INTERNATIONAL CIVIL AVIATION ORGANIZATION

DRAFT REPORT OF THE SECOND MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA-INDIAN OCEAN

(RASG-AFI/2)

(Dakar, Senegal 1-2 November 2013)

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PART I – HISTORY OF THE MEETING

1.   VENUE AND DATE

1.1   The Second AFI Regional Aviation Safety Group (RASG - AFI/2) was held at the Hotel des Almadies in Dakar, Senegal, from 1 to 2 November 2013.

2.   LANGUAGE AND DOCUMENTATION

2.1   The discussions were conducted in English and French and the meeting documentation was issued in both languages. Translation and simultaneous interpretation services were provided under the supervision of Mr. Adalbert Otou Nguini.

3.   OFFICERS AND SECRETARIAT

3.1   The meeting was chaired by Aboubekrine Seddigh Ould Mohamed El Hacen, DG, ANAC Mauritania.

3.2   Mr. Mam Sait Jallow, Regional Director, ICAO Western and Central African Office (Dakar) served as Secretary to the meeting. He was assisted by Meshesha Belayneh, Regional Director, ICAO Eastern and Southern Office, (Nairobi) and the following Officers:

Mr. C. Dalton	C/ATM, ICAO Headquarters
Mr.G. Konate	DRD, WACAF Office, Dakar
Mr. P. Zo'o Minto'o	DRD, ESAF Office, Nairobi
Mr. E. Gnang	RO/TC, WACAF Office, Dakar
Mr. S. Machobane	RO/ATM, ESAF Office, Nairobi
Mr. A. B. Okossi	RO/MET, WACAF Office, Dakar
Mr. F. Salambanga	RO/CNS, WACAF Office, Dakar
Mr. O. Manjang	RO/FLS, WACAF Office, Dakar
Mr. P. I. Mbengue	RO/OPS, ESAF Office, Dakar
Mr. A. Ndikumana	RO/AGA, WACAF Office, Dakar
Mr. G. Y. Baldeh	RO/AIM, WACAF Office, Dakar
Mr. M. Tumusiime	RO/FLS, ESAF Office, Nairobi
Mr. F. Legrand	Programme Manager, AFI FPP

4.   ATTENDANCE

4.1   The meeting was attended by one hundred and eight (118) participants from twenty six (26) AFI States and ten (10) regional and international organizations and two (2) industry stakeholders.

4.2   The list of participants is provided at **Appendix 1A**, to this report.

5.   OPENING OF THE MEETING

5.1   The second meeting of AFI Regional Aviation Safety Group (RASG-AFI/2) was jointly opened, on the 28th of October, with the 19th Meeting of the AFI Planning and Implementation Regional Group (APIRG/19) and the 5th Meeting of Directors General of Civil Aviation (DGCA/5) by the Secretary General of the Ministry of Tourism and Air Transport, Mr. Ousseynou Dieng, representing the Minister of Tourism and Air Transport of the Republic of Senegal, His Excellency Mr. Oumar Gueye. He welcomed the participants to Senegal, the land of Teranga, expressed the joy of Senegal to host these three meetings organized by ICAO and emphasized the importance of air transport in the socio-economic development of the African continent. The opening statement was preceded by remarks from the ICAO Regional Director for Eastern and Southern Africa, Mr Belayneh Meshesha, and the Director General of ANACIM (Senegal CAA) Mr Magueye Ndao.

5.2   Following the 19th Session of APIRG, the second meeting of the Regional Aviation Safety Group for Africa and the Indian Ocean region (RASG-AFI/2) started next day on Friday First of November 2013 at the same venue, with a statement by Mr Mam Sat Jallow, ICAO Regional Director for Western and Central Africa, as Secretary to the RASG-AFI. After welcoming the participants, he recalled the launching of RASG-AFI in Kampala in March 2012, highlighting the similarities of Safety Objectives between APIRG and RASG-AFI and the need of coordination between Groups to avoid duplication of efforts and develop a systematic approach towards safety. He reminded the Meeting of the existence of similar RASG established within the five ICAO regions of the world, and the need for coordination and cooperation between them to ensure efficiency and consistency while avoiding duplication of efforts in the regions. He recalled the RASG-AFI objective of monitoring progress, coordinating actions among States and making recommendations to ICAO on means to facilitate the implementation of the Global Aviation Safety Plan (GASP) and the associated Global Aviation Safety Roadmap (GASR) within the AFI Region.

5.3   He recalled that in March 2013, a global Coordination Meeting between PIRGS and RASGs was held at ICAO Headquarters with the objective of exchanging views on the readiness of the regional Groups to set priorities and targets in line with the new versions of GANP and the GASP, both of which were recently adopted by the 38th ICAO Assembly. He pointed out that AFI was the first to have developed and adopted Regional safety targets which other ICAO regions are now being encouraged to follow.

5.4   Mr Jallow highlighted that in view of prevalent safety issues, the RASG-AFI proposed future work programme is based on prioritisation and focusing on some key safety areas such as the resolution of Significant Safety Concerns (SSCs), establishment of effective safety oversight systems, accident investigation and efforts to address operational and emerging safety issues including Runway Safety, Loss of Control (LOC) and Controlled Flight Into Terrain (CFIT).

5.5   Noting the Ministerial Conference on Aviation safety in Africa (Abuja, July 2012) and the 12th Air Navigation Conference (Montréal, November 2012), and the 38th ICAO Assembly, and the just concluded APIRG /19 meeting , Mr Jallow urged the Group to make use of the outcomes of these events.

5.6   Therefore, RASG-AFI /2 meeting was to focus on the effectiveness of the Four Safety Support Teams and Future activities of the Group and its subsidiary bodies, the establishment of monitoring mechanisms for the implementation of GASP and Abuja safety targets, the evolution of SSP/SMS and their impacts on the AFI States safety oversight. During the Meeting, participants attention will be drawn to the important issues related to the AFI Plan update and other Safety Initiatives, as well coordination between APIRG and RASG-AFI. He emphasised the importance of the Meeting Agenda items, requesting an active participation of the delegates and concluded his

statement by thanking the Minister of Tourism and Transport along with the various aviation Agencies of Senegal for the support to hold the second RASG-AFI.

5.7   The Director of ANACIM, on behalf of the Minister of Tourism and Transport, in his opening statement, welcomed the participants and expressed the pleasure of Senegal to host the 3 meetings as they contribute to safety enhancement for the region. He then invited the participants to review the Decisions and Conclusions of RASG-AFI/1 and to develop the future strategies to address and implement the future actions of the Safety Support Teams. The RASG-AFI/2 represents a good occasion to consider the AN-Conf/12 outcomes under the perspective of regional and cooperative framework for the enhancement of aviation safety. In declaring the Meeting opened he reiterated the availability of the Organizing Committee to continue providing the necessary support and facilitations for the events.

PART II – REPORT ON AGENDA ITEMS

Agenda Item 1:   **Review and adoption of the Draft Agenda and meeting work programme**

1.1   Under the guidance of Mr Mam Sait Jallow, as Secretary of RASG-AFI, the Meeting reviewed and adopted the draft Agenda as indicated in paragraph 6 on the History of the Meeting.

Agenda Item 2:   **Election of the Chairperson and Vice-Chairpersons**

2.1   As Secretary of RASG-AFI, Mr Jallow recalled the composition and membership of the Administrative structure elected at the RASG-AFI/1 meeting in March 2012, and explained the change which occurred leading to a vacancy in the position of Chairperson of the Group in March 2013.

2.2   The Meeting proceeded to elect the following for period up to the convening of the RASG - AFI/3 meeting:

Chairperson	Mr. Aboubekrine Seddigh	DG, Mauritania C.A.A
Second Vice Chairperson	Col. (Rtd) Hilary Kioko	DG Kenya C.A.A

2.3   The meeting was reminded that the following Positions remained intact:

First Vice Chairperson	Mr. Zakhele G. Thwala	DG, South African CAA
Industry Representative	Mrs Tanja Grobotek	IATA

2.4   The newly elected Chairperson, on assuming the seat, delivered a statement in which he thanked Senegal for hosting the Meeting and also the technical partners supporting the Group. He expressed his gratitude for the trust and the opportunity to preside over the RASG-AFI for the next coming year, during which he will be urging the African States to courageously face the challenge of removing SSCs and improving their effective implementation (EI) lvels. He recalled two important Abuja Safety Targets, namely CAA autonomy and lack of proper certification systems and called on African States to reduce the number of RSOOs and eventually to establish one effective entity across all African regions. He finally urged African States to join in a collaborative effort to assist those States with less than 60% level of Effective Implementation to improve, but also to prevent new / additional States from entering the SSC list..

Agenda Item 3:   **Review of Conclusions and Decisions from RASG-AFI/1 Meeting**

3.1   The group was informed that the RASG-AFI/1 meeting adopted five (5) Decisions and two (2) Conclusions; as shown in the attached **Appendix…XX…** which provides the status of implementation of the actions derived from them. Out of the five (5) Decisions three (3) were closed while the two were partially implemented. In summary, two (2) Decisions and two (2) Conclusions remained open.

3.1   To address the establishment of an Annual Safety Report Team (ASRT). The meeting

formulated the following Decision:

DECISION 2/1:   **REVIEW OF CONCLUSIONS AND DECISIONS FROM RASG-AFI/1 MEETING**

      That:

a) **RASG-AFI Steering Committee (RASC) establish an Annual Safety Report Team (ASRT), not later than 31 January 2014, based on the adopted Terms of Reference (TOR) contained in Appendix 2E to the report of the RASG-AFI /1 Meeting, and**

b) **IATA assist the ASRT and actively participate in the preparation of the Annual Safety Report.**

Agenda Item 4:   **Review and approval of the draft Terms of Reference (TORs) of the Safety Support Teams:**

4.1   Under this agenda item, the meeting reviewed, amended and approved (as attached at Appendix……to this report)   the proposed Terms of Reference for each of the Safety Support Teams namely: Significant Safety Concerns (SSC), Fundamentals of Safety Oversight (FSO), Accident Investigation (AI) and Emerging Safety Issues (ESI). The TOR are designed to guide the work of the Support Teams in accordance with the provisions contained in the Global Aviation Safety Plan (GASP), the ICAO Strategic Objectives and the Abuja Safety Targets.

4.2   The RASG-AFI/2 meeting was reminded that the Support Teams were established, as subsidiary bodies of the RASG-AFI, for the purpose of responding to the immediate safety challenges facing the region by facilitating and providing support in the development, prioritization and implementation of RASG-AFI safety enhancement initiatives.

4.3   Attention of the meeting was drawn to the fact that Runway Safety, Loss of Control and Controlled Flight Into Terrain have now been in existence for a considerable length of time and therefore are not necessarily Emerging Safety Issues but rather, established risks. It was clarified that these issues continue to feature prominently in accidents and incidents in the region and have therefore been identified as priority risks.

DECISION 2/2:   **REVIEW AND APPROVAL OF THE DRAFT TERMS OF REFERENCE (TOR) OF THE SAFETY SUPPORT TEAMS**

     That:

The TORs of the RASG - AFI Safety Support Teams are approved, as at Annex…
to the report of the RASG - AFI/2 meeting, for the following Safety Support Teams:
1. **Significant Safety Concerns (SSC),**
2. **Fundamentals of Safety Oversight (FSO),**
3. **Accident Investigation (AI), and**
4. **Emerging Safety Issues (ESI)**

Agenda Item 5:   **Implementation of the Global Aviation Safety Plan (GASP) and Abuja Safety Targets**

5.1   *GASP Objectives and Safety Performance Areas*

5.1.1   The paper on Global Aviation Safety Plan Objectives and Safety Performance Areas was presented by the Secretariat under Agenda Item 5: Implementation of the Global Aviation Safety Plan (GASP) and Abuja Safety Targets.

5.1.2   The Group noted that the 38th Session of the ICAO Assembly fully endorsed the 2013 edition of the Global Aviation Safety Plan (GASP). The GASP provides the framework under which regional, sub-regional and national implementation plans will be developed and implemented, thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety and efficiency. The Group was informed that the GASP has been restructured and revised, and will be supported by planning tools, to assist Regional Aviation Safety Groups (RASGs), States and Industry in the process of planning and implementing safety related activities.

5.1.3   The meeting acknowledged the consistency of the AFI Regional Safety Targets with the guidance provided in the GASP. With regard to implementation dates at the regional level that do not match the global ones, especially for SSP and SMS, the meeting agreed that AFI States should commit themselves to de deadlines in the Abuja Ministerial Declaration on Aviation Safety.

5.1.4   The meeting noted that the 2013 edition of the GASP specifically establishes safety objectives and initiatives with associated targets in order, as a key priority, to continually reduce the global accident rate through a structured and progressive approach comprising near-, mid- and long-term targets. Furthermore, the GASP objectives are supported through specific safety initiatives that are categorized according to distinct safety performance areas.

DECISION 2/3:   **GASP OBJECTIVES AND SAFETY PERFORMANCE AREAS**

> **That:**
> **The RASG-AFI Safety Teams, States and Industry, take ownership of the Global Aviation Safety Plan (GASP) and apply its principles and objectives in accordance with their levels of Effective Implementation of the ICAO safety oversight critical elements**.

5.2   *Review and adoption of AFI Regional Performance Dashboard*

5.2.1   The meeting was briefed that there are three characteristics of the Global Aviation Safety Plan; one of them recognizes that priorities must be established to effectively guide the implementation of safety initiatives in aviation. In line with GASP strategic objectives, relevant safety targets were adopted by the Abuja Ministerial Conference in July 2012 to promote aviation safety enhancement in the AFI Region. ICAO has developed a performance dashboard to facilitate the monitoring of progress toward regional strategic objectives.

5.2.2   While there is a strong similarity between the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan, emphasis was made to explain the difference between the two. Both copies of the Executive Summary and the 2013 Edition of the GASP are attached.

5.2.3   During the deliberations it was suggested that while AFI States carry out the implementation of their Regional safety targets, those with high level of Effective Implementation (EI) of the critical elements of a State safety oversight system should focus on SSP/SMS implementation.

5.2.6   The Meeting formulated the following Decision and Conclusion:

DECISION 2/4:   REVIEW AND ADOPTION OF AFI REGIONAL DASHBOARD

That:
RASG-AFI Safety Teams effectively use the AFI Regional Performance Dashboard for the data-based monitoring of regional progress in the implementation of safety priorities and targets, and include it in the Annual Regional Aviation Safety Report.

CONCLUSION 2/1:   REVIEW AND ADOPTION OF AFI REGIONAL PERFORMANCE DASHBOARD

That:
Individual States use the AFI Regional Performance Dashboard to assess national performance against the Abuja Safety Targets.

5.3   Monitoring and Follow-up Mechanism on Aviation Safety Targets

5.3.1   The paper on monitoring and follow-up mechanism on aviation safety targets was presented by the AFCAC Secretariat under Agenda Item 5: Implementation of the Global Aviation Safety Plan (GASP) and Abuja Safety Targets. The meeting recalled that the Abuja Declaration on Aviation Safety in Africa and the associated plan of action on Aviation safety were adopted by the Ministerial Conference on Aviation Safety in Africa held in Abuja, Nigeria, from 16 to 20 July 2012. The Conference also gave mandate to AFCAC to monitor and follow up on and monitor implementation of the aviation safety targets.

5.3.2   However, the meeting was informed that as of October 2013, only South Africa and Ethiopia responded to requests made by AFCAC to provide required information. On the side of the Industry, responses were received from only AFRAA and IATA. Hence AFCAC explained that it was not in a position to properly carry out the monitoring of the safety targets because of a lack of information and data.

The meeting adopted the following Conclusion:

CONCLUSION 2/2: MONITORING AND FOLLOW UP MECHANISM FOR ABUJA SAFETY TARGETS

That:

States take ownership of the Abuja aviation safety targets and, for monitoring purposes, provide AFCAC with information and data on implementation status as and when required.

Agenda Item 6: RASG-AFI Activities and Future Work Programme

6.1   Under this agenda item, the meeting was presented with a proposed work programme, covering the activities of the Group and its subsidiary bodies/Working Groups, for the year 2014. The proposed work programme was designed to support a regional performance framework for the management of safety on the basis of the Global Aviation Safety Plan (GASP).

6.2   The attention of the meeting was drawn to the many challenges with respect to the resources required to effectively carry out the activities of the Group. The meeting was therefore urged to consider the use of the various available options including meetings, teleconferences, e-mails, etc. in order to effectively carry out the activities of the Group. To this end, the need for careful planning of these activities could not have been over-emphasized.

6.3   During the review of the proposed Work programme, attention was draw to the need for a logical chronology and sequencing of related activites and the Secretariat was tasked to review the programme and make the necessary adjustments accordingly.

6.4   The RASG-AFI/2 meeting was informed that IATA has developed a Loss of Control (LOC) toolkit which was undergoing validation and slated to be available by May 2014. The Secretariat was requested to take into account the projected date during revision of the work programme. In addition, the meeting requested IATA to assist the Steering Committee and Regional Annual Safety report Team in preparing the Regional safety report.

6.5   The meeting approved a reduced frequency for the teleconferences by the Steering Committee, from monthly to quarterly with flexibility at the discretion of the Chairman of the Steering Committee. The RASG-AFI Procedures Handbook has been amended to reflect this change.

6.6   The proposed schedule of activities was reviewed, amended and approved as contained in the Appendix XX to this report.

DECISION 2/5:   RASG-AFI ACTIVITIES AND FUTURE WORK PROGRAMME

That:
a) **the 2014 Plan of activities for the RASG-AFI Group and Subsidiary bodies is amended and approved as provided at ANNEX….to this report, and**

b)   **the RASC exercises flexibility, at its discretion, on the contents and frequency of its activities taking into account the logical chronology and sequence for effective implementation.**

CONCLUSION 2/3: RASG-AFI ACTIVITIES AND FUTURE WORK PROGRAMME

> **That**
> **States and member Organizations continue their support to RASG-AFI activities by assigning appropriate level representatives to attend meetings, participate in projects, provide contributions including experts, training, hosting events and sharing information, experience and tools.**

Agenda Item 7: **Evolution of ICAO SSP/SMS requirements and their impact on State Safety Oversight Obligation**

7.1   Under this agenda item, the Secretariat presented a paper on the development and adoption of Annex 19 – *Safety Management*, ICAO's roll-out plan, and the strategy to be followed by ICAO and aviation stakeholders for the implementation and development of safety management Standards and Recommended Practices (SARPs).

7.2   The meeting was briefed on the High-level Safety Conference 2010 (HLSC/2010) held in Montréal from 29 March to 1 April 2010 which concluded that safety management processes under the direct responsibility of ICAO Member States and are critical to civil aviation safety should be contained in a single Annex.

7.3   Consequently, it was decided that the development of the new Annex 19 would follow a two-phased process: the first phase limited to the consolidation and reorganization of   existing   safety   management Standards and Recommended Practices (SARPs) and supporting guidance material, followed by the second phase during which safety management provisions would be reviewed to determine the need for further amendments.

7.4   Annex 19 – *Safety Management* was adopted by the ICAO Council on 25 March 2013 with an applicability dare of 14 November 2013.   To further support the roll-out of the Annex, the third edition of the *Safety Management Manual (SMM)* (Doc 9859) has been published.

7.5   Accordingly, the meeting resolved to urge the States to expedite the implementation of SSP and SMS respectively. In addition, the meeting recommended that those States that have reached advanced levels of implementation should share their experiences with other States as a means of assisting them to progress. The following Decision and Conclusion were adopted:

DECISION 2/6:   **EVOLUTION OF ICAO SSP/SMS REQUIREMENTS AND THEIR IMPACT ON STATE SAFETY OVERSIGHT OBLIGATION**

> **That:**
>
> **The Emerging Safety Issues (ESI) Safety Support Team of RASG - AFI takes into account ICAO Annex 19 provisions in the development and implementation**

of safety management related activities and assists States for compliance with its requirements and report progress made at the regional level.

CONCLUSION 2/4: EVOLUTION OF ICAO SSP/SMS REQUIREMENTS AND THEIR IMPACT ON STATE SAFETY OVERSIGHT OBLIGATION

That:

a) **States are to actively participate in the activities of the AFI Regional Aviation Safety Group (RASG - AFI) in order to promote the implementation of safety management provisions of ICAO SARPs; and**

b) **States, regulators and service providers be encouraged to accelerate implementation of State Safety Programme and Safety Management Systems (SSP/SMS) in line with global and regional objectives.**

Agenda Item 8:   Update on AFI Plan and Other Safety Initiatives

8.1 *Implementation of ICAO Plans of Action*

8.1.1   Under this Agenda item, the meeting's attention was drawn to the fact that most ICAO Member States in the AFI Region continue to face challenges in the implementation of the ICAO Standards and Recommended Practices (SARPs). Safety-related deficiencies have been identified by ICAO through audits and monitoring activities performed under the Universal Safety Oversight Audit Programme (USOAP), and assistance missions to States.

8.1.2   Furthermore, that the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) was endorsed by the 36th Session of the ICAO Assembly and established by the Secretary General on 1 January 2008 to address civil aviation safety deficiencies in Africa and the Indian Ocean (AFI) region.

8.1.4   The assistance to African States through the AFI Plan has provided in the relevant focus areas was highlighted as follows::

- Focus area 1: Enable States to establish and maintain an effective and sustainable safety oversight system;

- Focus area 2: Assist States to resolve identified deficiencies within a reasonable time frame; and

- Focus area 3: Enhance aviation safety culture of African aviation service providers.

8.1.5   Following the integration of the AFI Plan activities into the regular work programmes of the AFI Regional Offices with effect from 1 January 2011, the main thrust of the implementation plan has been the following:

a)   provision of assistance to States through the development and implementation of ICAO Plans of Action tailored to address safety deficiencies identified by the USOAP with priority on the resolution of significant safety concerns (SSCs);

b)   provision of assistance to States in their efforts to meet regional safety targets and address emerging safety issues;

c)   promotion of the establishment and strengthening of regional safety oversight organizations (RSOOs), regional accident investigation organizations (RAIOs); and

d)   intensification of training activities.

8.1.6   The Group accordingly formulated the following Decision and Conclusion:

DECISION 2/7:   IMPLEMENTATION OF ICAO PLANS OF ACTION

That:
RASG - AFI Safety Teams and Industry Partners support African States to achieve the agreed safety targets.

CONCLUSION 2/5:   IMPLEMENTATION OF ICAO PLANS OF ACTION

That:
African States, that have not yet done so, accept and implement the ICAO Plans of Action.

8.2   *Coordination with AFI-CIS, RSOOs and COSCAPs*

8.2.1   Under this agenda item, the Secretariat presented a paper on the activities carried out by regional bodies within the African-Indian Ocean Region (AFI Region), namely RASG-AFI, AFCAC's Cooperative Inspectorate Scheme for the AFI Region (AFI-CIS), Regional Safety Oversight Organizations (RSOOs), and the Cooperative Development of Operations Safety and Continuing Airworthiness Programmes (COSCAPs), to assist African States strengthen safety oversight capabilities and resolve safety oversight deficiencies. The paper further highlighted the level of coordination that exists between them.

8.2.2   The meeting was informed that in order to optimize resources, and maximise the outcomes and synergy of the regional bodies, it is essential that the overall activities of these various bodies are aligned and well-coordinated in order to yield maximum impact and avoid duplication of efforts. Furthermore, the benefits of regional cooperation extend to the promotion of effective safety management through the aggregation of relevant safety data, collaborative support of the related analysis processes and implementation of data protection policies, thereby resulting in enhanced sharing of safety information and providing key tools for improving safety on a global level.

8.2.3   The paper highlighted the fact that in order to avoid overlapping of functions, proliferation of uncoordinated regional organizations and waste of scarce resources, States have been encouraged not to join more than one RSOO unless the RSOO in question provides different functions. The meeting was also apprised of an on-going initiative to conclude a collaborative arrangement (in the form of an MOU) that will remove the overlapping of functions between AAMAC, CEMAC and UEMOA RSOOs. The meeting appreciated this particular aspect and resolved that it should come out as a clear and strongly worded Conclusion in the final report. The following Decision and Conclusion were therefore adopted:

DECISION 2/8:   COORDINATION WITH AFI-CIS, RSOOs AND COSCAPs

> **That:**
> a) **As a mechanism for effective collaboration between RASG - AFI and regional bodies such as AFCAC (AFI CIS), RSOOs and COSCAPs, , inter-agency coordination be made a permanent feature of RASC meetings, activities, and programmes aimed at strengthening safety oversight capabilities of individual States; and**
>
> b) **RASG - AFI and its subsidiary bodies support the initiative for organizations in the AFI region that have overlapping functions, such as the AAMAC, UEMOA and CEMAC RSOOs, to conclude an appropriate collaborative arrangement to avoid duplication of their functions and comply with the Abuja Declaration, in line with ICAO policy and guidelines.**

CONCLUSION 2/6:   COORDINATION WITH AFI-CIS, RSOOs AND COSCAPs

> **That:**
> **States in their efforts to establish and / or participate in Regional Safety Oversight Organizations (RSOOs), take note of and comply with the provision of the Declaration of the Ministerial Conference on aviation safety held in Abuja, Nigeria in July 2012 prohibiting membership of more than one such organization.**

8.3   Runway Safety Programmes

8.3.1   The meeting noted that Assembly Resolution A37-6 urged States to put in place measures to enhance runway safety, including the establishment of runway safety programmes using a multidisciplinary approach, that includes at least regulators, aircraft operators, air navigation service providers, aerodrome operators and aircraft manufacturers to prevent and mitigate the effects of runway excursions and incursions and other occurrences related to runway safety.

8.3.2   The meeting noted that the ICAO Global Runway Safety Symposium (GRSS) held in Montreal, Canada, from 24 to 26 May 2011 was an important first step in coordinating a global effort for improving runway safety by identifying what a State can do to improve runway safety, including determining a common framework for the enhancement of runway safety. The GRSS recommended the holding of Regional Runway Safety Seminars (RRSS), and so far there have been two RRSS in the AFI region, in Cape Town, South Africa in October 29-30, 2012 and in Agadir, Morocco, April 10-12, 2013

Regional Runway Safety Seminars (RRSS)

8.3.3   In General, the outcomes and recommendations of the two seminars encouraged States to establish Runway Safety Teams (RSTs), ICAO was to follow-up on effective implementation of RSTs in the AFI region through the Regional Offices, ACI committed to support by providing free training related to SMS and the basics of ICAO Annex 14 and in particular aerodrome signs and markings as well as facilitating knowledge sharing and information. CANSO committed to facilitate communication with Air Traffic Management ATM to obtain their commitment and to provide guidance material and ICAO also committed to develop a Runway Safety Team Handbook; a document intended to serve as a reference for aerodrome operators, air traffic services organizations, commercial air operators, organizations representing the general aviation community, the regulatory authority and other stakeholders interested in improving runway safety.

8.3.4   In the ESAF Region, an RRSS is planned to be held in Entebbe 11-15 November 2013 for the East African Community Partner States under the auspices of ICAO, CASSOA and AVIASSIST. It is expected that RSTs shall be established in all the five EAC Partner States after this seminar and the ESAF Regional Office will follow up on the effectiveness of these RSTs. South Africa, on the other hand has reported that it has already established RSTs at O. Tambo Int'l Airport, Johannesburg, Cape Town Int'l Airport and King Shaka Int'l Airport, Durban.

Runway Safety Team (RST) Meetings

8.3.5   The RST meeting is the most important component of the Runway Safety programme as it is the forum in which the hazards are discussed, consequences determined, risks assessed, priorities determined, and recommendations developed. This type of face-to-face interaction leads to improved collaboration, problem-solving and risk management because the team members benefit from information sharing and the perspectives of representatives from other groups.

8.3.6   Generally, the airport operator hosts the meeting and establishes a long-term schedule to allow adequate planning by the members. It is recommended that the RST elect a "Chairperson" to serve as the coordinator for the team. The agenda for the meeting, as a minimum should include an update on previous recommendations, new hazards and associated consequences, risk assessments of the consequences and proposed recommendations for managing the risk.

8.3.7   The meeting formulated the following Conclusion:

CONCLUSION 2/7   :   REGIONAL RUNWAY SAFETY PROGRAMMES

> **That:**
> a)   **States establish Runway Safety Teams (RSTs) at all international aerodromes; and**
>
> b)   **States are encouraged to participate in Seminars / Workshops and other training activities being conducted in the field of Runway Safety.**

8.4   IOSA Workshops

8.4.1   Under Agenda 8 - Other Safety Initiatives, IATA presented a Working Paper on IOSA Workshops, The paper highlighted the mutual cooperation between ICAO and IATA on aviation safety and the comparable enhanced safety record of IOSA registered airlines. During the discussions, explanations were provided on the added value of IOSA audits to the regulatory oversight of the States. Furthermore, it was pointed out that IOSA certification, besides being a quality label, reinforces the confidence of the insurance companies and the regulator bearing in mind that ISARPs of IATA are in line with ICAO SARPs.

8.4.2   Therefore, the RASG-AFI/2 meeting adopted the following Conclusion :

CONCLUSION 2/8:   IOSA WORKSHOPS

     That:

          African States implement the use of IOSA by African airlines as required by the Ministerial Conference on Aviation Safety in Africa (Abuja, 16-20 July 2012).

8.5   Outcome of the informal AFI Ministerial Meeting (Montreal, 23 September 2013)

8.5.1   Under this agenda item, the Secretariat reported on the outcome of the AFI Ministerial meeting, held at the ICAO Headquarters in Montreal, Canada on 23 September 2013. The African Ministers, attending the 38th Session of the ICAO Assembly, were briefed on the status of air transport and the level aviation safety on the Continent, the achievements of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) since its inception in 2008 and plans for its continuation and expansion in the next triennium (2014-2016).

8.5.2   The RASG-AFI/2 meeting was informed that the African Ministers were briefed on the status of air transport in Africa and role of individual Governments in maximizing the impact of air transport on the economic growth and development of the continent. The need for the establishment of effective oversight systems achieved either individually by States or through regional collaboration by establishment of Regional Safety Oversight Organizations (RSOOs) is highlighted during the briefing.

8.5.3   The Ministers were also introduced to the Regional Performance Dashboard to be used in tracking progress made towards the attainment of the aviation safety targets adopted during the AFI Ministerial Conference on Aviation Safety in Africa held in July 2012 in Abuja, Nigeria.

8.5.4   The briefing also highlighted key activities undertaken under the AFI Plan, since its inception in January 2008, in support of African States in addressing safety oversight deficiencies including resolution of Significant Safety Concerns (SSCs) and overall improvement of effective implementation (EI) of the Critical Elements of a State safety oversight system.

8.5.5   The decision by the AFI Plan Steering Committee to continue and expand the AFI Plan for the 2014-2016 triennium to include areas such as Air Navigation Services (ANS),

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Aerodromes and Ground Aids (AGA), and Aircraft Accident and Incident Investigation (AIG), was highly welcomed.

8.5.6   The RASG-AFI/2 Meeting noted achievements of the AFI Plan and applauded the AFI Plan Steering Committee on its decision to continue and expand the AFI Plan. The meeting urged AFI States to also continue to support and participate in the AFI Plan activities for further improvement of aviation safety in the region.

8.5.7   With the expansion of the AFI Plan activities, the meeting expressed the hope for increased training opportunities in the relevant areas particularly in Air Navigation Services (ANS). The Secretariat assured the meeting that the course materials on the concerned areas have been developed and are awaiting validation by ICAO. The following Conclusion was adopted by the meeting:

CONCLUSION 2/9:   UPDATE   ON   THE   AFI   PLAN   AND   OTHER   SAFETY INITIATIVES

> **That:**
> **State continue to support and participate in the AFI Plan activities for further improvement of aviation safety in the AFI region.**

Agenda Item 9:   Coordination between Regional Groups

9.1   Coordination between RASGs

9.1.1   The Secretariat drew the attention of the meeting to the benefits of effective coordination between RASG-AFI and other RASGs established in the different ICAO regions. In addition, that there is need for coordination between RASGs, relevant Sections at ICAO Headquarters and other existing regional groupings such as the PIRGs, COSCAPs, RSOOs, etc.

9.1.2   The meeting was informed of the Global PIRGs / RASGs Coordination Meeting held at the ICAO Headquarters in Montréal, Canada in March 2013. That meeting was to help agree on setting regional priorities and targets in line with the new versions of the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP) as well as share experiences on successful initiatives of each of the PIRGs and RASGs to ensure the best possible synergy. The need for coordinated and collaboration was unanimously agreed upon and proposed coordination mechanisms including establishment of appropriate structures were reviewed. The outcome of this meeting included the development of safety performance targets as adopted by the AFI Ministerial Conference of July 2012, proposal for periodic Global Coordination meetings and a proposal to establish inter-RASG Coordination teams.

9.1.3   The RASG - AFI/2 meeting noted the information provided and agreed to support the work of ICAO on proposed coordination mechanisms amongst RASGs and with ICAO HQs.

DECISION 2/9:   COORDINATION BETWEEN RASGs

> **That:**
> **RASG-AFI support the work of ICAO on proposed coordination mechanisms amongst RASGs and with ICAO.**

9.2   Coordination between APIRG and RASG- AFI

9.2.1   Under this agenda item, the Secretariat presented a paper on the outcome of the APIRG/18 and RASG-AFI/01 meetings on coordination of activities between RASG- AFI and APIRG in order to avoid duplication of efforts.

9.2.2   In addition, the paper highlighted the deliberations of APIRG/19 on the subject as well as the established process for the coordination of activities between the two Groups in order to ensure harmonization and avoid duplication of efforts.

9.2.3   The paper recalled that the RASG - AFI/1 meeting , held in Kampala agreed on the following task allocations:

a) RVSM safety monitoring, QMS, Civil military coordination and SAR continue to be part of APIRG Work Programme;

b) safety issues directly related to flight operations, Accidents and Incidents Analysis, and SSP are addressed within the framework of RASG-AFI;

c) SMS implementation, Runway Safety, Unsatisfactory Condition Reports(UCRs), English Language Proficiency (ELP) and Airspace contingencies issues will continue to be included in the Work Programmes of both RASG-AFI and APIRG, for some period

9.2.4   However, the paper clarified that planning would be initiated in future, as RASG-AFI matures enough, to adopt a systems approach so that RASG-AFI addresses safety issues from an integrated perspective that includes flight operations and ATM safety work presently covered by APIRG.

9.2.5   The meeting was also informed that the need for a coordination mechanism between PIRGs and RASGs was anticipated by APIRG/18 and accordingly this aspect has been reflected in the Terms of Reference (TOR) of both RASG - AFI and APIRG.

9.2.6   The meeting noted that there was need to establish an effective mechanism for the two groups to share and agree on how to deal with real or potential overlapping responsibilities in a timely manner. This meeting formulated the following Conclusion:

CONCLUSION 2/10: COORDINATION BETWEEN APIRG AND RASG- AFI

> **That:**
> **In order to facilitate coordination between the two Groups and among their subsidiary bodies, APIRGs and RASG-AFI provide each other with the outcomes of their most recent meetings and activities.**

9.3   Outcome of the Nineteenth Meeting of the AFI Planning and Implementation Regional Group

Implementation of the AFI Air Navigation System Implementation Action Plan aligned with the ICAO Aviation System Block Upgrade (ASBU) Methodology

9.3.1   The RASG-AFI/2 Meeting noted the ICAO Twelfth Air Navigation Conference (AN-Conf/12) Recommendation 6/1 – *Regional performance framework – planning methodologies and tools*, which – inter alia – requests States and PIRGs to:

a) finalize the alignment of regional air navigation plans with the Fourth Edition of the *Global Air Navigation Plan* (Doc 9750, GANP) by May 2014;
b) focus on implementing aviation system block upgrade Block 0 Modules according to their operational needs, recognizing that these modules are ready for deployment;
c) use the eANPs as the primary tool to assist in the implementation of the agreed regional planning framework for air navigation services and facilities;
d) involve regulatory and industry personnel during all stages of planning and implementation of aviation system block upgrade modules; and
e) develop action plans to address the identified impediments to air traffic management modernization as part of aviation system block upgrade planning and implementation activities.

9.3.2   The RASG-AFI/2 Meeting was informed that the Council of ICAO had approved the Fourth Edition of the Global Air Navigation Plan (GANP, Doc 9750) on 29 May 2013, and particularly called on the Planning and Implementation Regional Groups (PIRGs) of the ICAO Regions to:

a) develop regional action plans with priorities and targets;
b) determine performance indicators/metrics to measure implementation progress and associated benefits; and
c) identify implementation challenges.

9.3.3   As a follow up to the above recommendations from the Twelfth Air Navigation Conference, ICAO Council and the Global PIRG/RASG Coordination Meeting (March 2013), APIRG/19 Meeting adopted an AFI Regional Air Navigation System Implementation Action Plan with priorities, targets, challenges and metrics/indicators to measure implementation progress and operational improvements for all the 18 ASBU Block 0 Modules applicable to the AFI Region. 15 Air Navigation Reporting Forms (ANRFs) were developed for the recommended modules, and 3 other ANRFs need to be completed for specific modules.

9.3.4   The APIRG/19 Meeting identified ASBU Block 0 modules related to the Safety Key Performance Area (KPA), the implementation of which needs to be coordinated and addressed through regional aviation safety mechanisms (RASG-AFI, AFI Plan) and other relevant safety initiatives for the AFI Region.

9.3.5   The RASG-AFI/2 Meeting recognized that the safety related Block 0 modules support the implementation of the high level safety targets adopted by the Abuja Ministerial

Conference of 2012, and the importance of providing capacity building through workshops and seminars to AFI States and regional stakeholders as the needs arise at different levels of ASBUs.

9.3.6   The APIRG/19 Meeting called upon the African Civil Aviation Commission (AFCAC), Regional Economic Organizations and Financial institutions to provide their support and assist States the implementation of the AFI Regional Air Navigation System Implementation Action Plan.

9.3.7   In view of the above, the RASG-AFI/2 Meeting adopted the following Conclusion:

CONCLUSIONS 2/11: IMPLEMENTATION OF THE AFI AIR NAVIGATION SYSTEM IMPLEMENTATION ACTION PLAN ALIGNED WITH THE ICAO AVIATION SYSTEM BLOCK UPGRADE (ASBU) METHODOLOGY

That:
the RASG-AFI address the implementation of the relevant safety related ASBU Block 0 Modules identified by APIRG/19 Meeting, in coordination with the APIRG and the relevant bodies and regional aviation safety mechanisms.

AGENDA ITEM 10:   ANY OTHER BUSINESS

*Date and venue o RASG-AFI/3 Meetin*g

10.1   The date and venue for RASG-AFI/2 will be coordinated by the Secretary in consultation with the Chairperson.