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 on aviation Safety in the AFI Region – including safety
indicators**

IPSOA – Use of FDA to develop Safety culture in AFI

(Presented by IATA)

SUMMARY
This paper highlights how IATA was able to effectively use the FDA program to develop a safety culture in a sample group of it's AFI members and now is calling on states to enforce the program on other non IATA member operators
REFERENCE(S): IPSOA Data
Related ICAO Strategic Objective(s):

1. INTRODUCTION

1.1 On September 17, 2007, at the ICAO High Level Safety Conference in Montreal, IATA pledged the IPSOA program as its contribution in kind towards the Global Aviation Safety Roadmap. The program was going to complement ICAO's AFI Comprehensive Implementation Plan (ACIP).

The model was to sponsor Flight Data Analysis (FDA) not only to help AFI airlines comply with ICAO FDA mandatory and SMS requirements but also as a pragmatic tool to curb the high accident rate (then at 4 accidents per million sectors) through safety culture development.

Unfortunately the global financial in crisis in 2008 saw the project being scaled down by the sponsor (IATA Top Management) to cover initially 5 IATA members as IPSOA Phase I in May 2009 followed by another 4 members end of 2010 as IPSOA Phase II. The total number of aircraft in the project was seventy two (72).

Through a series of workshops, site visits and online coaching, progress of safety culture development in the member airlines was tracked using an IPSOA project metric.

Phase I IPSOA members were in the program for 2 years and 8 months while Phase II benefited for only 13 months. To try and achieve culture change in such a relatively short time was a tall order as experience industry wide shows the process usually takes many years.

2. DISCUSSION

2.1   The IATA sponsored FDA program (IPSOA) allowed the small to average AFI operator meet a mandatory requirement which they were willing to and capable of meeting but faced challenges in gathering the necessary resources to do so on their own.

2.2   Though not initially spelt out in the project objectives, IPSOA was able to address infrastructure safety challenges so in solving member problems it automatically took care of another aspect of the industry;

2.3   The IPSOA Tool was used to address a very high number of Unstable Approaches at two airports that fall among the top five busiest airports in AFI.

2.4   Since FDA is an ICAO mandatory requirement and no AFI State has filed a difference, we therefore expect 100% compliance from all states.

3. ACTION BY THE MEETING

3.1   The meeting is invited to:

a) Recommend that States ensure air operators (particularly non IATA members) who have not implemented FDA programs be mandated to do so since it is a very effective tool for developing an effective safety culture.

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