INTERNATIONAL CIVIL AVIATION ORGANIZATION

**FIRST MEETING OF THE AFRICA-INDIAN OCEAN
REGIONAL AVIATION SAFETY GROUP (RASG-AFI/1)
Kampala, Uganda (26 – 27 March 2012)**

Agenda Item 2: Status of aviation Safety in the AFI Region – including safety indicators

Status on aviation safety in AFI

(Presented by IATA)

SUMMARY
This paper gives an overview of the region's safety performance over the last five (5) years and calls on states to implement proven methods to tackle the high accident rate.
REFERENCE(S): ICAO Annex 13 and 14
Related ICAO Strategic Objective(s):

1.   **INTRODUCTION**

1.1   Even though we have had an oscillating trend of AFI accidents (caused by AFI based operators) over the last 5 years, and finally a significant downtrend in the last two (2) years data shows that these accidents fall into the two main categories of Runway Excursions and Loss of Control.

The top contributing factor remains as weak regulatory oversight followed by improper certification of air operators, pilot qualification and training, limited SMS implementation in ops and non adherence to Standard Operating Procedures.

2.   **DISCUSSION**

2.1   Statistics indicate that all IATA members and those commercial air operators who have implemented industry best safety practices like IOSA contribute less than 25% towards the AFI accident rate.

2.2   During the period the region was afforded free IOSA preparation through IATA's Partnership for Safety Program (PsF) there was motivation to bring the rate of western Built Jet hull loss down to record low of 2 in 2008;

2.3   The trend of the last three years shows we are headed in the right direction with a rate of 9.94 in 2009, 7.41 in 2010 and just below 4 in 2011 yet still way above the world average of 0.37.

2.4   The main causes as indicated above are well known but what is lacking is the strong will to address them in a systematic and effective way.

3.   **ACTION BY THE MEETING**

3.1   The meeting is invited to:

a) Recommend/encourage that states with known deficiencies as highlighted from ICAO USOAP move expeditiously to rectify them and where necessary request needed expertise from Sub-regional Groups /Agencies.

-END-