



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

PIRG/RASG GCM-2013/PPT-3 RASG-AFI
Agenda item 2

A Brief on RASG-AFI

RASG-AFI Chairman

RASG-AFI: Successes



- Endorsement by AFI DGCA/4 Meeting of the RASG concept in November 2010
- Establishment of the RASG-AFI Group (adoption of TOR & structure) at the First Meeting in March 2012
- Adoption by the Abuja Ministerial Conference (July 2012) of a Plan of Action and High Level Safety Targets to be achieved by 2013, 2015 and 2017

RASG-AFI: Successes



Four Safety Support Teams established to deal with the Region's specific Safety issues:

- Significant Safety Concerns (SSCs)
 - ✓ Major progress in resolving SSCs in 4 ESAF and 4 WACAF States
- Fundamentals of Safety Oversight (FSO)
 - ✓ Improvements of EIs of between 11 and 35% (USOAP ICVM/CSA results)
- Accident Investigations (AI)
 - ✓ One fully operational Regional Accident Investigation Agency established (BAGAIA)
- Emerging Safety issues (Runway safety, CFIT, LOC-I)
 - ✓ Two regional runway safety workshops conducted in 2012 (Cape Town & Accra) and;
 - ✓ Third workshop scheduled 10 to 12 April 2013 in Agadir.

RASG-AFI: Priorities Aligned with Abuja Safety Targets



- **States with SSCs (10) : To Address Urgently**
 - Resolve existing SSCs by July 2013 or 12 months after for new ones
 - Implement ICAO Plans of Action by July 2013 and review on needs basis
 - Establish / strengthen autonomous CAAs or delegate to RSOOs/States by 2013
 - Require African carriers to complete IOSA audits by 2015
- **States with lower EI (20) : Focus on the 8 Critical Elements of a State Safety Oversight System**
 - Implement ICAO Plans of Actions by July 2013
 - Increment of EI to 60% (World average)
 - Establish autonomous CAAs or delegate to RSOOs/States by 2013
 - Certify International Aerodromes by 2015
 - Require African carriers to complete IOSA audits by 2015
- **States with higher EI (18) : Target Operational Issues**
 - Reduce runway related accidents by 50% by 2015
 - Reduce CFIT related accidents by 50% by 2015
 - Implement SSP and SMS by 2015
 - Certify International Aerodromes by 2015
 - Require African carriers to complete IOSA audits by 2015

RASG-AFI: Roadblocks



- Political commitment to the improvement of safety and strengthening of safety oversight systems through Ministerial Meetings and Plans of action not materialized in many States
- Human Resources (HR) Capacity and Personnel Training & Qualification: lack of sufficient number of duly qualified and trained personnel through implementation of relevant training programmes and training plans
- Lack or low level of maturity of safety culture affecting implementation of data driven safety management
- Lack of Synergy between Stakeholders' initiatives (States, ANSPs, Airports, Airline Industry, etc.)

RASG: Expectations



- Coordination and harmonization on pertinent safety metrics successfully used by mature RASGs to drive safety improvements in their Regions
- In sharing the AFI experience, encourage other Regions to develop and adopt safety targets.
- Consideration of a strategy to encourage transparency in the sharing of safety information and its utilization purely for safety improvement.
- Development of synergies between Stakeholders safety initiatives towards the achievement of agreed safety objectives.

ICAO

Uniting Aviation on

Safety | Security | Environment

PIRG-RASC Global Coordination Meeting,
Montreal 19 March 2013

