limitations
- ➔ Traffic patterns
- ➔ Political instability
- ➔ Environmental impact

Relationship between the GASP, the AFI - RASP and the NASP

13



Regional Aviation Safety Roadmaps/SEIs

- The regional aviation safety roadmap outlines specific SEIs associated with the AFI-RASP goals and targets, as well as the R-HRCs.
- Each SEI is supported by a set of actions.
- SEIs are directed to three different sets of stakeholders: **individual States; regions; and industry.**
- Successful achievement of the SEIs relies upon the close **collaboration and cooperation of all key aviation stakeholders.**
- The regional aviation safety roadmap is composed of two parts
 - Organizational challenges
 - Operational safety risks

Responsibility for the AFI-RASP Development, Implementation and Monitoring

- ➔ The Safety Support Teams (SSTs), under the directive of the RASG-AFI, is responsible for the **development, implementation and monitoring** of the AFI-RASP in collaboration with ICAO ESAF and WACAF RO, AFCAC, International and regional organization and industry.
- ➔ 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 Safety Support Team (ANS – SST)

AFI –RASP Validation workshop

- ➔ Virtual workshop was conducted from 2 – 5 Oct. 2023
- ➔ To validate the draft AFI-RASP developed by the RASG-AFI Secretariat.
- ➔ The draft AFI-RASP”, endorsed by the Ninth meeting of the RASG-AFI Steering Committee (RASC/9).
- ➔ AFI RASP approved during the RASG –AFI/9 meeting.



Thank You!