



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Ninth Meeting of the Africa-Indian Ocean Regional Aviation Safety Group (RASG-AFI/9)

9 November 2023

Agenda Item 3: Review of the outcomes of RASC/9 Meeting; and status of implementation of the RASG-AFI/8 Conclusions and Decisions.

3.2 Review of the outcomes of the RASC/9 Meeting

(Presented by the Secretariat)

SUMMARY	
This paper presents the outcomes of the RASC/9 Meeting held virtually on 18 October 2023. Action by the meeting is at paragraph 3 of this paper.	
REFERENCES	
<ul style="list-style-type: none"> ▪ RASG-AFI Procedural Handbook. 	
<i>Strategic Objectives</i>	<i>A – Safety; B – Air Navigation Capacity and Efficiency.</i>

1 INTRODUCTION

- 1.1 The Steering Committee of the Regional Aviation Safety Group for Africa-Indian Ocean (RASC) was created by the first meeting of the Group (RASG-AFI/1) held in Kampala, Uganda, from 26 to 27 March 2012. The RASC comprises representatives from States and international/regional organizations and industry and was established to guide the work of the RASG-AFI and ensure that safety initiatives are accomplished in a timely, effective and efficient manner.
- 1.2 The activities of the RASG-AFI are structured under the framework of Safety Support Teams (SSTs) dealing with Safety Oversight, Operational Safety Issues, State Safety Programme, Air Navigation Services.

2 DISCUSSIONS

- 2.1 The Ninth meeting of the RASG-AFI Steering Committee (RASC/9) was held virtually on 18 October 2023, attended by 43 participants from the membership of the RASC and other stakeholders. The agenda of the meeting covered:
 - 2.2 The meeting was chaired by Mr. Silas Udahemuka, Director General, CAA Rwanda and First Vice-Chairperson of RASG-AFI. He was supported by the Chairperson of RASG-AFI, Col. Dokisime Gnama Latta, Director General, ANAC Togo.
 - 2.3 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 Regional Officers from ESAF and WACAF.

- 2.4 The RASC/9 Meeting has formulated several conclusions and decisions for consideration by the RASG-AFI/9 Meeting as follows:

Agenda Item 1: Adoption of Agenda and Work Programme of the Meeting

- 2.4.1 The meeting reviewed and adopted the proposed draft Agenda and Work Programme of the Meeting.

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

- 2.4.2 The RASC/9 Meeting recognized the achievement of the Safety Support Teams by producing the “Draft AFI-RASP” and endorsed the AFI-Regional Aviation Safety Plan (AFI-RASP). The Meeting formulated the following conclusions.

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

That,
to make States and other stakeholders familiar with the 2023-2025 Edition of the AFI-RASP, the RASG-AFI Secretariat to conduct 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,
to meet the AFI-RASP 2023-2025 Target,

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 register the NASPs with the ICAO Online Community.

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

- 2.4.3 The meeting reviewed and endorsed the tentative Agenda and Work Programme 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, as presented by the Secretariat.

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.

- 2.4.4 The meeting discussed recommendations made by the ASRT. 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. 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.

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). This will avoid having two regional plans, almost aligned, competing for available meagre resources; and duplication of efforts. The following conclusions were therefore formulated.

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, 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, to migrate The Abuja Safety Targets to a single Regional Aviation Safety Plan (AFI-RASP) aligned with the current Global Aviation Safety Plan (GASP).

Agenda Item 5.1: Any Other Business (AOB).

2.4.5 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.

3 ACTION BY THE MEETING

3.1. The meeting is invited to:

- a) Take note of the information in this paper;
- b) Consider the conclusions and decisions formulated by the RASC/9 Meeting, as presented in this Paper; and
- c) Provide further guidance as appropriate.

-- END --