

# INTERNATIONAL CIVIL AVIATION ORGANIZATION



## **REPORT ON THE NINTH MEETING OF THE STEERING COMMITTEE OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA-INDIAN OCEAN (RASC/9)**

**(18 October 2023)**

**PREPARED BY THE SECRETARY OF RASC**

**October 2023**

## 1. BACKGROUND/VENUE/DATE

1.1 The Ninth meeting of the RASG-AFI Steering Committee (RASC/9) was held virtually on 18 October 2023.

## 2. OPENING

2.1 Ms. Lucy Mbugua, the ICAO Regional Director for ESAF and Secretary of RASG-AFI, welcomed the delegates and introduced the draft Agenda and Work Programme, which was amended and subsequently adopted, before inviting Mr. Silas Udahemuka, Director General, CAA Rwanda and First Vice-Chairperson of RASG-AFI, to chair the RASC/9 Meeting.

2.2 The Chairperson of RASG-AFI, Col. Dokisime Gnama Latta, welcomed participants to the meeting. He urged participants to work hard and ensure elevation of safety in the AFI region, especially the resolution of the emerging SSCs in the area of Air Navigation Services, relating to calibration of NavAids and validation of Flight Procedures.

## 3. SECRETARIAT

3.1 Ms. Lucy Mbugua acted as Secretary of the RASC/9 meeting assisted by Mr. Prosper Zo'o Minto'o, the ICAO Regional Director for WACAF, and the following Officers:

- Mr. Arthemon Ndikumana, DRD/ESAF
- Mr. Nika Meheza Manzi, DRD/WACAF
- Mr. Milton Tumusiime, RO/FS, ESAF
- Mr. Papa Issa Mbengue, RO/OPS, ESAF
- Mr. Kebba Lamin Jammeh, RO/FS, WACAF
- Mr. Elisha Omuya, RO/AGA, ESAF
- Ms Sonia Freitas, RO/SAF-IMP, WACAF
- Mr. Zewdu Aregawi, RO/SAF-IMP, ESAF
- Ms. Keziah Ogutu, RO/ATM, ESAF
- Ms Chinga Mazhetese, RO/ENV, ESAF
- Ms Prisca Nkolo, RO/AGA, WACAF
- Mr. Harvey Gabriel Lekamisy, RO/CNS, ESAF
- Mr. Rene Tavarez, RO/FS, WACAF
- Mr. Eyob Estifanos, Associate Regional Programme Officer, AFI Plan

3.2 The discussions and the meeting documentation were in the English Language.

## 4. PARTICIPANTS

4.1 The RASC/9 meeting was attended by 43 participants from the membership of the RASC and other stakeholders. The list of participants is provided as **Appendix-1** to this Report.

## **5. REPORT ON THE DISCUSSIONS OF THE AGENDA ITEMS**

### **5.1 Agenda Item 1: Adoption of Agenda and Work Programme of the Meeting**

5.2.1 The meeting reviewed the proposed draft Agenda and Work Programme of the Meeting and adopted it with minor amendments (RASC.9 - WP.01 - Agenda and Work programme).

#### **RASC/9 – Decision 9/01: Adoption of Agenda and Work Programme of the Meeting.**

*That,*

*The Agenda and Work Programme was adopted by the RASC/9 Meeting after it was reviewed and minor amendments effected (RASC.9 - WP.01 - Agenda and Work programme)*

### **5.2 Agenda Item 2: Implementation of safety goals, targets and indicators, including the priorities set in the regional safety plan.**

#### **Agenda Item 2.1: Status of implementation of the Conclusions and Decisions of RASG-AFI/8 Meeting**

5.2.2 The meeting reviewed the status of implementation of the Conclusions and Decisions of RASG-AFI/8 Meeting. The meeting invited the Secretariat, States, AFCAC and other stakeholders, to strengthen their collaborative efforts in addressing outstanding conclusions and decisions and especially through their root causes. Those conclusions and decisions which are not challenging in their implementation should be addressed as a priority.

#### **Agenda Item 2.2: Status of AFI-Regional Aviation Safety Plan (AFI-RASP) and National Aviation Safety Plans (NASP) of the RASG-AFI States**

5.2.3 To implement RASG-AFI/8 – Conclusion 8/07, a State Letter on nomination of Focal Points for National Aviation Safety Plans (NASPs) was disseminated in February 2023; 91.67% response rate was registered. These focal points are equally serving as members of the Safety Support Teams (SSTs), in order to establish close coordination on, and cross-feeding of, the AFI-RASP and NASPs. States, industry and other stakeholders have the prerogative to withdraw, augment or redeploy their nominees to the SSTs, as may be considered necessary.

5.2.4 As at 30 September 2023, only 8 RASG-AFI Member States (Benin, Cote d'Ivoire, Ethiopia, Ghana, Rwanda, Sierra Leone, Togo, Uganda) have published their NASPs and registered them with the ICAO Online Community. This is far short of the GASP and AFI-RASP Target requiring all States to publish their NASPs by 2024.

5.2.5 The RASG-AFI Secretariat has developed a draft AFI-RASP as the basis for a validation workshop, which was conducted virtually from 2 to 5 October 2023. The workshop attracted 201 participants from States, RSOOs, Regional and International

Organizations. The workshop was facilitated by Regional Officers from the ESAF and WACAF Offices as well as the Technical Officer, GASP, from the ICAO HQ.

5.2.6 Participants were given the opportunity to choose the SSTs they intended to serve in, based on their expertise. Each SST was assigned clear tasks of reviewing the various chapters and appendices of the draft AFI-RASP, the outcomes of which were presented by the Chairperson of each SST to a plenary for further discussions and endorsement. Comments/inputs emanating from the deliberations were subsequently incorporated in the draft AFI-RASP. The outcome of the Validation Workshop was a “Draft AFI-RASP”.

5.2.7 The RASC/9 Meeting recognized the achievement of the Safety Support Teams by producing the “Draft AFI-RASP” and endorsed the document. The Meeting formulated the following Decision:

**RASC/9 – Decision 9/02: Approval of the draft AFI-RASP by the RASG-AFI/9 Meeting.**

*That,*  
*the draft AFI-RASP having been endorsed by the RASC/9 Meeting of 18 October 2023, be*

- a) presented to the RASG-AFI/9 Meeting for approval; and*
- b) subsequently published and registered with the ICAO Online Community by the RASG-AFI Secretariat.*

**RASC/9 – Conclusion 9/03: Conduct of a Sensitisation Workshop on the AFI-RASP.**

*That,*  
*in order to make States and other stakeholders familiar with the 2023-2025 Edition of the AFI-RASP, the RASG-AFI Secretariat conducts a sensitization workshop on the AFI-RASP in 2024, and on its subsequent editions.*

**RASC/9 – Conclusion 9/04: Development of National Aviation Safety Plans by the RASG-AFI States.**

*That,*  
*in order to meet the AFI-RASP 2023-2025 Target,*

- a) the RASG-AFI States develop their National Aviation Safety Plans (NASPs) by 31 December 2024, in alignment with the current editions of the AFI-RASP and the Global Aviation Safety Plan (GASP); and*
- b) register the NASPs with the ICAO Online Community.*

**Agenda Item 2.3: Safety Support Teams (SSTs) and complementary initiatives.**

5.2.8 The Secretariat presented a working paper on the status of implementation of the key activities of RASG-AFI Safety Support Teams (SSTs) and complementary initiatives status since the last Steering Committee meeting of the Africa-Indian Ocean Regional Aviation Safety Group.

5.2.9 The meeting was provided with the key activities conducted to support affected States resolve their SSCs, and States with EI below 50%, under the AFI Plan Fundamental Safety Oversight (FSO ). The activities performed with support through the AFI Plan projects for Aerodrome Certification, implementation of State Safety Programme (SSP), Aeronautical Information Management (AIM), Result Based Implementation Support (RDIS), ANS Peer Review, Regional Safety Oversight Strategy; and professional capacity building, were also highlighted.

5.2.10 Furthermore, the meeting was provided with information on the Safety Enhancement Initiatives (SEIs) identified by the region to mitigate risks associated with Loss of Control In-flight (LOC-I) and Controlled Flight Into Terrain (CFIT). The activities of ARMA, including key information on the Reduced Vertical Separation Minimum (RVSM) were also provided.

5.2.11 The meeting indorsed the content of the Working Paper including the action item in paragraph 3 of the paper as presented by the Secretariat.

**Agenda Item 2.3.2: Assistance missions to UEMOA member States and impact on the performance of such States.**

5.2.12 The West African Economic and Monetary Union (WAEMU/UEMOA) Regional Civil Aviation Safety and Security Oversight Unit (URSAC) presented a paper on the activities carried out as part of its assistance missions to member States of WAEMU/UEMOA) and their impact on the performance of such States.

5.2.13 Funded by the WAEMU Commission, URSAC carries out activities to improve the level of civil aviation safety and security in the WAEMU region. These activities mainly concern the drafting of Community Regulations on civil aviation, the strengthening of the civil aviation safety and security oversight capacities of the Civil Aviation Authorities (CAA) of member States, and organization of meetings and workshops on subjects of common interest to the civil aviation community in the WAEMU area.

5.2.14 The activities carried out by URSAC, from the date of its creation (September 2019) to the present day, have enabled the Unit to consolidate the achievements of the implementation of the COSCAP-UEMOA Projects and the Security Program, as well as laying the foundations essential to the continued progress of the level of civil aviation safety and security in the WAEMU area. The effective implementation rate (EI) of the member States for safety oversight and civil aviation security oversight are 65.45% and 75%, respectively.

5.2.15 The technical support and collaboration of technical partners such as ICAO, AFCAC, EASA, DGAC of France, BEA of France and the AIRBUS Safety Department contributed to the effectiveness of the actions taken and the results achieved.

**Agenda Item 2.3.3: Assistance missions to the BAGASOO member States and the impact on the performance of such States.**

5.2.16 BAGASOO presented a paper on the impact of its activities on the performance of its Member States. It highlighted the scope of BAGASOO assistance and presented a historical narrative of the series of support given to Member States since inception. It also provided a summary of the factors that may have either inhibited or favored a positive performance.

5.2.17 All activities carried out to support Member States were performed either under level 1 (Advisory and coordinating functions) or level 2 (Operational assistance functions) delegation status.

5.2.18 BAGASOO outlined challenges which hampered smooth assistance to States. Firstly, lack of timely availability of funds for the conduct of scheduled missions. Secondly, sudden policy changes, due to political instability. Thirdly, where there seems to have been some deficit in the level of political will required from principal players and decision makers in a State. Fourthly, public health emergency issues e.g. Ebola and COVID-19. Fifthly, shortage of required technical workforce resulting in continuous absence of expertise to cover certain technical areas.

5.2.19 BAGASOO also outlined some factors that favored efficient and effective delivery of planned activities. These included the improved level of coordination of technical assistance activities with ICAO and AFCAC, continuing support received from international partners and donor agencies, strengthened internal organizational processes through the implementation of the Quality Management System, cases of strong cooperation and interest shown by Member States and the ability to leverage on the pool of inspectors under the AFI-CIS.

**Agenda Item 2.3.4: Assistance missions to the BAGAIA member States and the impact on the performance of such States.**

5.2.20 The Banjul Accord Group Accident Investigation Agency (BAGAIA) presented a paper on its objectives and its assistance missions to member States and impacts on Member States.

5.2.21 The paper highlighted that to reduce Operational Risks, BAGAIA in its Strategic goal will assist member States in the establishment of an Aircraft Accident Investigation Authority that is independent of the State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation:

5.2.22 The paper also pointed out that BAGAIA also assists States in closing gaps identified by the findings of the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) activities.

**Agenda Item 2.3.5: Assistance missions to the AFI States under the AFI-CIS framework and the impact on the performance of such States.**

5.2.23 AFCAC presented a paper on a report on AFI-CIS activities up to August 2023. AFCAC, through the AFI-CIS Program, supports African member States to establish and implement the eight Critical Elements of the State Safety Oversight Systems, development and implementation of Corrective Action Plans (CAPs) and the preparations for ICAO USOAP CMA Activities. All these contribute towards enhancing their effective implementation of ICAO Standards & Recommended Practises (SARPs) towards 75% or better.

5.2.24 The AFI CIS program provides technical assistance to African member States who are in the following categories:-

- a) Member States with Significant Safety Concerns (SSCs);
- b) Member States that are below 60% Effective Implementation of the ICAO SARPs; and
- c) Members States who make a specific request for assistance.

5.2.25 Since year 2019, AFCAC established partnerships with international organizations such as AfDB and EASA through the European Union Africa Safety in Aviation (EU-ASA) project and lately Boeing, who provide funding for capacity building and provision of technical assistance to member States. A project approach to assistance of member States was adopted to ensure effective assistance missions to yield tangible results.

5.2.26 the AFI CIS program has incorporated additional domains, to include Aircraft Accident and Incident Investigation (AIG), State Safety Programme (SSP) and Dangerous Goods (DG). The total number of AFI CIS inspectors on the database are one hundred and fifty (150).

5.2.27 Following the project approach to member States assistance, AFCAC planned and initiated a number of assistance missions as follows:-

- a) 3<sup>rd</sup> AFI CIS Mission to Republic of South Sudan
- b) 1<sup>st</sup> AFI CIS Mission to Eswatini
- c) 2<sup>nd</sup> AFI CIS Mission to Eswatini
- d) 1<sup>st</sup> AFI CIS Mission to Lesotho
- e) 1<sup>st</sup> AFI CIS Mission to Namibia
- f) 1<sup>st</sup> AFI CIS Mission to Central Africa Republic (CAR)

5.2.28 The AFI CIS program has clearly demonstrated the benefits of a regional cooperative approach and has proven to be a viable, practical, efficient and cost-effective approach to enhance the safety oversight systems for member States;

5.2.29 International partners e.g. AfDB, EU-ASA, Boeing and others enable the AFI CIS to meet its capacity building requirements through training and also funding for technical assistance to member States.

**Agenda Item 3: Development of RASG-AFI/9 Meeting Draft Agenda and Work Programme.**

5.3.1 The Secretariat presented a paper on a proposal of tentative Agenda and Work Programme as well as its Explanatory Notes of the Ninth Meeting of the Regional Aviation Safety Group for Africa-Indian Ocean (RASG-AFI/9) ) to be held in Cotonou, Benin on 9 November 2023, for endorsement by the Ninth Meeting of the RASC/9.

5.3.2 The terms of reference, working arrangements, internal instructions, as well as rules of procedures for the conduct of the meetings of RASG-AFI and its contributory bodies are contained in the RASG-AFI Procedural Handbook, notably Chapter 4.5 (RASG-AFI Steering Committee (RASC)) and Chapter 5 (Procedures for the Conduct of Meetings of the RASG-AFI).

**RASC/9 – Decision 9/05: Development of RASG-AFI/9 Meeting Draft Agenda and Work Programme.**

*That,*

*The Meeting endorsed the tentative RASG-AFI/9 Agenda and Work Programme as well as its Explanatory Notes (RASC.9 - WP/03.A. Development of RASG-AFI/9 Meeting Draft Agenda and Work Programme, Appendix)*

**Agenda Item 3.1: Assignment of responsibilities and timelines for the development of RASG-AFI/9 Working and Information Papers (WPs and IPs).**

5.3.3 The Secretariat presented a paper on a proposal of tentative Agenda and Work Programme as well as its Explanatory Notes of the Ninth Meeting of the Regional Aviation Safety Group for Africa-Indian Ocean (RASG-AFI/9) ) to be held in Cotonou, Benin on 9 November 2023, for endorsement by the Ninth Meeting of the RASC/9.

5.3.4 The terms of reference, working arrangements, internal instructions, as well as rules of procedures for the conduct of the meetings of RASG-AFI and its contributory bodies are contained in the RASG-AFI Procedural Handbook, notably Chapter 4.5 (RASG-AFI Steering Committee (RASC)) and Chapter 5 (Procedures for the Conduct of Meetings of the RASG-AFI).

**Agenda Item 4: Ninth Meeting of the Annual Safety Report Team (ASRT) – Production and publication of the 9th Edition of the RASG- AFI Annual Safety Report.**

5.4.1 The Ninth (9<sup>TH</sup>) Edition of the RASG-AFI Annual Safety Report was produced by the Ninth meeting of the RASG-AFI Annual Safety Report Team (ASRT), hosted by IATA in Johannesburg, South Africa, from 22 to 26 May, 2023. Team members present onsite were ICAO, AFCAC, IATA, Airbus, and Boeing. This was the first face-to-face meeting since COVID-19 and this time the focus was to compile a higher quality product.

5.4.2 Once again, thrust in the Ninth edition was moving towards a predictive report that can guide readership particularly the States to come up with more automated reporting and tracking of safety events.

5.4.3 Of concern to the industry is the lack of investigation, reporting or provision of at least preliminary reports, yet alone mere acknowledgement of such events happening, by some States of occurrence.

5.4.4 Another emerging matter was the fact that System Component Failure – Non-Powerplant (SCF – NP) recurrence over the years prompting a recommendation to add this phenomenon to the High Risk Category of occurrences for the region.

5.4.5 The ASRT made a recommendation for the Abuja Safety and Air Navigation Targets to be migrated to the Regional Aviation Safety Plan for the Africa-Indian Ocean region (AFI-RASP), under the framework of Safety Support Teams (SSTs) - Contributory Bodies of RASG-AFI. This will avoid having two regional plans, almost aligned, competing for available meagre resources; and duplication of efforts.

5.4.6 The Meeting formulated the following Conclusions:

**RASC/9 – Conclusion 9/06: Conduct of investigations into aircraft accidents and serious incidents in the region and generation of comprehensive reports.**

*That, in order to have reliable data on aircraft accidents for the RASG-AFI Region, States are urged to conduct investigations into aircraft accidents and serious incidents, as State of occurrence, in accordance with the provisions of Annex 13 to the Chicago Convention, generate comprehensive reports and file such reports with the ICAO ADREP.*

**RASC/9 – Conclusion 9/07: Inclusion of Systems Component Failure – Non-Powerplant (SCF – NP) in the High Risk Categories of Occurrences for the RASG-AFI Region.**

*That, with the recurrence in the region of System Component Failure – Non-Powerplant (SCF – NP) over the years, the phenomenon be added to the High Risk Category of occurrences for the RASG-AFI Region (R-HRC).*

**RASC/9 – Conclusion 9/08: Establishment and Implementation of a Regional Aviation Safety Plan for the RASG-AFI Region (AFI-RASP).**

*That, in order to avoid having two regional plans, almost aligned, competing for available meagre resources; and duplication of efforts,*

*AFCAC in collaboration with ICAO and other Stakeholders, review the Abuja Safety Targets by 30 June 2024, in a bid to having the targets migrate to a single Regional Aviation Safety Plan (AFI-RASP) aligned with the current Global Aviation Safety Plan (GASP).*

**Agenda Item 5: AOB and Closing.**

**Agenda Item 5.1: Any Other Business (AOB).**

5.5.1 The International Air Transport Association (IATA) informed the Meeting that its recent Regional Coordination Group Meeting (RCG), was informed of the decision by the IATA Safety Review Board (SRB) to discontinue the publication of the In-Flight Broadcasting Procedures (IFBP) through IATA Operational Notice(s) with effect from 1st January, 2024. It was suggested that IFBP be published under the ICAO Regional Supplementary Procedures or be included in Annex 11 to the Chicago Convention.

5.5.2 5.5.4 The Director General of Togo CAA, Col. Latta, informed the Meeting of the Africa Flight Procedures Programme (AFPP) meeting to be held in Lome, Togo, from 23 to 25 October 2023; and extended invitation to all to attend.

**Agenda Item 5.2: Close of RASC/9 Meeting.**

5.5.3 With no other issues to discuss, the ICAO Regional Director, Nairobi, made closing remarks and the RASC/9 Meeting officially declared closed at 13:30hrs. UTC.

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