INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE THIRD MEETING OF THE REGIONAL AVIATION
SAFETY GROUP FOR AFRICA AND THE INDIAN OCEAN**

(RASG-AFI/3)

(Yamoussoukro, Côte d'Ivoire, 3-4 December 2015)

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PART I – HISTORY OF THE MEETING

1.   VENUE AND DATE

1.1   The Third Meeting of the AFI Regional Aviation Safety Group (RASG - AFI/3) was held at the Hotel President in Yamoussoukro, Côte d'Ivoire, from 3 to 4 December 2015.

2.   LANGUAGE AND DOCUMENTATION

2.1   The discussions were conducted in the English and French Languages and the Meeting documentation was issued in both languages with translation and simultaneous interpretation services.

3.   OFFICERS AND SECRETARIAT

3.1   The Meeting was chaired by Mr. Silué Sinaly, Director General of Autorité Nationale de l'Aviation Civile (ANAC) of Cote d'Ivoire.

3.2   Mr. Mam Sait Jallow, ICAO Regional Director for Western and Central Africa, Dakar, served as Secretary to the Meeting. He was assisted by Mr. Barry Kashambo, ICAO Regional Director for Eastern and Southern Africa, Nairobi, and the following Officers:

Mr. Gaoussou, Konate	DRD, WACAF Office, Dakar
Mr. Prosper Zo'o Minto'o	DRD, ESAF Office, Nairobi
Mr. Arthemon Ndikumana	RO/AGA, ESAF Office, Nairobi
Mr. Ousman Kemo Manjang	RO/AIR, WACAF Office, Dakar
Mr. Milton Tumusiime	RO/FLS, ESAF Office, Nairobi
Mr. Papa Issa Mbengue	RO/OPS, ESAF Office, Nairobi
Mr. Kebba Lamin Jammeh	RO/FS, WACAF Office, Dakar

4.   ATTENDANCE

4.1   The Meeting was attended by One Hundred Twenty-Eight (128) participants from Twenty-Four (23 AFI and 1 non-AFI) States, Six (6) regional and international organizations and Four (4) industry stakeholders.

4.2   The list of participants is provided as **Appendix D** to this report.

5.   OPENING OF THE MEETING

5.1   The Third Meeting of the Regional Aviation Safety Group for AFI (RASG-AFI/3) was opened on the 3rd of December 2015, jointly with the 20th Meeting of the AFI Planning and Implementation Regional Group (APIRG/20) by the Minister of Transport of the Republic of Côte d'Ivoire, His Excellency, Mr. Gaoussou Touré who welcomed the participants to Côte d'Ivoire. He

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expressed the delight of Côte d'Ivoire to host these two 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 Western and Central Africa, Mr. Mam Sait Jallow, and the Director General of ANAC (Côte d'Ivoire CAA), Mr. Silué Sinaly. Also in attendance were the Honourable Deputy Mayor of Yamoussoukro, Mr. Yaoura Konan, and the Prefect of Yamoussoukro Region, Mr. André Epkonon Assomou.

5.2   Following the 20ᵗʰ Session of APIRG, the third Meeting of the Regional Aviation Safety Group for Africa and the Indian Ocean (RASG-AFI/3) started on Thursday, 3ʳᵈ of December 2015 at the same venue. The keynote statement was delivered by Mr. Mam Sait Jallow, ICAO Regional Director for Western and Central Africa, as Secretary to the RASG-AFI. Mr. Jallow in welcoming the participants, pointed out that in view of prevalent safety issues, the proposed 2016 work programme of RASG-AFI to be considered by the Meeting is based on selected priority areas whilst still focusing on key safety issues such as the resolution of Significant Safety Concerns (SSCs), establishment of effective safety oversight systems, aircraft accident investigations, and operational and emerging safety issues (Runway Safety; Loss of Control In-flight; Controlled Flight into Terrain).

5.3   Mr. Jallow further stated that during the Meeting, participants will be updated on the AFI Plan and other Safety Initiatives, and their attention drawn on the need for coordination between APIRG and RASG-AFI. He emphasised the importance of the Meeting Agenda items and requested for the active participation of delegates. He concluded his statement by thanking the State of Cote d'Ivoire, the Director General of ANAC-Cote d'Ivoire, the local aviation corporations of Côte d'Ivoire and all other partners, for their support in hosting the third Meeting of RASG-AFI.

5.4   The Director General of ANAC-Cote d'Ivoire, Mr. Silué Sinaly, in his opening statement, welcomed the participants and expressed the pleasure of Côte d'Ivoire to host the two Meetings, the outcomes of which would no doubt contribute to the enhancement of safety in the AFI region. He invited the participants to review progress on the Conclusions and Decisions of RASG-AFI/2 and to develop clear strategies to address and effectively implement the future actions of the Safety Support Teams. He stated that RASG-AFI/3 represented a good opportunity to make further progress. In declaring the Meeting opened, Mr. Silué Sinaly reiterated the availability of the local Organizing Committee to continue providing the necessary support services and facilitation for all the events to be conducted successfully.

6.   AGENDA OF THE MEETING

Agenda Item 1: Review and adoption of the Draft Agenda and Meeting Work Programme

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

Agenda Item 3: Review of Conclusions and Decisions of previous meetings

- Second Meeting of RASG- AFI (RASG-AFI/2)
- First Meeting of RSAG-AFI Steering Committee (RASC/1)

 Agenda Item 4: Reports on RASG-AFI Activities

A. Significant Safety Concerns (SSCs)
B.   Implementation of the Runway Safety Project.
C. Update on the Loss of Control In-flight (LOC-I) Project.
D. Update on the Fundamentals of Safety Oversight (FSO) Project

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E. Aircraft Accident Investigation (AIG) Project.
F. IOSA Implementation Status.
G. Annual Safety Report Team (ASRT).

Agenda Item 5: Progress on the attainment of the AFI Safety Targets.

Agenda Item 6: ICAO "No Country Left Behind (NCLB)" Initiative and Assistance to AFI States

A. AFI Plan and other Safety Initiatives
B. Outcome of the 1st ICAO World Aviation Forum - Montreal, 25 November, 2015.

Agenda Item 7: APIRG/RASG-AFI Coordination.

Agenda Item 8: Proposed RASG-AFI Activities for 2016.

Agenda Item 9: Any Other Business.

7.   CONCLUSIONS AND DECISIONS

7.1   DEFINITIONS

The RASG-AFI records its actions in the form of Conclusions and Decisions as follows:

a) <u>Conclusions</u> deal with matters which, in accordance with the Group's terms of reference, merit directly the attention of States, or on which further action is required to be initiated by the Secretary in accordance with established procedures.

b) <u>Decisions</u> relate to the internal working arrangements of the Group and its subsidiary bodies.

BRIEF SUMMARY OF MAIN CONCLUSIONS AND DECISIONS.

CONCLUSION 3/1: *Coordination between APIRG/RASG-AFI and between RASG-AFI and other entities.*

CONCLUSION 3/2: *Connectivity constraints for participation in RASC teleconferences*

CONCLUSION 3/3: *Strengthening of Safety Support Teams (SSTs) and the inclusion of Aeronautical Information Management (AIM) as an Emerging Safety Issue (ESI).*

CONCLUSION 3/4: *Intensification of Assistance to States in the Resolution of Significant Safety Concerns (SSCs).*

CONCLUSION 3/5: *Taking proactive steps and allocation of required resources by States to resolve SSCs*

CONCLUSION 3/6:   Establishment of Runway Safety Teams (RSTs) in the context of Aerodrome Certification.

CONCLUSION 3/7: Appointment of Focal Points by States for coordination with SSTs.

CONCLUSION 3/8: Implementation of USOAP CAPs, conduct of self-assessments, and upload of relevant information onto the USOAP CMA OLF by States.

CONCLUSION 3/9: Making IOSA Registration a State requirement for African Airlines

CONCLUSION 3/10: Provision of relevant safety information and feedback to the RASG-AFI Annual Safety Report.

CONCLUSION 3/11: Appointment of Focal Points by States for coordination with AFCAC.

CONCLUSION 3/12:   Assistance of weaker States by stronger States in achieving the Abuja Safety Targets.

CONCLUSION 3/13:   States' support for each other under the ICAO "No Country Left Behind" (NCLB) Initiative.

CONCLUSION 3/14:   Making good use of tools relating to identification of civil aviation personnel and human resource requirements, once made available by ICAO.

CONCLUSION 3/15: Taking Risk Analysis into account by States, in their drive to attaining effective implementation targets.

DECISION 3/1: Election of RASG-AFI Officials.

DECISION 3/2: Pursuance of RASG-AFI on-going Activities and their reflection in the RASG-AFI Work Programme for 2016.

DECISION 3/3: Coordination of assistance activities (ROST, SST, COSCAPs, RSOOs, AFI CIS) with a greater focus on the removal of SSCs in the ESAF Region.

DECISION 3/4: Update of the RASG-AFI structure for optimization of the reporting lines of the Group

DECISION 3/5: Utilization of Boeing funds under the ICAO SAFE Fund for RASG-AFI project activities.

DECISION 3/6: Implementation of the outcomes of the LOC-I Symposium held in Nairobi in June 2015 with a prioritized 5-year Plan of Action.

DECISION 3/7: Means for the mobilization of funds to implement SST projects.

DECISION 3/8: Prioritization of efforts in improving EI levels for AIG, ANS & AGA.

DECISION 3/9: Conduct of two AIG workshops in the AFI region on the implementation of

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the AIG Toolkit and development of model MoUs for collaboration in AIG at bilateral and regional levels.

DECISION 3/10: Conduct of a safety tools workshop in the year 2016.

DECISION 3/11: Provision of support and assistance for the integration and consolidation of RSOOs in the region.

DECISION 3/12: Generation of reports of RASG-AFI outcomes for the attention of the AFI Plan Steering Committee.

DECISION 3/13: Incorporation of the AFI Plan goals for 2016 into RASG-AFI work programme for the same year and coordination of its implementation.

DECISION 3/14: RASG –AFI's support for the continuation of the AFI Plan beyond 2016.

DECISION 3/15: Establishment of a Joint APIRG/RASG-AFI Coordination Task Force (ARC-TF).

DECISION 3/16: Synchronization of the work programmes of APIRG and RASG-AFI with that of the AFI Plan.

DECISION 3/17: Provision of precise time-bound actions on those elements identified as on-going in the RASG AFI work programme for 2016.

DECISION 3/18: Designation of Cape Verde as support Champion for the SST AIG supported by an

Industry Member, IFALPA.

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   With the approval of the Meeting, Mr. Mam Sait Jallow presided over deliberations of this agenda item. He recalled the composition and membership of the Administrative structure that was approved and the officials elected at the RASG-AFI/2 Meeting in November 2013. He explained that changes in some RASG-AFI Member States have affected some of the elected Officials of the RASG-AFI Bureau and consequently, election of a new Bureau comprising the Chairperson and three Vice-Chairpersons was required. Moreover, the two-year term for tenure of office of the current administration had already elapsed.

2.2   The Meeting proceeded to elect officials to the above positions and reached the following decision:

DECISION 3/1:   *Election of RASG-AFI Officials*

> **That,**
> **The Group elected the following Officials in line with the provisions of the RASG-AFI Procedures Handbook, for a period of two years with effect from 3rd December, 2015:**

Chairperson:	**Mr. Simon Allotey**	**Director General, Ghana CAA**
1st Vice-Chairperson:	**Mr. Levers Mabaso**	**Act. Chief Director: Civil Aviation Safety, Security and Search & Rescue** **Department of Transport** **Republic Of South Africa**
2nd Vice-Chairperson:	**Mr. Silué Sinaly**	**Director General,** **ANAC Cote d'Ivoire**
3rd Vice-Chairperson:	**Ms. Tanja Grobotek**	 **Regional Director, Safety and Flight Operations, IATA, Africa.**

2.3 In the absence of the newly elected Chairperson, a representative from Ghana thanked Côte d'Ivoire for hosting the Meeting and the technical partners for supporting the Group. He expressed his gratitude for the trust and the opportunity given to Ghana as a State, and Mr. Simon Allotey particularly, to preside over the activities of RASG-AFI for the coming two years. He pledged that Ghana will extend its unflinching support to the endeavours of the Group in addressing safety deficiencies within the Region that are not only related to SSCs, but all the other areas as well.

2.4   In the absence of the newly elected Chairperson, and due to the fact that the First Vice-Chairperson was yet to be identified by the State (South Africa), Mr. Silué Sinaly (Second Vice-Chairperson) was nominated by the Group to preside over the RASG-AFI/3 Meeting.

Agenda Item 3:   Review of Conclusions and Decisions of previous meetings

3.1   The Group was reminded of the Eleven (11) Conclusions and Nine (9) Decisions adopted by the RASG-AFI/2 Meeting; and provided with the status of implementation of the related actions derived from the said Conclusions and Decisions.

3.2   It was reported that Three (3) out of the Nine (9) Decisions, have been satisfactorily implemented and are therefore considered closed; while Six remained open. In summary, Eleven (11) Conclusions and Six (6) Decisions remained open – as most of the Conclusions were on-going activities.

3.3   The RASG-AFI/3 Meeting noted the progress made in the implementation of the RASG-AFI/2 Meeting Conclusions and Decisions (publication of the first AFI Annual Safety Report; operationalization of the Safety Support Teams; implementation of the Runway Safety Programmes and establishment of the Runway Safety Teams, etc.), and formulated the following:

DECISION 3/2:   *Pursuance of RASG-AFI on-going Activities and their reflection in the RASG-AFI Work Programme for 2016.*

> **That,**
> **The Secretariat pursues on-going activities such as implementation of SSP/SMS and ICAO Plans of Action, and evaluation of the status of implementation of the Abuja Safety Targets and to reflect these and other outstanding items in the 2016 RASG-AFI work programme.**

CONCLUSION 3/1:   *Coordination between APIRG/RASG-AFI and between RASG-AFI and other entities.*

> **The RASG-AFI/3 Meeting requested that coordination between APIRG and RASG AFI, as well as between RASG-AFI and AFI CIS, RSOOs, etc. be strengthened.**

3.4   The Meeting was further briefed that the First Meeting of the RASG-AFI Steering Committee (RASC/1), convened in March 2015, had adopted Twelve (12) Conclusions and Six (6) Decisions. One (1) Conclusion and Three (3) Decisions have been satisfactorily implemented and are therefore considered closed. In summary, Eleven (11) Conclusions and Three (3) Decisions remained open – as most of the Conclusions and Decisions were on-going activities.

3.5   The Group recognized the active involvement of RASC members in the follow-up and coordination of the activities of the Group as well as its Safety Support Teams (SSTs), despite some challenges being encountered.

3.6   The Meeting formulated the following Conclusions and Decisions:

CONCLUSION 3/2: *Connectivity constraints for participation in RASC teleconferences*

That,
In view of the challenges of communication infrastructure faced by some of its members, which have threatened the effectiveness of their participation in the Steering Committee, the RASG-AFI/3 Meeting urged States to explore means of improving connectivity for effective participation of their designated officials in the activities of the RASC.

DECISION 3/3: *Coordination of assistance activities (ROST, SST, COSCAPs, RSOOs, AFI CIS) with a greater focus on the removal of SSCs in the ESAF Region.*

That,
The Group requested the Secretariat to coordinate assistance activities (ROST, SST, COSCAPs, RSOOs, and AFI CIS) with a greater focus on the removal of SSCs in the ESAF Region.

CONCLUSION 3/3: *Strengthening of Safety Support Teams (SSTs) and the inclusion of Aeronautical Information Management (AIM) as an Emerging Safety Issue (ESI).*

That,
The RASG-AFI/3 Meeting noted the need for, and urged States and Partners to support the strengthening of SSTs and endorsed the recommendation of the RASC/1 Meeting for the inclusion of AIM in the list of Emerging Safety Issues (ESI).

DECISION 3/4: *Update of the RASG-AFI structure for optimization of the reporting lines of the Group.*

That,
The Group requested the Secretariat to update the RASG-AFI structure as per the recommendation of the RASC/1 Meeting for optimization of the reporting lines of the Group vis-à-vis the SSTs, RASC and RASG-AFI Chairs.

DECISION 3/5: *Utilization of Boeing funds under the ICAO SAFE Fund for RASG-AFI project activities.*

That,
The Group requested the Secretariat to pursue the proposal to utilize Boeing funds under the SAFE Fund for RASG-AFI project activities.

Agenda Item 4:   Reports on RASG-AFI Activities

The activities of the RASG-AFI are mainly categorized under the framework of the four Safety Support Teams (SSTs) so as to promote AFI safety performance and attainment of the regional safety targets in a sustainable manner. In general, the primary objective of the Safety Support Teams, is to assist in the development, prioritization, and implementation of safety initiatives and/or projects aimed at achieving the specific objectives of RASG-AFI.

4.1   **Resolution of Significant Safety Concerns (SSCs)**

4.1.1   One of the four Safety Support Teams (SST – SSC) is responsible for assisting States to resolve existing Significant Safety Concerns within the AFI safety target deadline of 12 months from their date of identification. Under this agenda item, the Meeting was given an update on the work of the SST - SSC and the progress being made in the resolution of SSCs.

4.1.2   Under the championship of Ghana and in coordination with the relevant members of the Safety Support Team including AFCAC/AFI CIS, assistance has been provided to States in order to resolve their SSCs. The team operates in coordination with and under the guidance of the RASG-AFI Steering Committee (RASC) and its mitigation strategies are in accordance with the objectives of the Global Aviation Safety Plan (GASP) and the Abuja Safety Targets.

4.1.3   As at 4th December, 2015, there were Five (5) States within the AFI Region with a total of Six (6) outstanding SSCs. It would be recalled that back in May 2014, there were three States within the WACAF Region with a total of eight (8) SSCs. To date, no State within WACAF Region remains with an unresolved SSC.

4.1.4   In the ESAF Region, five (5) States have unresolved SSCs in the following technical areas and similar efforts are on-going to ensure their resolution: Botswana (OPS and AIR); Djibouti (OPS); Angola (OPS); Eritrea (OPS); Malawi (OPS).

4.1.5   The Meeting noted the contents of the paper on the update on SSCs and recognised the efforts being made by the Secretariat and the Champion State in ensuring a timely resolution of SSCs; encouraged the adoption of proactive approaches by States as complimentary measures to ROST assistance Missions in resolving safety deficiencies including SSCs and the sharing of Best Practices.

The following Conclusions were adopted by the Meeting:

CONCLUSION 3 /4: *Intensification of Assistance to States in the Resolution of Significant Safety Concerns (SSCs).*

> **That,**
> **The RASG-AFI/3 Meeting noted the progress made over the years in resolving SSCs as well as the outstanding ones and requested the Secretariat and the SST- SSC Champion to intensify assistance for the removal of all SSCs and prevent the emergence of new ones.**

CONCLUSION 3/5: *Taking proactive steps and allocation of required resources by States to resolve SSCs*

> **That,**
> **The Group urged States with SSCs to take proactive steps and increase their efforts and allocate required resources to resolve their SSCs in the shortest possible time.**

4.2   Implementation of the Runway Safety Project.

4.2.1 **The** paper on the implementation of the Runway Safety Project outlined the concept of the Runway Safety (RS) Go-Team Programme designed to assist member States in the

implementation of the AFI integrated safety management approach of the ICAO runway safety programme by the establishment of Runway Safety Teams (RST) at all international aerodromes. The paper outlined the different phases of Go-Team INTERVENTIONS from the initial visit to continuous monitoring through follow-ups, where necessary and feasible. Two (2) Runway Safety Go-Teams have been established in the AFI Region: One for French speaking States, under the supervision of the ICAO WACAF Regional Office, comprising ICAO, IFALPA and ASECNA; the second one is for the English speaking States under the supervision of the ICAO ESAF Regional Office with the participation of ICAO, IATA and ACI.

4.2.2 It was indicated that some RS Go-Team missions were postponed due to lack of timely reaction from the relevant States as to their readiness to receive the team.

4.2.3 The Meeting noted that the implementation of the RS Go-Team programme is very slow and urged the member States to expedite the establishment of the airport local Runway Safety Teams as per the Abuja Safety Targets. The Meeting also noted that effective management by local Runway Safety Teams would prevent runway safety related accidents and reduce the aviation accident rate in Africa.

The Meeting formulated the following Conclusions:

CONCLUSION 3/6: *Establishment of Runway Safety Teams (RSTs) in the context of Aerodrome Certification.*

> **That,**
> **The RASG-AFI/3 Meeting commended the progress being made by the SST- ESI in the establishment of Runway Safety Teams (RSTs) at airports in the region and requested that these activities be also put in the context of, and in coordination with, activities for Aerodrome Certification as per the Abuja Safety Targets.**

CONCLUSION 3/7: *Appointment of Focal Points by States for coordination with SSTs.*

> **That,**
> **The RASG-AFI/3 Meeting urged States to appoint focal points for coordination with all Safety Support Teams (SSTs) and monitor and report to ICAO Regional Offices on Runway Safety Team activities.**

4.3 Update on the Loss of Control In-flight (LOC-I) Project.

4.3.1 The Meeting was provided an update on the work of the Safety Support Team responsible for Loss of Control In-flight (LOC-I) and the progress being made to cope with challenges in the AFI region in line with the relevant Abuja Safety Targets.

4.3.2 LOC-I has been recognized worldwide as the major cause of fatal accidents and hull loss. Though the ICAO ADREP database shows 5 (five) LOC-I accidents in the AFI region between 2008 and 2015, the associated safety risks are still relatively high. In this respect, Kenya as the designated Champion State for LOC-I, with the support of the ESAF Regional Office as Secretariat and coordinator, as well as the AFI-Plan and other stakeholders, organized a LOC-I Symposium in Nairobi, Kenya, from 22 to 24 June 2015. This event was convened under the framework of the RASG-AFI LOC-I Team Implementation project proposal, which was developed by the LOC-I Champion with the support of the ESAF Regional Office. The symposium identified some implementation

challenges related to the establishment of Upset Prevention and Recovery Training (UPRT), in particular, training programmes incorporating training tasks, the training of instructors and CAA inspectors. The symposium also identified the need for upgraded Flight Simulation Training Devices (FSTD) embodying proper modelling of full flight envelope and instructor tools to provide feedback for pilot performance. Furthermore, the Symposium acknowledged that current UPRT guidance material does not address smaller turboprop (non-swept wing) airplanes.

4.3.3   The Meeting noted the contents of the paper and recognized the efforts being made by the Secretariat and the Champion State in dealing with LOC-I and endorsed the recommendations stemming from the Nairobi LOC-I symposium. The Champion State was requested, with the support of the ICAO ESAF and WACAF Regional Offices and stakeholders, to take advantage of the outcomes of the Symposium to update and further develop the Project Document on LOC-I and implement the activities therein, based on a five-year implementation plan for UPRT. This plan should prioritize the transposition of UPRT SARPs and take into account varying levels of effective implementation of the critical elements of a State safety oversight system. The Group urged States to put appropriate emphasis on other mitigation measures relating to safety risks which could lead to LOC-I related accidents. Furthermore, States and industry were urged to standardize training in order; and foster the promotion of industry UPRT champions and encourage cooperation, and the sharing of best practices and information.

The following Decision was adopted:

DECISION 3/6: *Implementation of the outcomes of the LOC-I Symposium held in Nairobi in June 2015 with a prioritized 5-year Plan of Action.*

> **That,**
>
> **The Group endorsed the recommendations of the LOC-I Symposium held in Nairobi in June 2015 and requested the ESI Champion, with the support of the ESAF/WACAF Regional Offices and partners, to pursue the implementation of the outcomes of the said Symposium based on a prioritized 5-year Plan of Action.**

4.4 Update on Fundamentals of Safety Oversight (FSO)

4.4.1   A Working Paper providing information on the achievements of, and highlighting the challenges faced by the Fundamentals of Safety Oversight (FSO) Safety Support Team (SST) established under the Regional Aviation Safety Group for Africa-Indian Ocean region (RASG-AFI) was presented o the meeting. The paper also provided suggestions on the means to further improve the FSO – SST's effectiveness as well as enable it cope with the prevailing workload.

4.4.2   It was recalled that the ICAO Global Aviation Safety Plan (GASP) includes three near-term objectives to be attained by States by 2017. First, achievement of an EI rate above the current global average. Second, those States currently having EI rates above the global average to achieve full SSP implementation. Third, States and stakeholders to put in place mechanisms for the sharing of safety information in RASGs and other regional or sub-regional fora. In line with the GASP, the Abuja Safety Targets for Africa include clear timelines and milestones for all AFI States to progressively achieve an EI score of not less than 60% by end of 2017.

4.4.3   The meeting was informed that with the support of the Champion State, Senegal, the SST-FSO has developed a Project proposal to Assist States in the improvement of their Effective Implementation (EI) levels. The project strategy is progressive in nature. First, it prioritizes adoption of 'best practices' on methods and management tools to be used by States in the execution of their duties and functions with respect to USOAP CMA activities. It then rolls over to implementation of targeted safety enhancement initiatives to address identified deficiencies.

4.4.4   Other entities have consistently provided significant complementary inputs in support of the SST-FSO. These include assistance to States by ICAO Regional Office Safety Teams (ROST), implementation of technical assistance projects under ICAO Technical Cooperation, in-country field assistance by the AFI Cooperative Inspectorate Scheme (AFI-CIS), and several seminars and workshops conducted by the U.S. Federal Aviation Administration (FAA), European Aviation Safety Agency (EASA), Airbus and Boeing.

4.4.5   In a similar vein, the Air Traffic and Navigation Services (ATNS) of South Africa pledged at the meeting to provide training support to States in the Roberts Flight Information Region at no cost.

4.4.6   The Meeting noted the contents of the Paper, the work initiated and the challenges faced by the SST-FSO in addressing its assigned tasks and formulated the following Conclusion and Decisions:

CONCLUSION 3/8:   *Implementation of USOAP CAPs, conduct of self-assessments, and upload of relevant information onto the USOAP CMA OLF by States.*

> **That,**
> **The RASG-AFI/3 Meeting urged States to update and implement their USOAP CAPs, conduct self-assessments, and upload relevant information and documents onto the CMA OLF and encouraged ICAO to expedite the validation of progress made by States.**

DECISION 3/7:   *Means for the mobilization of funds to implement SST projects.*

> **That,**
> **The Group requested the Secretariat, in consultation with Industry partners and potential donors, to explore means for the mobilization of funds to implement SST projects.**

DECISION 3/8:   *Prioritization of efforts in improving EI levels for AIG, ANS and AGA.*

> **That,**
> **The Group called on the FSO SST and States to prioritize efforts in improving EI levels for AIG, ANS and AGA.**

Aircraft Accident Investigation (AIG) Project.

4.4.7   The Secretariat presented a paper on a project for the implementation of an aircraft accident investigation tool kit (AIG iKit), to assist States establish and maintain independent and effective accident investigation entities at both national and regional

levels and achieve the relevant AFI safety target for the reduction of accident rate to world average. The paper described the progress made in the development and implementation of the Project under the Accident Investigation (AI) Safety Support Team.

4.4.8 In order to assist States with a legal, regulatory and procedural framework for efficient implementation of ICAO Annex 13 provisions, a tool kit consistent with the level of aviation activity and legislative environment of AFI States is to be finalized and proposed to States as model by the AIG SST. A draft project proposal has been circulated to the RASG AFI members. The AIG iKit will comprise documents in both the English and French languages, in order to cover the majority of AFI States**.** The adoption or adaptation of the iKit, through the organisation of workshops, will also facilitate the effective implementation (EI) percentage increase in this domain. The establishment of these basic provisions by each State would be the foundation of any accident and incidents investigation system.

The Meeting adopted the following Decision:

DECISION 3/9: *Conduct of two AIG workshops in the AFI region on the implementation of the AIG Toolkit and development of model MoUs for collaboration in AIG at bilateral and regional levels.*

That,

The Group requested the Secretariat, in coordination with the SST- AIG, to organize two AIG workshops in the AFI region on the implementation of the AIG Toolkit and development of model MoUs for collaboration in AIG at bilateral and regional levels.

4.5 IOSA Implementation Status.

4.5.1 The International Air Transport Association (IATA) presented a paper on the status of implementation of the IATA Operational Safety Audit (IOSA), which was one of the industry programs identified as a tool for improving safety performance of airlines during the Abuja Ministerial Conference. An undertaking was made that States should require all their eligible operators to obtain IOSA certification by end of 2015.

4.5.2 In 2012 (October to December), IATA moved quickly to initially bring IOSA awareness for all AFI States (Regulators) by conducting three (3) workshops which were held in Dakar, Nairobi, and Johannesburg. This effort was intended to equip Regulators with the ability to complement their oversight role. This was followed by two (2) general awareness 5-day workshops for airlines which were conducted in Nairobi (February 18-22, 2013) and in Dakar (March 4-8, 2013).

4.5.3 As part of efforts to assist AFI airlines progress towards IOSA certification, IATA has sponsored a lot of SMS courses for airlines as follows: 10 airlines in 2013; 7 airlines in 2014; 4 airlines in 2015.

4.5.4 As at October 31, 2015 IATA has sponsored 26 airlines to undergo preparation through the IOSA Implementation Training Initiative (ITI). Three (3) of the twenty six (26) had

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dropped from the initiative either due to loss of AOC or liquidation altogether. A total of 11 airlines have been added to the IOSA registry since January 2013. Four (4) airlines were in the process of finalizing their audit process while at least another four (4) airlines planned to conduct their audit between the fourth quarter of 2015 and the first quarter of 2016.

4.5.5   The Meeting noted the concern raised by IATA that despite having circulated, through the SST-FSO Champion as guidance to States, a template on IOSA requirements, no State had moved towards its implementation. The Meeting therefore, formulated the following Conclusion:

CONCLUSION 3/9: *Making IOSA Registration a State requirement for African Airlines*

> **That,**
> **The RASG-AFI/3 Meeting urged States to act on their commitment to make IOSA registry a requirement for African Airlines and to support these airlines in the process of IOSA registry, as required by the Abuja 2012 Ministerial Conference.**

4.6   Annual Safety Report Team (ASRT)

4.6.1   IATA, as Chair of the RASG-AFI Annual Safety Report Team (ASRT), briefed the Meeting on the preparation and publication of the first Edition of the RASG-AFI Annual safety Report by a team comprising IATA, ICAO, Boeing, AFCAC, AFRAA, CANSO, ASECNA, Airbus and ACI.,.

4.6.2   Three hundred and ten (310) copies of the forty (40) page report were produced and printed in time and launched by the ICAO Secretary General during 2nd AFI Safety Symposium held in Maputo, Mozambique, in May 2015. The majority of the copies were distributed to delegates at the Symposium and an electronic version was uploaded on the ICAO website.

4.6.3   It was indicated that the few challenges experienced were the short time frame to draft the report and the lack of timely response with the needed information/data from States. Notwithstanding, all the feedback received to date commended RASG-AFI for the production of its first Annual Safety Report.

4.6.4   The Group noted the milestone in producing the first RASG-AFI Annual Safety Report and expressed appreciation to Boeing for sponsoring the printing of the report.

The following Conclusion was formulated:

CONCLUSION 3/10: *Provision of relevant safety information and feedback to the RASG-AFI Annual Safety Report.*

> **That,**
> **In order to maintain the quality of the RASG-AFI Annual Safety Report (ASR), the RASG-AFI/3 Meeting urged States and Partners to cooperate in the timely provision of the required information and feedback.**

Agenda Item 5:   Progress on the attainment of the AFI Safety Targets

5.1 The Africa Civil Aviation Commission (AFCAC) presented a paper on the progress made so far in the implementation of the Abuja Safety Targets. AFCAC has been monitoring and reporting on the status of implementation of the Abuja Safety Targets, based on data and information requested from State Civil Aviation Authorities and the Industry.

5.2 In addition, the ICAO Safety Regional Performance Dashboard was also utilised as a data source. The Dashboard is useful in determining in real time, the status of implementation of the Safety Targets on a region-by-region basis.

5.3 Although AFCAC still needs State-by-State data on the Abuja Safety Targets, not all African States have submitted data to AFCAC in this regard.

5.4 AFCAC, as custodian of the AFI Cooperative Inspectorate Scheme (AFI-CIS), has provided assistance to African States in addressing their safety oversight deficiencies, and thus facilitated attainment of the Abuja Safety Targets. In this regard, two (2) AFI-CIS missions were conducted in Malawi and Zambia in October and November 2015, respectively.

5.5 From November 2012 to November 2015, fifteen (15) initial and follow-up AFI-CIS Assistance Missions were conducted to nine (9) African States. These Missions have played a considerable role in addressing safety deficiencies and the satisfactory resolution of Significant Safety Concerns (SSCs), as well as improving the overall Effective Implementation of ICAO SARPs.

5.6 Two additional States, Tanzania and Burundi, signed the AFI-CIS MOU in 2015, bringing the total number of signatories to thirty-six (36) as at November, 2015. The priority States meanwhile to be considered for the AFI-CIS Missions are Tanzania, Burundi, Seychelles, Central African Republic, Equatorial Guinea, Djibouti, Eritrea, Sao Tome & Principe and Chad.

5.7 As a result of the continuation and expansion of the AFI Plan to cover the technical areas of Air Navigation Services (ANS), Aerodromes and Ground Aids (AGA), the AFI-CIS MOU has been expanded to include ANS and AGA.

The Meeting, in view of the content of the paper, concluded as follows:

CONCLUSION 3/11: *Appointment of Focal Points by States for coordination with AFCAC.*

> **That,**
> **In order to improve the response rate and timely provision of information relating to the evaluation of the status of implementation of the Abuja Safety Targets, the RASG-AFI/3 Meeting urged States to designate focal points to facilitate coordination with AFCAC on safety matters.**

CONCLUSION 3/12: *Assistance of weaker States by stronger States in achieving the Abuja Safety Targets.*

That,
The RASG-AFI/3 Meeting requested States that have attained various safety targets to assist, in coordination with the respective RASG-AFI SST Champions, other States that have not yet done so.

CONCLUSION 3/13: *States' support for each other under the ICAO "No Country Left Behind" (NCLB) Initiative.*

That,
The RASG-AFI/3 Meeting urged States to support each other and share information within the ICAO "No Country Left Behind (NCLB)" initiative in order to address safety deficiencies, enhance EIs and achieve the Abuja Safety Targets.

Agenda Item 6: ICAO "No Country Left Behind (NCLB)" Initiative and Assistance to AFI States

6.1 **Update on Global Plans (GASP/GANP) and safety analyses tools**

6.1.1   From a presentation made by ANB, the Group noted, with particular interest, the on-going developments and future plans for aviation safety and air navigation at global level (GASP/GANP) as well as the available tools for the analysis and management of risks, including guidance material and manuals.

The following Conclusions and Decision were adopted:

CONCLUSION 3/14: *Making good use of tools relating to identification of civil aviation personnel and human resource requirements, once made available by ICAO.*

That,
The RASG-AFI/3 Meeting encouraged States to put to good use the tools relating to identification of Civil Aviation personnel and Human Resource requirements and city-pair connectivity analysis, once these are made available by ICAO.

CONCLUSION 3/15: *Taking Risk Analysis into account by States, in their drive to attaining effective implementation targets.*

That,
The RASG-AFI/3 Meeting encouraged States to take into account risk analysis in their drive to attain effective implementation targets.

DECISION 3/10: *Conduct of a safety tools workshop in the year 2016.*

That,
The Group requested the Secretariat to organize a safety tools workshop in the year 2016.

6.2 **AFI Plan and other Safety Initiatives**

6.2.1   Under this agenda item, a presentation was delivered by the Chairperson of the AFI Plan Steering Committee, highlighting lack of effective safety oversight systems; lack of expertise; Issues regarding air operator certificates (AOCs); and lack of autonomous civil aviation authorities as the main sources of safety oversight deficiencies. The objectives of the AFI Plan were recalled as well as the related three focus areas.

6.2.2   In view of the above, ccontinuation of the AFI Plan will therefore focus on: Assisting States to resolve SSCs; Supporting implementation of ICAO Plans of Actions and AFI-CIS; Assisting in Capacity Building through training; Promoting and Strengthening of RSOOs; and Fostering the synergy with all the regional groups.

6.2.3   The Secretariat in its presentation highlighted the contributions by ICAO and other safety partners towards the improvement of aviation safety in Africa and the Indian Ocean (AFI) region through effective and systematic implementation of the AFI Plan and other related safety initiatives.

6.2.4   It was reported that assistance activities of the Regional Office Safety Teams (ROSTs), continue to focus on the development and implementation of State specific ICAO Plans of Action tailored to address safety oversight deficiencies with emphasis on the timely resolution of significant safety concerns (SSCs).

6.2.3   .

6.2.4   As an output of the assistance missions conducted by the ROSTs, 32 ICAO Plans of Action have been developed for and are being implemented in priority States including those identified with significant safety concerns (SSCs) and currently on the Monitoring and Assistance Review Board (MARB), as well as for States with low levels of effective implementation (EI). Implementation of these Plans has contributed to the attainment of the aviation safety targets with significant improvements to aviation safety in the region.

6.2.5   The AFI Plan continues to provide necessary support to States through the established Regional Safety Oversight Organizations (namely BAGASOO and CASSOA). Support is also being provided to those States that are still in the process of establishing RSOOs. In this regard it is worth mentioning that the operationalization of the SADC Safety Oversight Organization (SASO) was approved and the COSCAP-SADC Project, in collaboration with the SADC Secretariat, is working to facilitate the administrative and logistical processes of setting up the SASO Secretariat. Accordingly, it was agreed that the COSCAP-SADC project will relocate to Swaziland in November 2015 pending operationalization of the SASO by March 2016. Furthermore, the outstanding MOU with UEMOA was signed in May 2015 during the visit of the ICAO Secretary General to Burkina Faso. The signing of the MOU now concludes efforts in ensuring the separation of functions of the respective AAMAC, CEMAC and UEMOA RSOOs.

6.2.6   In the area of capacity building, numerous training activities including seminars and workshops have been conducted in various safety related fields. Many States have benefitted from these training activities conducted from 2008 to date. However, in line

with the outcome of the 37th Session of the Assembly in 2010 regarding aviation training, ICAO and the AFI Plan have had to transition from being a training service provider to a facilitator of training. Hence the focus on providing support in the establishment of the Association of African Aviation Training Organization (AATO) to ensure harmonized and standardized aviation training in recognized centres in Africa.

6.2.7   The contributions of various safety partners including the African Civil Aviation Commission (AFCAC), the United States FAA, the European Union and other donor States have in one way or the other led to the overall improvement of aviation safety in the AFI region.

The Group noted with satisfaction, the activities of the AFI Plan and decided as follows:

DECISION 3/11: *Provision of support and assistance for the integration and consolidation of RSOOs in the region.*

> **That,**
> **As part of the drive to strengthen RSOOs and ensure their sustainability, RASG-AFI and its subsidiary bodies are to support and provide assistance for the integration and consolidation of such entities in the region.**

DECISION 3/12: *Generation of reports of RASG-AFI outcomes for the attention of the AFI Plan Steering Committee.*

> **That,**
> **The Group requested that, in order for the synergies between the AFI Plan activities and those of the Group to be maximized for greater impact, reports of RASG-AFI outcomes be generated by the Secretariat for the attention of the AFI Plan Steering Committee.**

DECISION 3/13: *Incorporation of the AFI Plan goals for 2016 into RASG-AFI work programme for the same year and coordination of its implementation.*

> **That,**
> **The Group requested the Secretariat to incorporate the AFI Plan goals for 2016 into its work programme for the same year and coordinate with the former in its implementation.**

DECISION 3/14: *RASG –AFI's support for the continuation of the AFI Plan beyond 2016.*

> **That,**
> **The Group reaffirmed RASG –AFI's support for the continuation of the AFI Plan beyond 2016.**

6.3   Outcome of the 1ST ICAO World Aviation Forum - Montreal, 23-25 November, 2015.

> The Secretariat presented the outcome of the first ICAO World Aviation Forum (IWAF) held in Montreal, Canada from 23 to 25 November, 2015 which, in line

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with the visions of ICAO's NCLB and the UN SDGs for 2030, brought together States and the financial/development community to raise the level of assistance for the civil aviation sector by making aviation a priority enabler for national/regional development and mobilizing resources for this purpose..

6.3.2   The Meeting was briefed on the ICAO **NCLB Aspirational Goals** and took good note of the information provided and urged the effective participation of States and partners in future Editions of the event.

Agenda Item 7:   APIRG/RASG-AFI Coordination

7.1   **Establishment of a Joint APIRG – RASG/AFI Coordination Task Force**

7.1.1   Under this agenda item, the Secretariat presented a proposal and TOR for the establishment of a Joint APIRG-RASG/AFI Coordination Task Force to be responsible for coordinating the activities of APIRG and RASG-AFI, as discussed at the first Meeting of the Steering Committee of RASG-AFI. The Joint Task Force will be a subsidiary body to APIRG and RASG-AFI and is intended to strengthen existing arrangements and adequately address the requirements for coordination between the two Groups.

7.1.2   The meeting reviewed and accepted the proposal and TOR and agreed, amongst other things, that Membership of the Task Force will comprise: 2 Representatives from APIRG; 2 Representatives from RASG-AFI; and 1 Representative from AFCAC. The ICAO Regional Offices will serve as Secretariat and Members will provide technical expertise in identifying and analyzing challenges, , and providing guidance and recommendations to overcome them and meet the set targets and improve the air navigation infrastructure within the AFI Region, in line with the GASP and GANP.

7.1.3   Airbus was nominated to represent Industry in the APIRG/RASG-AFI Joint Coordination Task Force.

The Meeting adopted the following Decisions:

DECISION 3/15:   *Establishment of a Joint APIRG/RASG-AFI Coordination Task Force (ARC-TF).*

> **That,**
> **The RASG-AFI/3 Meeting having examined the proposal of the RASG-AFI Steering Committee on the establishment of a Joint APIRG/RASG-AFI Coordination Task Force (ARC-TF), decided as follows:**
>
> a)   **Approved the proposal to establish the Joint APIRG/RASG-AFI Coordination Task Force (ARC-TF) based on the proposed Terms of Reference (TORs);**
> b)   **that the two (2) representatives of RASG AFI on the Task Force be from States and Industry respectively; and**

c) **requested that the proposal on the establishment of the APIRG/RASG-AFI Coordination Task Force (ARC-TF) also be brought to the attention of APIRG for endorsement and implementation.**

DECISION 3/16: *Synchronization of the work programmes of APIRG and RASG-AFI with that of the AFI Plan.*

That,
The Group encouraged the synchronization, in as much as possible, of the work programmes of APIRG and RASG-AFI with that of the AFI Plan.

7.2 Outcome of APIRG/20 Meeting (30 November – 2nd December, 2015)

The Group noted the outcome of the APIRG/20 Meeting on issues of common interest to APIRG and RASG-AFI as provided by the APIRG Secretariat, and in particular:

a) noted the adoption by the APIRG/20 Meeting of a set of key Air Navigation Services (ANS) related performance indicators and targets which will be submitted to the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) for endorsement, and

b) reiterated its Decision 02/11 on addressing implementation of the ICAO Aviation System Block Upgrades (ASBUs) safety related modules adopted by the APIRG/19 Meeting, the implementation of which needs to be coordinated with the AFI Plan, the African Civil Aviation Commission (AFCAC), Regional Economic Communities, financial institutions, regional aviation safety mechanisms and other relevant safety initiatives.

Agenda Item 8:   Proposed RASG-AFI Activities for 2016

8.1 Under this Agenda item, the Secretariat presented a proposed work programme covering activities for RASG-AFI and its subsidiary bodies for 2016 for review and adoption. RASC is tasked to exercise flexibility, at its discretion, on the contents and frequency of its activities whilst taking into account the logical chronology and sequence for effective implementation, the Activities were developed with a goal to achieve these objectives.

8.2 The proposed 2016 Activities cover activities of the RASC, the Safety Support Teams and RASG-AFI regional Meetings. For proper coordination and as a cost-effective measure, it is envisaged that APIRG and RASG-AFI Meetings will continue to be held back-to-back at the same venues.

8.3 The Meeting approved the RASG-AFI Activities and Work Programme for 2016 as in **Appendix C** to this Report.

The Group adopted the following Decision:

DECISION 3/17: *Provision of precise time-bound actions on those elements identified as on-going in the RASG AFI work programme for 2016.*

That,
The Group reviewed and endorsed the RASG AFI work programme for 2016 and tasked the Secretariat and RASG-AFI Steering Committee (RASC) to provide precise time-bound actions on those elements identified as on-going.

Agenda Item 9:   Any Other Business

Announcement on resolution of SSC:

9.1 The ICAO Regional Director for Western and Central African Office and the Secretary of RASG-AFI, announced the resolution of the PEL SSC that existed in Sierra Leone; the last one to be addressed in the WACAF rgion. He commended Ghana (the SSC – SST Champion State) for its active role in assisting Sierra Leone and reaffirmed the continued commitment of the ICAO Regional Offices to the resolution of all existing SSCs, avoiding any emergence of new ones in the process.

Designation of AIG Champion Support State:

9.2 The RASG-AFI Secretariat expressed concern over the passive nature of Ethiopia as Champion State for AIG, and suggested that the Meeting identified a more active State/Organisation to support in this respect. Suggestions on the involvement of the industry in supporting the Champion States were made. The Meeting proceeded to nominate Cape Verde to support Ethiopia as the new co-Champion for AIG, with the assistance of the International Federation of Airline Pilots' Association (IFALPA). Cape Verde accepted the nomination and called on the ICAO Regional Offices in particular, and the Group at large, for their support and cooperation in the discharge of the new responsibilities.

> **DECISION 3/18:** *Designation of Cape Verde as Champion for the SST AIG supported by an Industry Member, IFALPA.*
>
> **That,**
> **Considering the need to strengthen the SSTs as key drivers of RASG-AFI activities, the Group agreed to designate Cape Verde as Champion for the SST- AIG supported by an Industry Member, IFALPA.**

Human Resources Development Fund for Africa (DRDF)

9.3 AFCAC briefed the Meeting on the establishment of the voluntary Human Resources Development Fund (HRDF) FOR aFRICA, which was initiated by African States through a Declaration by the Ministers at the Third Session of the Conference of African Ministers of Transport, held in Malabo, Equatorial Guinea, from 7 to 11 April 2014.

9.4 The objective of the HRDF is to provide a mechanism which will allow for the collection and use of voluntary contributions from States and other donors to identify and develop opportunities for capacity-building in civil aviation in African States in order to assist them to better meet the human resource needs required for operational efficiency and continuous implementation of ICAO's Standards and Recommended Practices (SARPs) and other programme activities.

9.5 Voluntary contributions made to the HRDF will be used to support the following capacity building initiatives for the civil aviation sector in African States:

- secondments to ICAO of deserving African aviation professionals who will contribute to the work of ICAO and at the same time upgrade their knowledge, skills and expertise to meet States' requirements for continuous implementation of ICAO SARPs and other ICAO programme activities;
- internships for young and emerging African aviation professionals to foster the development of the next generation of professionals required to meet the new business needs of civil aviation; and
- other areas that will be determined by ICAO and AFCAC on the basis of needs for African professionals.

9.3.1 ICAO is responsible for the overall management of the HRDF, including the receipt of voluntary contributions. An HRDF Management Committee (HRDFMC), consisting of ICAO and AFCAC members, has been established to assist in the planning, coordination and implementation of the capacity-building opportunities financed by the HRDF.

Participation of State Experts in ICAO Panels

9.4 The Meeting urged AFI States to actively participate in the various panels of ICAO, as this will give more recognition to the contributions made by the AFI Region.

9.5 Date and venue of RASG-AFI/4 Meeting

9.5.1   The date and venue for the fourth Meeting of RASG-AFI (RASG-AFI/4) will be coordinated by the Secretary in consultation with the Chairperson.

The Meeting adopted the following Decision:

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