

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**



**REPORT OF THE FOURTH MEETING OF THE REGIONAL AVIATION SAFETY  
GROUP FOR AFRICA-INDIAN OCEAN**

**(RASG-AFI/4)**

*(Nairobi, Kenya, 12-13 October 2017)*

PREPARED BY THE SECRETARY OF RASG-AFI OCTOBER 2017

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## **PART I – HISTORY OF THE MEETING**

### **VENUE AND DATE**

1.1 The Fourth Meeting of the AFI Regional Aviation Safety Group (RASG - AFI/4) was held at the Intercontinental Hotel in Nairobi, Kenya, from 12 to 13 October 2017, back to back with the Twenty First Meeting of the AFI Planning and Implementation Group (APIRG/21) which took place at the same venue, from 9 to 11 October 2017.

### **LANGUAGE AND DOCUMENTATION**

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

### **OFFICERS AND SECRETARIAT**

3.1 The meeting was chaired by Mr. Levers Mabaso, Acting Chief Director, Civil Aviation Safety, Security and Search and Rescue (SAR), Department of Transport, Republic of South Africa.

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

Michiel Vreedenburg	C/IMP-SAF, ICAO Headquarters, Montréal
Erwin Lassooij	C/PCI, ICAO Headquarters, Montréal
Prosper Zo'o Minto'o	DRD, WACAF Office, Dakar
Arthemon Ndikumana	DRD, ESAF Office, Nairobi
Seboreso Machobane	RO/ATM, ESAF Office, Nairobi
Ousman Kemo Manjang	RO/AIR, WACAF Office, Dakar
Milton Tumusiime	RO/FS, ESAF Office, Nairobi
Papa Issa Mbengue	RO/OPS, ESAF Office, Nairobi
Nika Meheza Manzi	RO/AGA, WACAF Office, Dakar
George Baldeh	RO/AIM, WACAF Office, Dakar
René Tavarez	RO/FS, WACAF Office, Dakar
Eyob Estifanos Kebede	Associate Regional Programme Officer, ESAF Office, Nairobi

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7.1 Report of the APIRG-RASG/AFI Task Force

7.2 Outcomes of the APIRG/21 Meeting

7.3 Proposed Revised AFI Safety / AN Targets

**Agenda Item 8:** RASG-AFI Work Programme for 2018/2019

**Agenda Item 9:** Any Other Business

**Agenda Item 10:** Review and adoption of draft Conclusions and Decisions of the RASG- AFI/4 Meeting

**Agenda Item 11:** Date and Venue of RASG-AFI/5

**APPENDICES**

Appendix A : Summary of the safety management implementation support plans

Appendix B : List of Participants

## **ATTENDANCE**

4.1 The meeting was attended by One Hundred and Thirty (130) participants from Twenty-Nine (29) AFI States, Thirteen (13) regional and international organizations.

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

## **OPENING OF THE MEETING**

5.1. The 4th Meeting of the AFI Regional Aviation Safety Group (RASG-AFI/4) was opened jointly with the 21st Meeting of the AFI Planning and Implementation Regional Group (APIRG/21) by the Director General of the Kenya Civil Aviation Authority, Captain Gilbert Kibe, representing Mr. James Macharia, EGH, Cabinet Secretary for the Ministry of Transport, Infrastructure, Housing and Urban development. He welcomed the participants to Kenya and emphasized that the meetings will enlighten each participant on their role in ensuring that the aviation industry is safe and secure.

5.2. He called on APIRG and RASG-AFI to deliver Decisions and Conclusions that will not only spur aviation safety in the Africa and Indian Ocean Region, but will also provide a framework for international discourse and adoption into various ICAO Standards, Recommended Practices, policies and guidelines. He further appealed for a concerted effort by all aviation stakeholders in order to create a system-wide comprehensive levels of effective implementations (EIs) and compliance.

5.3. Mr. Mam Sait JALLOW, ICAO Regional Director for Western and Central Africa, representing the two AFI ICAO Regional offices, welcomed all participants to the 21st meeting of the AFI Planning and Implementation Regional Group (APIRG/21) and the 4th Meeting of the AFI Regional Aviation Safety Group (RASG-AFI/4) and expressed special gratitude to the Government of Kenya and the Kenya Civil Aviation Authority for having accepted to partner with ICAO in hosting these important regional events.

5.4. He explained that the decision to hold APIRG and RASG-AFI meetings back-to-back was to provide an opportunity to advance aviation safety and air navigation priorities in the AFI region, within the framework of the ICAO No Country Left Behind (NCLB) initiative in a more coordinated manner.

5.5. Participants were further informed that the Abuja Safety Targets and AFI Air navigation Performance Indicators and Targets have been revised and reformulated, taking into account the level of progress and to ensure their alignment with the requirements of the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP) adopted by the 39th Session of the ICAO Assembly in October 2016., and that the proposed revised targets will be presented for consideration by the two meetings.

5.6. Mr. Jallow indicated that the outcomes of the meetings will provide valuable inputs to the Third ICAO World Aviation Forum (IWAF/3) to be held in Abuja from 20 to 22 November 2017, the Second Global Air Navigation Implementation Symposium (GANIS/2) and 1st Safety and Air Navigation Implementation Symposium (SANIS/1) to be held from 11 to 15 December 2017, in Montreal in preparation for the Thirteen Air Navigation Conference scheduled for 2018.

5.7. Following the APIRG/21 Meeting, the RASG-AFI/4 Meeting started on Thursday 12th of October 2017 at the same venue. Opening remarks were made by Mr. Mam Sait Jallow, as Secretary to the RASG-AFI. He indicated that the RASG-AFI/4 meeting was to focus on enhancement of the effectiveness of the Group through its four Safety Support Teams, orientation of future activities of the Group and its subsidiary bodies, the implementation of GASP and Abuja safety targets and other regional targets, and the improvement of the safety oversight systems of AFI States.

5.8. Mr. Levers Mabaso, Acting Chief Director, Civil Aviation Safety, Security and SAR, Department of Transport, Republic of South Africa also addressed the RASG-AFI/4 meeting in his capacity as First Vice Chairperson of RASG-AFI, in the absence of the Chairperson, Mr. Simon Allotey, Director-General of Civil Aviation, Ghana.

## **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:** Global Safety Update

3.1 The Global Aviation Safety Plan (GASP)

3.2 Update on Safety Management Implementation

3.3 Update on the Global RSOO Forum

3.4 Progress on the Implementation of the USOAP-CMA

**Agenda Item 4:** Follow-up on Conclusions and Decisions of RASG-AFI/3 Meeting

**Agenda Item 5:** Reports on RASG-AFI Activities

5.1 Safety Support Teams (SSC; FSO; AIG; ESI)

5.2 RASG-AFI Annual Safety Report Team (ASRT)

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

## CONCLUSIONS AND DECISIONS

### 7.1 DEFINITIONS

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

- a) Conclusions 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) Decisions relate to the internal working arrangements of the Group and its subsidiary bodies.

#### LIST OF CONCLUSIONS

<i>CONCLUSION 4/1:</i>	<i>Global Aviation Safety Plan (GASP)</i>
<i>CONCLUSION 4/2:</i>	<i>Safety Management Implementation</i>
<i>CONCLUSION 4/3:</i>	<i>Regional Safety Oversight Organizations (RSOOs)</i>
<i>CONCLUSION 4/4:</i>	<i>ICAO USOAP CMA Implementation</i>
<i>CONCLUSION 4/5:</i>	<i>Development of project proposals for funding by the AFI Plan</i>
<i>CONCLUSION 4/6:</i>	<i>Participation in Seminars, Workshops and Training</i>
<i>CONCLUSION 4/7:</i>	<i>Improvement of the production and utilization of the RASG-AFI Annual Safety Report (ASR)</i>
<i>CONCLUSION 4/8:</i>	<i>Development/Implementation of ICAO Plans of Action in all States</i>
<i>CONCLUSION 4/9:</i>	<i>Request for AFI Plan Support to States through safety oversight improvement projects</i>
<i>CONCLUSION 4/10:</i>	<i>Amendment of AFI Plan Programme Document and Regional Office Safety Team (ROST) TORs</i>
<i>CONCLUSION 4/11:</i>	<i>Human Resources Development Fund (HRDF) for Africa Initiative</i>

**LIST OF DECISIONS**

- DECISION 4/1: Election of the Chairperson and Vice-Chairpersons***
- DECISION 4/2: Follow up on RASG-AFI/3 Conclusions and Decisions***
- DECISION 4/3: Intensification of assistance to SSC States***
- DECISION 4/4: Use of ICAO data***
- DECISION 4/5: Implementation of the AFI Air Navigation System Implementation Action Plan aligned with the ICAO Aviation System Block Upgrade (ASBU) methodology***
- DECISION 4/6: Provision of support and assistance for the integration and consolidation of RSOOs in the Region***
- DECISION 4/7: APIRG/RASG-AFI Coordination Task Force (ARC-TF)***
- DECISION 4/8: Outcomes of the APIRG/21 Meeting on issues of common interest***
- DECISION 4/9: Review and endorsement of the revised Abuja Safety Targets and new timeframes***
- DECISION 4/10: Review and endorsement of the RASG AFI work programme for 2018/2019***
- DECISION 4/11: Identification of capacity building initiatives***

## **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 and work programme as presented in Paragraph 6 under the History of the Meeting in Part I of this report.

### **Agenda Item 2: ELECTION OF THE RASG-AFI CHAIRPERSON AND VICE-CHAIRPERSONS**

2.1 In accordance with the provisions of the RASG-AFI Procedural Handbook, the new RASG-AFI Bureau members consisting of the Chairperson, First and Second Vice Chairpersons, all of whom are designated Representatives of States and a Third Vice-Chairperson, as an Industry Representative, were elected as per the following Decision:

#### **Decision 4/1: Election of the Chairperson and Vice-Chairpersons**

That,

The Group elected the following Officials in line with the provisions of the RASG-AFI Procedures Handbook:

Chairperson	-	Mr. Levers Mabaso, Acting Chief Director, Civil Aviation Safety, Security and SAR, Department of Transport, Republic of South Africa
1 <sup>st</sup> Vice-Chairperson		Col. Dokisime Gnama Latta, Director General, Togo CAA
2 <sup>nd</sup> Vice-Chairperson		Capt. Gilbert Kibe, Director General, Kenya CAA
3 <sup>rd</sup> Vice-Chairperson		Ms. Tanja Grobotek, Regional Director, Safety and Operations, IATA, Africa

2.2 The meeting recognized and commended the achievements registered by the outgoing RASG-AFI Bureau which was composed of Mr. Simon Allotey, Director-General of Civil Aviation, Ghana (Chairperson), Mr. Levers Mabaso, Acting Chief Director, Civil Aviation, Safety, Security and Search and Rescue, Department of Transport, South Africa (First Vice-Chairperson), Mr. Silue Sinaly, Director-General, ANAC – Cote d’Ivoire (Second Vice-Chairperson) and Ms. Tanja Grobotek, Regional Director, Safety and Flight Operations, IATA, Africa (Third Vice-Chairperson).

### **AGENDA ITEM 3: GLOBAL SAFETY UPDATE**

#### **3.1 Update on the Global Aviation Safety Plan (GASP)**

3.1.1 The Meeting was presented with an update on the revised Global Aviation Safety Plan (GASP) in line with the established update process. The 2017-2019 Edition of the GASP was approved by the Council during its 208<sup>th</sup> Session in May 2016 and endorsed at the 39<sup>th</sup> Session of the Assembly ((27 September – 7 October 2016). It reflects changes made pursuant to the recommendations of 38<sup>th</sup> Session of the Assembly, as well as those of the Second High Level Safety Conference 2015; and includes the newly developed global aviation safety roadmap. The GASP provides the framework in 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. The following conclusion was adopted:

#### **Conclusion 4/1 Global Aviation Safety Plan (GASP)**

That States are:

- a) Requested, in accordance with Assembly Resolution A39-12, to establish a national safety plan, including goals and targets consistent with the regional safety plan, and in line with the GASP objectives, the global aviation safety roadmap, and based on their operational safety needs; and
- b) invited to provide ICAO feedback on the new global aviation safety roadmap and suggestions for the future 2020-2022 Edition of the GASP via email to: [GASP@icao.int](mailto:GASP@icao.int).

#### **3.2 Update on Safety Management Implementation**

3.2.1 The meeting was informed that, subsequent to the adoption of Amendment 1 to Annex 19 to the Convention on International Civil Aviation, ICAO relating to Safety Management, identified the following tasks aimed at enhancing the efforts to support the implementation of State Safety Programmes (SSPs) and Safety Managements Systems (SMS):

- a) a revision to the *Safety Management Manual (SMM)* (Doc 9859);
- b) the development of an ICAO Safety Management Implementation website with examples to complement the SMM;
- c) updated SSP tools;
- d) an update to the ICAO Safety Management Training Programme and
- e) ICAO SSP implementation promotional activities.

3.2.2 **Appendix A** to this report provides a summary of the safety management implementation support plans. The following conclusion was formulated:

#### **Conclusion 4/2: Safety Management Implementation**

That,

States, regional and international organizations are invited to share tools and examples which support effective safety management implementation to be considered for posting on the ICAO safety management implementation website through an ICAO validation process.

### **3.3 Proposed global strategy and action plan for the improvement of RSOOs and the establishment of a global system for the provision of safety oversight**

3.3.1 The meeting was presented with the outcomes of the ICAO/EASA Global RSOO Forum held from 22 to 24 March 2017 in Ezulwini, Swaziland, which supported the proposed global strategy and action plan for the improvement of RSOOs and the establishment of the Global Aviation Safety Oversight System (GASOS). The event report, programme, participants list, presentations and proposed Global Strategy and Action Plan, and Ministerial Declaration are available at <http://www2010.icao.int/ESAF/EASA-ICAO-RSOO-2017/Pages/default.aspx>.

3.3.2 The meeting noted that the Ezulwini Ministerial Declaration on Regional Safety Oversight Organizations in Africa endorsed the proposed GASOS as it related to an action plan to improve the effectiveness and sustainability of RSOOs, and a new cooperative platform for RSOOs to facilitate the agreed evolution in regional collaboration; and that the AFI Plan Steering Committee at its 19th meeting held in Botswana, June 2017, approved the Terms of Reference and project proposal for a Study on the strengthening and improvement of RSOOs in the AFI region. The following conclusion was adopted:

#### **Conclusion 4/3: Regional Safety Oversight Organizations (RSOOs)**

That States,

- a) implement the relevant provisions of the Ezulwini Ministerial Declaration on Regional Safety Oversight Organizations in Africa;
- b) are urged to support the proposed global strategy and action plan to improve and strengthen existing RSOOs and the establishment of a global system for the provision of safety oversight;
- c) endorse the objectives for a global system for the provision of safety oversight; and
- d) RASG-AFI organs, and organizations are encouraged to participate in and contribute to the AFI Plan study for the strengthening and improvement of RSOOs in the AFI region as well as the study of a proposed Global Aviation Safety Oversight System (GASOS).

### **3.4 Progress report on the implementation of the USOAP CMA**

3.4.1 A progress report on the implementation of the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) was presented to the meeting, highlighting the milestones achieved, activities conducted and improvements made in 2016, as well as activities and developments planned for 2017/2018.

3.4.2 The meeting noted that in 2016, a total of forty-six USOAP CMA activities impacted the States' EI score, and that the current USOAP CMA status at the global level shows that the areas with the lowest level of EI are aircraft accident and investigation (AIG), aerodrome and ground aids (AGA) and air navigation services (ANS), while the critical elements (CEs) with the lowest level of EI are CE-4 (qualification and training of personnel) and CE-8 (resolution of safety concerns).

3.4.3 As part of the USOAP CMA activities and improvements planned for 2017 and 2018, the meeting noted the continuation of the monitoring of States' activities through the online framework (OLF), prioritizing activities based on risk factors and indicators, the publication of the amended SSP related Protocol Questions to reflect Amendment 1 to Annex 19, the fourth edition of the Safety Management Manual and lessons learnt to date, the amendment of the Safety Oversight Manual, Part A - Establishment and Management of a State's Safety Oversight System (Doc 9734) and the amendment of the Safety Oversight Manual (Doc 9735) to reflect the evolution of the USOAP CMA.

3.4.4 The meeting also noted that, in support of the ICAO No Country Left Behind initiative, the ICAO Council established the Council President Certificate for the purpose of recognizing States from each ICAO region which have made significant progress in resolving their safety oversight deficiencies and improving the effective implementation (EI) of ICAO Standards and Recommended Practices (SARPs). These certificates honour progress achieved but feature no financial rewards, based on objective and transparent eligibility criteria and the results of USOAP CMA activities. In order to be considered for the Council President Certificate, States were encouraged to resolve their safety deficiencies and improve their EI by actively implementing their corrective action plans (CAPs) and continuing to update their progress on the USOAP CMA online framework (<http://www.icao.int/usoap>).

3.4.5 Following discussions, the following conclusion was reached:

**Conclusion 4/4: ICAO USOAP CMA Implementation**

That,

States are urged to fulfil their obligations under the USOAP CMA Memorandum of Understanding (MOU) and to take actions, as required, to provide up-to-date information on their safety oversight systems, with particular attention to:

- a) the implementation of immediate mitigation measures and sustainable corrective actions for the resolution and avoidance of SSC(s) as a high priority;
- b) finalization and submission of draft USOAP Corrective Action Plans (CAPs) on the On-line Framework (OLF), informing the relevant ICAO Regional Office when completed and ready for review;
- c) the completion of the compliance checklists/EFOD and update of the SAAQ;
- d) implementation of the CAPs, completion of the self-assessment of the PQs on the OLF, uploading of evidences/documents to report the progress and informing the relevant ICAO Regional Office when completed and ready for validation;
- e) prioritization of efforts in improving EI levels in the areas of AIG, ANS and AGA; and
- f) requesting assistance from the ICAO Regional Office and/or COSCAP/RSOO, if required.

**AGENDA ITEM 4: FOLLOW-UP ON CONCLUSIONS AND DECISIONS OF RASG-AFI/3 MEETING**

4.1 The Group reviewed the status of implementation of the fifteen (15) conclusions and eight (8) decisions which were adopted by its third meeting (RASG-AFI/3) held in Yamoussoukro, Cote d'Ivoire in December, 2015, and noted that progress has been achieved in the implementation of most of the activities. However, because some of the activities are continual in nature, their status of implementation therefore remains on-going. The following decision was adopted:

**Decision 4/2: Follow up on RASG-AFI/3 Meeting Conclusions and Decisions**

That,

The Secretariat expeditiously follow up and ensure implementation of all the open items in the list of RASG-AFI/3 conclusions and decisions and carry over to the Group's future work programme items that so require.

## **AGENDA ITEM 5: REPORT ON RASG-AFI ACTIVITIES**

### **5.1 Safety Support Teams**

5.1.1 The meeting reviewed the status of implementation of the various activities and projects of the four Safety Support Teams (SSTs) established as subsidiary bodies 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 safety enhancement initiatives. The Safety Support Teams operate in coordination with and under the guidance of the RASG-AFI Steering Committee (RASC). They are required to develop mitigation strategies based on gathering and processing safety data and information in line with the Global Aviation Safety Plan (GASP).

#### ***Significant Safety Concern (SSC) SST***

5.1.2 The meeting noted that, Globally, a total of seven SSCs remained unresolved, three of them from the AFI region (Djibouti, Eritrea, Malawi) and the remaining four from other regions of the World (Haiti, Kyrgyzstan, Nepal and Thailand). All the outstanding SSCs, including those for the AFI States, pertain to the certification process for the issuance of air operator certificates. The long standing SSC identified in Angola in December 2007, on the issuance of air operator certificates, was removed, following an ICVM conducted in March 2017.

#### ***Fundamentals of Safety Oversight (FSO) SST.***

5.1.3 The Global Aviation Safety Plan (GASP) calls for all States to establish and implement effective safety oversight capabilities by the year 2017. In the near term, African States lacking these capabilities are required to endeavour to establish the Critical Elements CE1 to CE5 of a State safety oversight system in order to optimize their ability to ensure the proper implementation of the ICAO SARPs. To this end, the RASG-AFI Safety Support Team on FSO developed a Project proposal aimed at sharing of experiences during an NCMC Conference. However, the organization of this conference has been delayed for further consultations between Senegal, as the Champion State and the Regional Offices.

#### ***Aircraft Accident Investigation (AIG) SST***

5.1.4 The safety initiative developed by the AIG SST is to propose an AIG iKit to States as ICAO models to be adopted for their national aviation accident investigation system as most of the AFI states lack the adequate regulatory framework (Legislation, Regulations and Procedures) for efficient implementation of ICAO Annex 13 provisions and related guidance materials. The establishment of these basic provisions would therefore be the foundation of any accident and incident investigation system, consistent with the level of traffic and judicial environment of AFI States. It was recognized that the establishment of a Regional Accident Investigation Agency (RAIA) with a pool of qualified investigators, would serve as a more appropriate solution and preferred option for the effective implementation of an investigation system and prevention mechanism.

#### ***Emerging Safety Issues (ESI) SST***

##### ***Runway Safety***

5.1.5 The meeting noted some progress registered in the implementation of the Runway Safety Project, with the successful establishment of Runway Safety Teams (RSTs) at ten (10) international airports within the AFI Region.

##### ***Loss of Control in-Flight (LOC-I)***

5.1.6 It was recalled that the third RASG-AFI meeting held in Yamoussoukro, Cote d'Ivoire in December 2015 endorsed a five (5) - year Plan of Action for Loss of Control-In Flight (LOC-I),

together with other recommendations to improve flight safety were also presented. The meeting therefore requested the SST responsible for LOC-I to develop the said 5-year Plan of action.

5.1.7 The was informed of a Loss of Control-In Flight (LOC-I) and Upset Prevention and Recovery (UPRT) Workshop which has been co-organized by the Kenya Civil Aviation Authority and Ethiopia as the host State, in collaboration with ICAO ESAF Regional Office, and a combined high level seminar and course on LOC-I and UPRT with the assistance of the Federal Aviation Administration (FAA) scheduled to take place in Johannesburg, South from 16 to 20 October 2017.

*Aeronautical Information Management (AIM))*

5.1.8 The meeting noted that AIS/AIM transition will form part of the ESI-SST activities. The APIRG/RASG-AFI Coordination Task Force will identify specific aspects of the AIS/AIM transition to be addressed by RASG-AFI.

5.1.9 In view of the above, the meeting noted that SSTs have made progress to different degrees in assisting States resolve SSCs, establish safety oversight systems, address requirements for aircraft accident investigation, and tackle runway related and other emerging safety issues. However, such progress has been slow and the direct involvement of the SSTs was limited. Hence a call for new proposals for funding under the AFI Plan of projects to advance the work of the SSTs. The following decision and conclusions were adopted:

**Decision 4/3: Intensification of assistance to SSC States**

That,

RASC, in collaboration with other relevant partners, including the ICAO Regional Offices, AFI-CIS, COSCAPs/RSOs, and Partner States and organizations maintain and intensify assistance to States in resolving the outstanding SSC(s) - namely Djibouti<sup>1</sup>, Eritrea and Malawi, take proactive steps and put in place effective strategies to prevent the emergence of new ones.

**Conclusion 4/5: Development of project proposals for funding by the AFI Plan**

That,

The RASG-AFI Secretariat in collaboration with the relevant Safety Support Teams (SSTs) and other stakeholders, develops and submits new project proposals in the areas of FSO, SSC, AIG, AIM, etc. to the AFI Plan Steering Committee for funding consideration.

**Conclusion 4/6: Participation in seminars, workshops and training**

That,

States, organizations and industry increase their participation in seminars, workshops and training organized by ICAO and other partners within the framework of activities of the SSTs to ensure maximum impact and benefit.

**5.2 RASG-AFI Annual Safety Report Team (ASRT)**

5.2.1 The meeting considered the work done by the Annual Safety Report Team, in compiling the Third Edition of the RASG-AFI Annual Safety Report (ASR), and commended the ASRT for the regularity of the publication. Note was however taken of the low level of feedback from the readership that was cited as a challenge towards future improvement of the report, and the following conclusion and decision adopted:

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<sup>1</sup> At the time of writing this report, the SSC in Djibouti was resolved.

**Conclusion 4/7: Improvement of the production and utilization of the RASG-AFI Annual Safety Report (ASR)**

That,

States and organizations:

- a) contribute data, make suggestions, provide guidance and participate effectively in the production of future editions of the ASR; and
- b) embrace and utilize the Annual Safety Reports to improve their respective levels of safety performance.

**Decision 4/4: Use of ICAO data**

That,

The Annual Safety Report Team (ASRT) should use ICAO data as much as possible in the preparation of the ASR for consistency with other related reports.

**AGENDA ITEM 6: ICAO “NO COUNTRY LEFT BEHIND (NCLB)” INITIATIVE AND ASSISTANCE**

**6.1 Implementation of State-specific ICAO Plans of Action**

6.1.1 The meeting recalled the State-specific ICAO Plans of action developed by the ICAO Regional Offices in Dakar and Nairobi as a means to assist States to improve safety oversight capacity with particular attention to addressing serious safety deficiencies identified under USOAP CMA activities or other mechanisms. The plans which are presented to the Minister responsible for civil aviation for formal acceptance and implementation, offer guidance to States and assistance providers on prioritization of actions aimed at identifying efficient solutions for the improvement of aviation safety.

6.1.2 To date, thirty-five (35) State-specific ICAO Plans of Action have been developed for ESAF and WACAF States. To include new aviation safety initiatives whilst taking into account the expanded scope of the AFI Plan, existing ICAO Plans of action are revised accordingly.

6.1.3 The AFI Plan Steering Committee has decided that all African States should have, by the end of 2019, an accepted ICAO Plan of Action and thereby allocate adequate resources with the support of stakeholders to its implementation (Decision 19/03 refers), and requested the AFI Plan Secretariat, through the two ICAO Regional Offices in Dakar and Nairobi, to develop and implement a strategy aimed at assisting all AFI States in improving their safety oversight systems through effective implementation of an accepted ICAO Plan of Action. The following conclusion was formulated:

**Conclusion 4/8: Development/Implementation of ICAO Plans of Action in all States**

That,

In line with AFI Plan Steering Committee Decision SC19/03, States that have accepted an ICAO Plan of Action fully commit to its implementation and for those that are yet to have one, to coordinate with their accredited Regional office for the development, acceptance and implementation of such a Plan.

**6.2 Status of Implementation of the AFI Plan Projects**

6.2.1 To support the achievement of the broader safety goals set for the AFI Region, the 17<sup>th</sup> meeting of the AFI Plan Steering Committee approved funding for a number of projects including Aerodrome Certification, Air Navigation Services Providers (ANSP) Peer Review, State Safety Programme (SSP)

to Search and Rescue (SAR). The meeting was informed of the status of development and implementation of these projects as follows:

*Aerodrome certification project*

6.2.2 The meeting was informed that sixteen (16) priority States/airports of the AFI region were identified for assistance in the certification of one international aerodrome in each identified State. The Aerodrome certification Project started by the Launching meetings held in Dakar and Nairobi in August 2016. The meetings were attended by DG CAAs and CEOs of airports of beneficiary States, donor States, as well as Regional Organizations. The Launching meetings were followed by familiarization workshops during which States submitted their respective action plans for aimed at providing timely resolution of deficiencies found by the APEX reviews of these airports. The meeting was informed that, so far, a total of five airports in Cote D'Ivoire, Mali, Nigeria (2 – Lagos and Abuja) and Namibia, have been certified under the project.

6.2.3 The main challenges faced in the project implementation are related to the resolution of deficiencies found at airports. This requires allocation of resources and commitment of both the CAAs and the management of airport operators.' The other challenge is the unavailability of trained technical personnel at both the CAAs and the airport Operators. Lastly, there is lack of Experts for the Project Team.

*State Safety Programme (SSP) Project*

6.2.4 The SSP implementation project aims to support States in their efforts to ensure aviation safety by embracing safety management principles to proactively address emerging safety risks by using consistent, data-informed approaches to implement smarter, system-level, risk-based safety oversight. The project was envisaged to be accomplished within a period of 24 months and the beneficiary States at the time of launching of the project were Botswana, Burkina Faso, Cabo Verde, Cameroon, Cote d'Ivoire, Ethiopia, Gambia, Ghana, Kenya, Madagascar, Mali, Mauritania, Mauritius, Morocco, Namibia, Niger, Nigeria, Senegal, South Africa, Sudan, Togo, Tunisia, Uganda, and Zimbabwe. However, since the launch of the project, Equatorial Guinea and Zambia have both met the eligibility criterion in terms of EI levels and have been added to the list of beneficiary states.

6.2.5 The ICAO Regional Office Safety Teams (ROST) assistance missions provide States with guidance and support in the conduct of the SSP Gap Analysis and the development of the SSP implementation/action plan. To date, assistance missions have been conducted in the framework of the SSP implementation project to 11 States namely; Botswana, Cameroun, Cote d'Ivoire, Gambia, Kenya, Mali, Mauritania, Mauritius, Togo, Zambia and Zimbabwe.

*African ANSP Peer Review Programme*

6.2.6 The AFI Plan Project on the implementation of the African ANSP Peer Review Programme was launched in May 2017. It is intended to help ANSPs improve the safety and quality of air navigation operations in the African Region. The AFI Plan Project is working closely with the *African ANSP Steering Group tasked with developing and promoting* a regional framework and a mechanism for improving ANS safety performance in Africa, including peer review, composed of the following members: ASECNA, ATNS of South Africa, Ghana, Kenya, Mozambique, and Nigeria ANSPs, Roberts FIR, CANSO, ICAO and AFCAC.

6.2.7 A successful coordination meeting of African ANSP Meeting was held on 3-5 May 2017 in Freetown, Sierra Leone under the ANSP Peer Review Project, and led to the adoption of a regional Framework of Cooperation, the Peer Review Programme Manual to guide the operational implementation of the Peer Review Programme, and an African ANSPs Cooperation Roadmap for the

period 2017/2018 in May 2017. The next steps include selection and training of reviewers, conduct of pilot reviews, development and implementation of corrective actions plans and project evaluation.

#### *Search and Rescue Organization*

6.2.8 In accordance with the schedule of the Search and Rescue (SAR) project, a workshop was conducted in Nairobi for the beneficiary States. The workshop has successfully provided the participants with essential information and knowledge on the objective and scope of the project. On the basis of the information obtained through the survey questionnaire, the gap analysis on status of SAR implementation in WACAF region has been completed. In a broader context of SAR in Africa and without limiting to the project scope, the Regional Offices established a Technical Experts Team. The Project Team provided support for the High Level SAR Conference organized by AFCAC, in Lomé, in April 2017 resulting in a Declaration and Plan of Action for the improvement of SAR services in Africa.

6.2.9 Assistance missions have been conducted to States and additional missions have been planned for the fourth quarter of 2017. Some States have requested the assistance of ICAO for the organisation of SAR awareness seminars at the national level to help with understanding of roles and responsibilities.

6.2.10 In view of the above, the following conclusion was reached:

**Conclusion 4/9: Request for AFI Plan Support to States through safety oversight improvement projects**

That,

States, Airport Operators, ANSPs and all stakeholders strengthen their commitment and intensify efforts in the implementation of the on-going AFI Plan funded projects in the areas of Aerodrome Certification, SAR Organization, SSP Implementation and ANSP Peer Review, as well as new ones to be proposed under RASG-AFI SST activities, and ensure timely resolution of existing deficiencies and accomplishment of project objectives.

**6.3 Proposed amendments to the AFI Plan Programme Document and the Terms of Reference for the Regional Office Safety Teams (ROST).**

6.3.1 The Meeting was presented with the draft updated Programme Document of the AFI Plan for the period 2017-2020 and the revised Terms of Reference (TORs) of the Regional Office Safety Teams (ROSTs) for comments, suggestions and inputs.

6.3.2 The Group was informed that the draft documents will be submitted to the AFI Plan Steering Committee in December 2017, for consideration and approval and were therefore being submitted as a means to gather the views of stakeholders for purposes of improving the quality of the documents.

6.3.3 The Group was further informed that the revision and updating of these documents are in response to the recommendations of an evaluation exercise conducted by the ICAO Evaluation and Internal Audit Office in 2015. The following conclusion was adopted accordingly:

**Conclusion 4/10: Amendment of AFI Plan Programme Document and Regional Office Safety Team (ROST) TORs**

That,

States, organizations, and partners provide, through the ESAF and WACAF Regional offices, proposals for amendment to the AFI Plan Programme Document and ROST TORs not later than 31 October 2017.

**AGENDA ITEM 7: APIRG/RASG-AFI COORDINATION – REPORT OF THE APIRG-RASG/AFI TASK FORCE**

**7.1 REPORT OF THE APIRG-RASG/AFI TASK FORCE**

7.1.1 Under this agenda item, the meeting reviewed the report of the APIRG/RASG-AFI Coordination Task Force which covered the allocation of tasks and collaboration between APIRG and RASG-AFI with a view to promoting exchange of best practices and harmonization of activities.

7.1.2 The report highlighted previous conclusions and decisions taken by the RASG-AFI in order to facilitate coordination between the two Groups and their auxiliary bodies (Conclusion 2/10 refers), and to address common issues such as the implementation of prioritized ASBU Block safety related modules (Conclusion 2/11 refers), provision of support and assistance for the integration and consolidation of RSOOs (Decision 3/11 refers), establishment of a PIRG/RASG-AFI Coordination Task Force (Decision 3/15 refers) and Synchronization of the work programmes of RASG-AFI and APIRG (Decision 3/16 refers).

7.1.3 With respect to the establishment of the APIRG/RASG-AFI Coordination Task Force (ARC-TF), the meeting noted the endorsement by the APIRG of its terms of reference as developed by RASG-AF/3, and requested the Secretariat to re-examine and reconcile, in collaboration with the RASC and APIRG Project Coordination Committee (APCC), the needs of all stakeholders regarding representation in and composition of the ARC-TF.

7.1.4 The meeting also reviewed and endorsed the ARC-TF proposals regarding the updated allocation of tasks between APIRG and RASG-AFI, based on global and regional concerns of relevance to the two Groups.

7.1.5 The following decisions were adopted:

**Decision 4/5: Implementation of the ICAO Aviation System Block Upgrades (ASBU)**

That

RASG-AFI address the implementation of the relevant safety related Essential and Priority 1 ASBU Block 0 Modules identified by the APIRG/19 Meeting, in coordination with the APIRG and the relevant bodies in line with regional aviation safety mechanisms

**Decision 4/6: Provision of support and assistance for the integration and consolidation of RSOOs in the Region**

That,

RASG-AFI and its subsidiary bodies support and provide assistance for the integration and consolidation of RSOOs as part of the drive to strengthen and ensure their sustainability, and efficiency.

**Decision 4/7: APIRG/RASG-AFI Coordination Task Force (ARC-TF)**

That,

- a) the Secretariat re-examine and reconcile, in collaboration with the RASC and APIRG Project Coordination Committee (APCC), the needs of all stakeholders regarding representation in and composition of the ARC-TF; and
- b) Cyber threats and ANS resilience, RPAS, implementation of selected ASBU Block 0 modules and RSOOs be included amongst the areas of shared responsibility of APIRG and RASG-AFI.

## **7.2 Outcomes of the APIRG/21 Meeting**

7.2.1 The meeting reviewed the outcome of the APIRG/21 Meeting held back-to-back with RASG-AFI/4 meeting, with particular attention to areas/issues of common interest to both APIRG and RASG-AFI, and formulated the following decision:

### **Decision 4/8: Outcomes of the APIRG/21 Meeting on issues of common interest**

That,

The Secretariat and RASG-AFI organs (RASC, SSTs, etc.) examine the Conclusions and Decisions of APIRG/21 and incorporate, as appropriate, the relevant elements in their respective work programmes

## **7.3 Proposed revised AFI Safety/ANS Targets**

7.3.1 The meeting was presented with the proposed revised Abuja Safety Targets reviewed by the APIRG/RASG-AFI Task Force in line with AFI Plan SC/19 Rec.07. The meeting was informed that the targets, which were being revised in accordance with the recommendations of the African Union Commission (AUC) Specialized Technical Committee (STC) meeting on Transport, Infrastructure, Energy and Tourism, included Safety and Air Navigation Targets as well as the Safety Performance Indicators of the new Aspirational Safety Goals of the GASP.

7.3.2 Following the review of the proposals developed by the Task Force, the meeting endorsed the proposed revised AFI Safety Targets with some observations, and made recommendations on the proposed AN Targets for further consideration by the RASG-AFI Steering Committee (RASC) and the APIRG Project Coordination Committee (APCC). The following decision was adopted:

### **Decision 4/9: Review and endorsement of the revised Abuja Safety Targets and new timeframes**

That;

The proposed revised AFI Safety/AN Targets are reviewed with the following observations:

1. Abuja Safety Targets are endorsed subject to:
  - a. Replacement of reference to '10% safety margin' in targets 2 and 6 relating to autonomous CAAs and SSP Implementation respectively, with the term 'positive safety margin';
  - b. The deadline for resolution of all three remaining SSCs being amended to end of June 2018; and
  - c. Replacement of the term 'sustainable' with 'Foundation' SSP in Target 6.
2. Recommendations on AN Targets:
  - a. that target 12 on reduction of Airproxes be improved with the introduction of intermediary steps leading to the aspirational goal of attaining and maintaining zero Airprox,
  - b. reformulation of targets 13 and 16 on establishment of seamless air navigation services and participation in the African ANS Peer Review programme respectively, to make them more precise and measurable; and
  - c. to reinforce the methodology for setting targets by determining baselines for all proposed items.

3. the Secretariat re-examine and amend, in collaboration with the RASC and APIRG Project Coordination Committee (APCC), the proposed revised AFI Safety/ANS Targets taking into account the above observations and recommendations.

**AGENDA ITEM 8: RASG-AFI WORK PROGRAMME FOR 2018/2019**

8.1 Under this Agenda item, the Meeting reviewed and endorsed the proposed RASG-AFI Work Programme including the activities of the subsidiary bodies for 2018 and 2019 and the following Decision was formulated.

**Decision 4/10: Review and endorsement of the RASG-AFI Work Programme for 2018/2019**

That,

The Group reviewed and endorsed the RASG-AFI Work Programme for 2018/19 and tasked the Secretariat to incorporate the following:

- a) outcomes of the APIRG/21 meeting as relevant and applicable to RASG-AFI activities;
- b) addressing the new areas of cyber security, RPAS and RSOOs;
- c) capacity building activities (workshops, seminars, and training); and
- d) any relevant activities identified by the APIRG/RASG-AFI Coordination Taskforce.

**AGENDA ITEM 9: ANY OTHER BUSINESS (AOB)**

9.1. Under this agenda item, the meeting discussed matters relating to capacity building with emphasis on how to increase the effectiveness of the on-going Human Resources Development Fund (HRDF) for Africa initiative. The following Decision and Conclusion were reached:

**Decision 4/11: Identification of capacity building initiatives**

That,

The RASC explore various avenues including on-going initiatives of partners aimed at building the capacity of aviation personnel.

**Conclusion 4/11: Human Resources Development Fund (HRDF) for Africa Initiative**

That,

The relevant fora be requested to assess the HRDF for Africa initiative, in order to determine its effectiveness in addressing the capacity building needs of States and seek any improvements necessary.

**Agenda Item 10: Review and adoption of draft Conclusions and Decisions of the RASG AFI/4 Meeting**

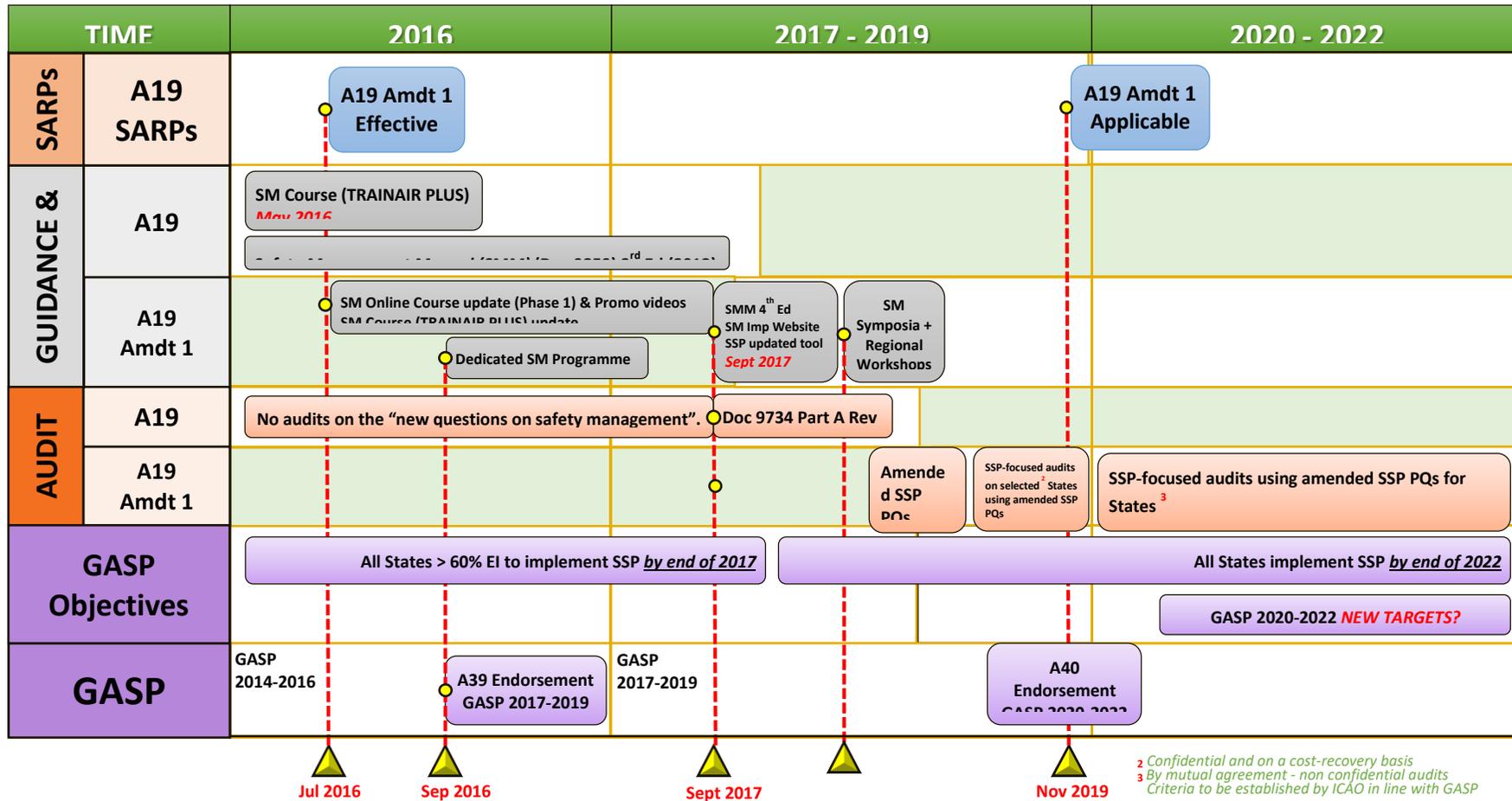
10.1 Under this agenda item, the conclusions and decisions of the RASG-AFI/4 Meeting were reviewed and adopted.

**AGENDA ITEM 11: DATE AND VENUE OF RASG-AFI/5 MEETING**

11.1 It was agreed that the fifth meeting of the Group (RASG-AFI/5) should be held back-to-back with APIRG/22 Meeting in 2019, in Western and Central Africa.

Appendix A

Summary of the safety management implementation support plans



Report of the Fourth Meeting of the Regional Aviation Safety Group for the AFI Region

**Appendix B**

**List of Participants**

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Report of the Fourth Meeting of the Regional Aviation Safety Group for the AFI Region

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