



INTERNATIONAL CIVIL AVIATION ORGANIZATION

SECOND MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA AND THE INDIAN OCEAN REGION (RASG-AFI/2)

Dakar, Senegal (01 – 02 November 2013)

Agenda Item 3: Conclusions and Decisions from RASG-AFI/01 Meeting

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

(Presented by the Secretariat)

SUMMARY
This paper provides a status report on the implementation of Decisions and Conclusions of the First Meeting of the RASG-AFI.
REFERENCE(S): Final Report of the First Meeting of the Regional Aviation Safety Group for Africa and the Indian Ocean (RASG-AFI/1)
Related ICAO Strategic Objective(s): 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) review the open items with a view to suggesting initiatives and adopting appropriate actions to be included in RASG-AFI future Work Programme / Action Plan;
- c) urge RASC to establish an Annual Safety Report Team (ASRT) based on the adopted terms of reference contained in **Appendix 2E** to the report of the RASG-AFI /1 Meeting not later than 31 January 2014.

-END-

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

Conclusion /Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Status
Decision 1/1	RASG-AFI Terms of Reference	That, the RASG-AFI Terms of Reference are approved as at Appendix 2B to the report of the RASG-AFI /1 Meeting.	RASG AFI Secretariat	Published via RASG-AFI/1 Report	Closed
Decision 1/2	Establishment of RASG-AFI Steering Committee	That, the RASG-AFI Steering Committee (RASC) is established with Terms of Reference as Appendix 2D to the report of the RASG-AFI /1 meeting.	RASG AFI Secretariat	Published via RASG-AFI/1 Report	Closed
Decision 1/3	Establishment of the Annual Safety Report Team (ASRT)	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 appendix 2E 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	RASG-AFI Procedural Handbook	That, the RASG-AFI procedural handbook is approved as at Appendix 2F to the report of the RASG-AFI /1 Meeting	RASG AFI Secretariat	Published via RASG-AFI/1 Report	Closed
Decision 1/5	RASG-AFI Work Programme (Action Plan)	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	Status of Implementation of SP AFI-RAN Meeting Recommendations and Follow-Up	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	Establishment of the Regional Aviation Safety Teams (RASTs)★	<p>That:</p> <ul style="list-style-type: none"> 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 b) The ICAO Regional Offices facilitate the establishment of RASTs within the AFI Region. 	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"> - Significant Safety Concerns; - Fundamentals of Safety Oversight; - Accident Investigation; and - Emerging Safety Issues with focus on: Runway Safety; Loss of Control and Controlled Flight Into Terrain

★ 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.

APPENDIX B

Annual Safety Report Team (ASRT)

DRAFT TERMS OF REFERENCE

A) Purpose of the ASRT:

The ASRT is established to:

- 1) gather safety information from different available sources to determine the main aviation safety risks in the AFI region;
- 2) organize the annual safety report in the three main sections, one for each safety information category:
 - a) Reactive Information;
 - b) Proactive Information; and
 - c) Predictive Information.
- 3) based on the risk areas identified in the annual report, make recommendations to the RASG-AFI for safety enhancement initiatives; and
- 4) prepare a draft progress report to the ANC based on the annual safety report, the safety enhancement initiatives and detailed implementation plans.

B) Composition:

- RASG-AFI Partners

C) Roles and Responsibilities:

- ICAO HQ – Support;
- ICAO ESAF and WACAF Regional Officers – Support; and
- Partners – Provide technical expertise and collaborate in the development of the material as requested by ASRT.
