



ICAO

**Ninth Meeting of the Africa-Indian Ocean Regional Aviation Safety Group (RASG-AFI/9)
9 November 2023**

Agenda Item 4: Status of implementation of the GASP safety goals, targets and indicators including the priorities set in the regional safety plan.

4.1. Reports on RASG-AFI and its Contributory Bodies Activities

(Presented by Secretariat)

SUMMARY	
This working paper presents RASG-AFI Safety Support Teams (SSTs) and complementary initiatives and activities implementation status since the last Steering Committee meeting of the Africa-Indian Ocean Regional Aviation Safety Group.	
Action by the Meeting is provided at paragraph 3 of the Paper.	
References:	<ul style="list-style-type: none"> • RASG-AFI Procedural Handbook • ICAO Council Decision, C-DEC 210/4; • Council approved ToRs of PIRGs and RASGs;
<i>Strategic Objectives</i>	This Working Paper relates to the ICAO Strategic Objectives: A- Aviation Safety and B- Air Navigation Capacity and Efficiency

1 INTRODUCTION

- 1.1 This working paper highlights the status of the implementation of Safety Support Teams (SSTs) and complementary initiatives, activities, and projects to address safety challenges and improve RASG-AFI safety performance. The paper also highlights the status of the implementation of resolution or mitigation measures for the Significant Safety Concerns (SSCs) in ANS related to the non-calibration of NAVAIDS, the evaluation of instrument flight procedures and design, and the mitigation measures to address challenges encountered with operations of non-RVSM-approved aircraft in RVSM airspace.
- 1.2 The SSTs' efforts are supplemented and complemented by assistance programmes established and implemented by other programmes and projects including, ICAO Regional Offices (ROST), AFI Plan, AFCAC (AFI-CIS), RECs, RSOOs, States and Industry partners.
- 1.3 Although progress has been made in the implementation of the activities contained

in the programme, it is important to note that some of the activities are continual in nature and therefore their status of implementation remains on-going.

- 1.4 It worth emphasizing the ninth meeting of the RASG-AFI Steering Committee (RASC/9) which was held virtually on 18 October 2023 endorsed the content of this Working Paper including the action items in paragraph three.

2. DISCUSSION

In the framework of the AFI Plan annual work programme, the SSTs develop, implement and monitor safety enhancement initiatives (SEIs) including AFI Plan projects. ROST Assistance activities to States and RSOOs; AFI CIS; resolution or mitigation of contributing factors to high-risk categories (HRCs) accidents and incidents, Significant Safety Concerns (SSCs) as well as addressing challenges encountered with operations of non-RVSM approved aircraft in RVSM airspace.

2.1.1 AFI Plan projects

The overall objective of the AFI Plan is to address civil aviation safety deficiencies in the Africa-Indian Ocean (AFI) region through provision of implementation support activities to States with a focus on the establishment and implementation of effective and sustainable safety oversight systems, resolution of identified safety deficiencies, fostering of aviation safety culture and aviation infrastructure planning in Africa. The AFI Plan continued to serve as a collaborative planning platform for the partners supporting aviation safety in Africa. The AFI Plan projects and key activities implementation status summary presented below.

2.1.1.1 Aerodrome certification project

2.1.1.1.1 The Project assisted States in the Certification of Aerodromes in Botswana/Gaborone, Sierra Leone/Freetown and Congo/Brazzaville. The Project conducted as well workshops in Djibouti and Cameroon. Botswana, Congo and Sierra Leone had certified the Sir Sorest Airport, Brazzaville Airport and Freetown Airport respectively. These has increased the rate of Certification from 32.6% to 42.1%

2.1.1.1.2 Some of the factors affecting the rate of Certification are: inadequate Airport infrastructure equipment maintenance, unavailability of experts, Lack of high-level support and Airports that do not meet International requirements published in AIPs

2.1.1.2 State Safety Programme (SSP) implementation project

- 2.1.1.2.1** Under the AFI Plan State Safety Programme (SSP) Project, ICAO ESAF and WACAF Regional Offices requested AFI States to release their Experts to support the project activities and to establish a coordination group. ICAO have identified subject matter experts and established two sub-groups (English and French) that are working in coordination with Regional Offices on the implementation activities.
- 2.1.1.2.2** The two subgroups (English and French team experts) have developed a series SSP related generic documents and tools, which are being finalized with the inputs received from the validation workshops conducted from 17 - 21 for the French documentation and from 26 - 28 July 2023 for the English documentation. The objective of the validation workshop was to review, collect inputs and suggestions to the draft SSP generic documents and tools. More than 95 participants from ESAF and WACAF States, as well as regional organizations attended the validation workshops.
- 2.1.1.2.3** In addition, the Regional Offices have established SharePoint platform to facilitate the sharing and exchanging of information and documents related to State Safety Program implementation. States shared their SSP documents and tools, which formed the basis to develop the SSP project generic documents.
- 2.1.1.2.4** Moreover, the AFI Plan 26th Steering committee meeting held in Nairobi, Kenya in August 2023, approved the AFI Plan SSP revised Project and the assistance extended to additional RASG-AFI States. The eligible States under this revised project include Benin, Botswana, Cabo Verde, Congo, Côte d'Ivoire, Ethiopia, Gabon, Ghana, Kenya, Madagascar, Mauritius, Mali, Mauritania, Nigeria, Namibia, Rwanda, South Africa, Uganda, United Republic of Tanzania, Togo and Zambia. States that do not fulfil the eligibility criteria for this project will be assisted under Regional Office regular activities or other AFI-Plan projects on the implementation of a safety oversight system.
- 2.1.1.2.5** To support States efforts and address some of the challenges related to safety data collection and processing system, safety performance management, the establishment, implementation, and maintenance of SSP, the two regional offices in coordination with ICAO HQ conducted the following workshops:
1. Safety Information Monitoring System and Safety Performance Indicators workshop held in Lusaka, Zambia from 06 – 09 Dec. 2022. The workshop was attended by 36 participants from 12 ESAF States and two RSOOs.
 2. A back-to-back Safety Intelligence and Safety Performance Management workshop held in Dakar and Addis Ababa from 11 – 15 Sep. 2023 and 18 -22 Sep. 2023 respectively. The workshop was attended by 64 participants from ESAF and WACAF States and RSOOs.

2.1.1.3 Fundamentals of Safety Oversight (FSO) project

- 2.1.1.3.1** The AFI Plan Fundamentals of Safety Oversight (FSO) project aims to support eligible States to establish the Fundamentals of Safety Oversight (FSO) system as envisaged by the Critical Elements (CE) of a State Safety oversight system. In this regard, the project has assisted eligible States to enhance their safety oversight capability with particular emphasis on the implementation of CE1 through CE5.
- 2.1.1.3.2** The selection criteria for States' eligibility to receive assistance under the project is EI of the 50% or below as well as those States that have not yet been audited under USOAP, namely South Sudan and Somalia. Accordingly, the project is envisaged to assist and support twelve (12) eligible States within the AFI Region. These comprised of Burundi, Central African Republic, Comoros, Djibouti, Eritrea, Guinea, Guinea-Bissau, Lesotho, Liberia, Sao Tome and Principe, Seychelles, Eswatini, South Sudan and Somalia.
- 2.1.1.3.3** Since the project's inception, onsite assistance missions have been conducted to all the eligible States. Many eligible States have achieved appreciable progress. However, due to the limited opportunities for States to receive USOAP CMA validation activities, this progress cannot be accurately quantified.
- 2.1.1.3.4** Consequently, to date, however, limited progress has been achieved by States in increasing the effective implementation (EI) of the Critical Elements (CEs) of a State safety oversight system continues to be reflected, evident by the following select performance indicators:
- current group average USOAP score for the project States is 30.1%, up from 20.47%, which is below the world group average of 68.68%;
 - current number of the project eligible States that have achieved the target of 60% EI is zero; and
 - current number of the project States that have increased their individual EI since the commencement of the project is still limited—Seychelles, Comoros, Malawi, Eswatini and Burundi. This limited progress could also partly be attributed to the very limited USOAP validation activities conducted in the concerned States.

2.1.1.4 African Air Navigation Service Providers (ANSPs) Peer Review Programme

- 2.1.1.4.1** The activities of the Programme have been impacted by the COVID-19 pandemic. Since the ANSPs meeting in Lomé, Togo, 28 March - 1st April 2022, ICAO and CANSO have been working closely to relaunch the Peer Review activities. As it was decided to update the Peer Review Manual, CANSO led a committee composed with ANSPs experts to amend the working documents.

2.1.1.4.2 In this regards the review questionnaire was revised in accordance with the new USOAP CMA Protocol Questions 2020. ICAO received the new Review Questionnaire and proposed to limit and match it with the USOAP Protocol Questions related to the Basic Building Blocks (BBBs) concept. In doing so it is expected to better tailor the Peer Review to address review on implementation, operation, maintenance, and monitoring of the Air Navigation Services instead of auditing the system. The new questionnaire is now ready and a training of reviewer is planned for December 2023 followed by the relaunch of the activities in early 2024.

2.1.1.5 Aeronautical Information Management (AIM) Result Based Implementation Support (RDIS) for AFI States

In the framework of the AIM RBIS project Go-team activities, Guinea, Liberia, and Sierra Leone received in September 2023, an assistance for the regulation and oversight of Quality management system (QMS) applied to Aeronautical information management (AIM). A second Go-team mission is scheduled in November 2023 to assist the three States in regulating the implementation of Aeronautical information exchange model (AIXM), electronic Aeronautical information publication (eAIP) and Terrain and Obstacle Data (TOD). The project was revised by the twenty-sixth meeting of the AFI Plan Steering Committee, to extend its benefit to all the AFI States willing to receive assistance.

2.1.1.6 RSOO Strategy and Roadmap

2.1.1.6.1 The African and Indian Ocean (AFI) Regional Safety Oversight Organization (RSOOs) meeting was held on 12 October 2023 at the Ole Sereni hotel in Nairobi, Kenya. The meeting was held as part of the Second Forum on Regional Safety Oversight Organizations for Global Aviation Safety. The AFI RSOO meeting attracted participants including Directors General of CAAs, and RSOOs Executives from Africa and beyond, the industry and key partners representing Regional and International Organizations.

2.1.1.6.2 The forum discussed harmonization on establishment and operationalization of AFI RSOOs and gave some insight and experience to make the RSOO's/RAIO sustainable. Accordingly, discussed on the need to come up with an optimal number and size of AFI RSOOs/RAIO, in the region. The AFI RSOOs/RAIO presented a common strategy and harmonized approach for implementation support to States which is aligned with the AFI RSOO study Strategic Plan and Roadmap.

2.1.1.6.3 The forum considering the presentation and discussion made during the various sessions, agreed that , ICAO AFI Plan in collaboration with stakeholders and partners, review and update the AFI RSOOs/RAIO Strategic Plan and Roadmap with particular emphasis on the funding mechanisms and optimization of the number & size of RSOOs and RAIO.

2.1.1.7 Capacity Building

- 2.1.1.7.1** Considering the various initiatives, programmes and plans in the region, it is imperative that there is a need to provide priority to the development of a comprehensive database on aviation professionals related to ICAO’s Strategic Objectives, as well as to develop a gap analysis and develop a forecast of the needs of the aviation professional required to provide support fo aviation sector in Africa.
- 2.1.1.7.2** Accordingly, the AFI Plan engaged a consultant and to conduct a professional capacity building study on the two Key ICAO strategies safety and Air Navigation Capacity. The study was conducted and validated in a workshop held from 14 to 15 June 2023. The study report is available on the ICAO website: <https://www.icao.int/WACAF/Pages/AviationProfessionalCVW.aspx>
- 2.1.1.7.3** To complete the activities related to the study, a database system is being procured. The system will allow the tracking of aviation professionals in the States and of the capacity of ATOs in the AFI region.
- 2.1.1.7.4** Training for 33 Least Developing Countries (LDCs) In Africa

Project developed to provide various safety related training to 33 LDCs in the AFI region and implemented in 28 States. However, 5 States couldn’t benefit from the project in the planned time mainly because of access to reliable internet. Consultation is going on with the Global Aviation Training Section (ICAO GAT) to finalize the online training for the remaining 5 states (Comoros Eritrea, South Sudan, DRC, and Liberia) who has internet connectivity problems through a pilot project entitled “Increased Access to Training (IaT)” which is an alternative mode of access using newly available technology.

2.1.2 ROST Assistance

- 2.1.2.1** As of end of October 2023 the ESAF and WACAF Regional Offices conducted remote and on-site assistance activities to Nigeria (May 2023), and Sierra Leone (April 2023), Benin, Guinea, Senegal South Sudan (May 2023), Burundi (July 2023) and Zambia(October 2023). AFI RSOOs has also been assisted i.e. the Banjul Accord Group (BAG) in the ongoing institutionalization of the group Secretariat as well as URSAC/UEMOA in the framework of the Global Aviation Safety Oversight System (GASOS) self-assessment. In addition, the ESAF and WACAF Regional Offices have supported ICAO HQ in implementing the USOAP, including providing Regional Officers to act as Team Leaders and Teams Members during the conduct of USOAP activities, including audits and ICVMs.
- 2.1.2.2** Since the project’s inception, onsite assistance missions have been conducted to all the eligible States. Most eligible States have achieved appreciable progress.

However, due to the limited opportunities for States to receive USOAP CMA validation activities, this progress cannot be accurately quantified.

2.1.3 Safety Enhancement Initiatives SEIs to mitigate contributing factors to LOC-I accidents and incidents

2.1.3.1 The RASG-AFI 5-Year Plan for LOC-I includes action items that qualify as safety enhancement initiatives. However, these are high level, and their implementation may require several other components. Furthermore, it appears to be challenging to report on true progress made on them.

2.1.3.2 Therefore, the past workshops on LOC-I and UPRT, especially the one held in 2020, have identified supplementary safety enhancement initiatives in terms of organizational, operational and additional risks.

2.1.3.3 All this will be reflected in the AFI-RASP and the RASG-AFI Guidance for LOC-I. These SEIs will continue to be augmented and consolidated following recommendations stemming from next workshops on LOC-I and UPRT.

2.1.4 Safety Enhancement Initiatives (SEIs) to mitigate contributing factors to Controlled Flight into Terrain (CFIT) accidents and incidents.

2.1.4.1 The CFIT Workshop is one of the RASG-AFI annual events to promote awareness of risks associated with CFIT; and to review the status of implementation of the SEIs identified by the region to mitigate such risks. The event is supported by the ICAO ESAF and WACAF Regional Offices; and aviation partners such as AFRAA and IATA. Attendants at the workshops comprise participants from Civil Aviation Authorities, Airlines, Air Navigation Services Providers, Aircraft Accident Investigation Agencies, Approved Training Organizations, Regional and International Organizations.

2.1.4.2 CFIT-related Protocol Questions (PQs) from the ICAO USOAP CMA Online Framework have been used as a tool to assess the level of implementation of the 8 Safety Enhancement Initiatives (GPWS; SOPs, CDFA, FDA, CRM/TEM, ALAR, MSAW, PBN-AR) identified to mitigate risks associated with CFIT occurrences in the RASG-AFI Region.

2.1.4.3 From the analyses, only 9 out of the 48 RASG-AFI States have fully implemented all the identified CFIT-related SEIs (PQs), representing 18.75%.

2.1.4.4 The RASG-AFI Operational Safety Issues Safety Support Team (OSI-SST) will continue to monitor the level of implementation of the SEIs identified by the region and provide reports to the RASG-AFI through the RASC on regular basis. The OSI-SST has urged States that have attained related PQs satisfactory to provide support to other States by sharing their documentation and experience with them and provide report to the SST on progress registered.

2.2.5 Assistance to States in resolving or mitigating Significant Safety Concerns (SSCs) in ANS

2.2.5.1 ICAO ESAF in collaboration with other stakeholders, including AFCAC and SASO, have actively engaged and supported Zimbabwe in developing and implementing its CAP following the identification by ICAO of a significant safety concern (SSC) pertaining to the area of air navigation services (ANS) in relation to a lack of documented flight validations to ensure obstacles clearance of the published instrument flight procedures.

2.2.5.2 Four (04) Significant Safety Concerns (SSCs) in ANS were identified in Liberia (02) and DRC (02) related to non-calibration of NAVAIDS and non-approval and lack of periodic reviews of Instrument Flight Procedures IFPs).

2.2.5.3 The WACAF Regional Office has conducted online assistance activities and High Level and ROST missions to assist States for the mitigation of the SSCs and the completion and implementation of the Corrective Action Plans (CAPs) under implementation.

2.2.6 RVSM

2.2.6.1 States continue to provide the data to ARMA and ARMA has provided awareness workshops in the year.

- a) 13 non-RVSM Approved aircraft operated in the AFI RVSM airspace in 2023
- b) ARMA website available with forms to be used for reporting.
- c) Sensitization carried out in various ATM and aviation forums and meetings.
- d) No further reports received on utilization of FL420.

ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Recognize the role of the ICAO Regional Offices in coordinating and conducting the above-mentioned activities; and
- b) Encourage States to allocate the required resources for the establishment and implementation of SSP, continue to build the capacity of their technical staff based on their role in the State Safety Program, and exchange and share safety data, information, risks, and performance indicators with RASG-AFI; and
- c) Provide further guidance for the enhancement of the effectiveness of the activities of the Contributory Bodies.