

International Civil Aviation Organization AFI Comprehensive Implementation Programme

Symposium on Regional Aviation Safety Agencies
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Air Transport Safety — Africa

hbelai@icao.int

Basic safety requirements

- Basic requirements for an effective safety oversight system
 - State Safety Programme:
 - Aviation safety policy and objectives:
 - regulatory framework,
 - responsibility and accountability,
 - accident incident investigation,
 - enforcement policy;
 - System for safety risk management:
 - The Critical Elements of a Safety Oversight System;

Basic safety requirement

- Basic requirements for an effective safety oversight system:
 - the establishment of an adequate organization (safety oversight Critical Element 3),
 - adequate number of appropriately trained and experienced technical personnel (safety oversight Critical Element 4),
 - equipment, tools, guidance material and processes and procedures for exchanging safety critical information (safety oversight Critical Element 5).

Basic safety requirements

- Basic requirements for an effective safety culture in the aviation industry
 - Safety Management System:
 - Safety policy and objectives
 - Management commitment and safety accountability,
 - Appointment of key safety personnel,
 - Coordination of emergency response planning,
 - SMS documentation
 - Safety risk management;
 - Safety assurance;
 - Safety promotion.

Measuring safety

- State capability for safety oversight can be measured through the assessment of:
 - The organization (resources, clear objective statement, clearly defined responsibility and accountability, etc.),
 - Training and qualification of the technical personnel,
 - Guidance material, procedures, tools, equipment, including the system established for the dissemination of safety critical information, and
 - the State safety programme (SSP) established.

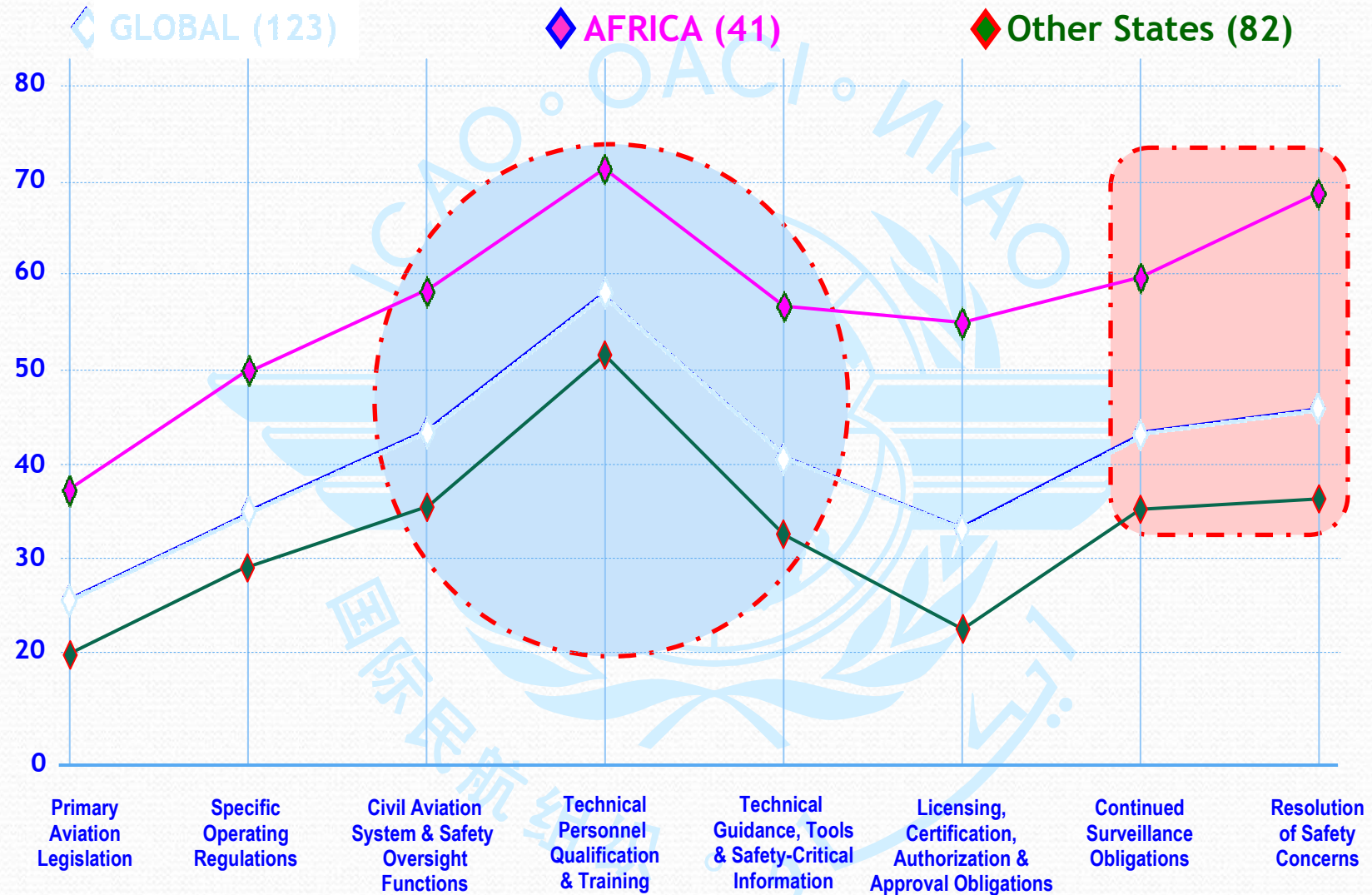
Measuring safety

- Similar measurement criteria also apply to Industry. In addition there are also other factors to indicate a healthy organization:
 - Establishment of an effective safety management system (SMS),
 - Fatal airline accidents per *[number]* operations,
 - Runway excursion events per *[number]* operations,
 - Ground collision events per *[number]* operations,
 - Etcetera.

Aviation safety environment - Africa

- The safety environment in States:
 - ICAO has conducted a series of safety audits in the continent and throughout the world,
 - Thus information on the level of effective implementation of aviation safety indicators is well documented,
 - Effective implementation of the critical elements of a safety oversight system is an acceptable indicator of whether the system is exposed to possible hazards.

USOAP data - March 2009



Aviation safety environment - Africa

- Fatal accident rate and the number of accidents is used to measure the safety environment of the industry:
 - At least up to the end of 2007, Africa had the highest rate of fatal accidents,
 - over the last 10 years (1999-2008) a total of 334 accidents and serious incidents occurred in the African region.
 - All, except 15, involved aircraft registered in 46 of the 53 African States.

Addressing the problem

- What have we done so far?
 - Over the last 40 years a number of aviation projects, many through the provision of assistance have been effected in Africa;
 - And yet, it seems that capabilities for safety were not sufficiently developed;
 - Numerous conferences and meetings resulting in numerous declarations, decisions, resolutions and statements have been conducted over the years;
 - But, very few, if any, have been effectively implemented.

Addressing the problem

- Going back to USOAP findings, we notice that major deficiencies are concentrated in three critical elements;
- Gap analysis conducted on the basis of the ICAO Global Aviation Safety Plan confirm the USOAP findings;
- All the critical elements are equally important and should be equally addressed;
- However, sustainability and effectiveness relies on the effective implementation of Critical Elements 3, 4 and 5.

Addressing the problem

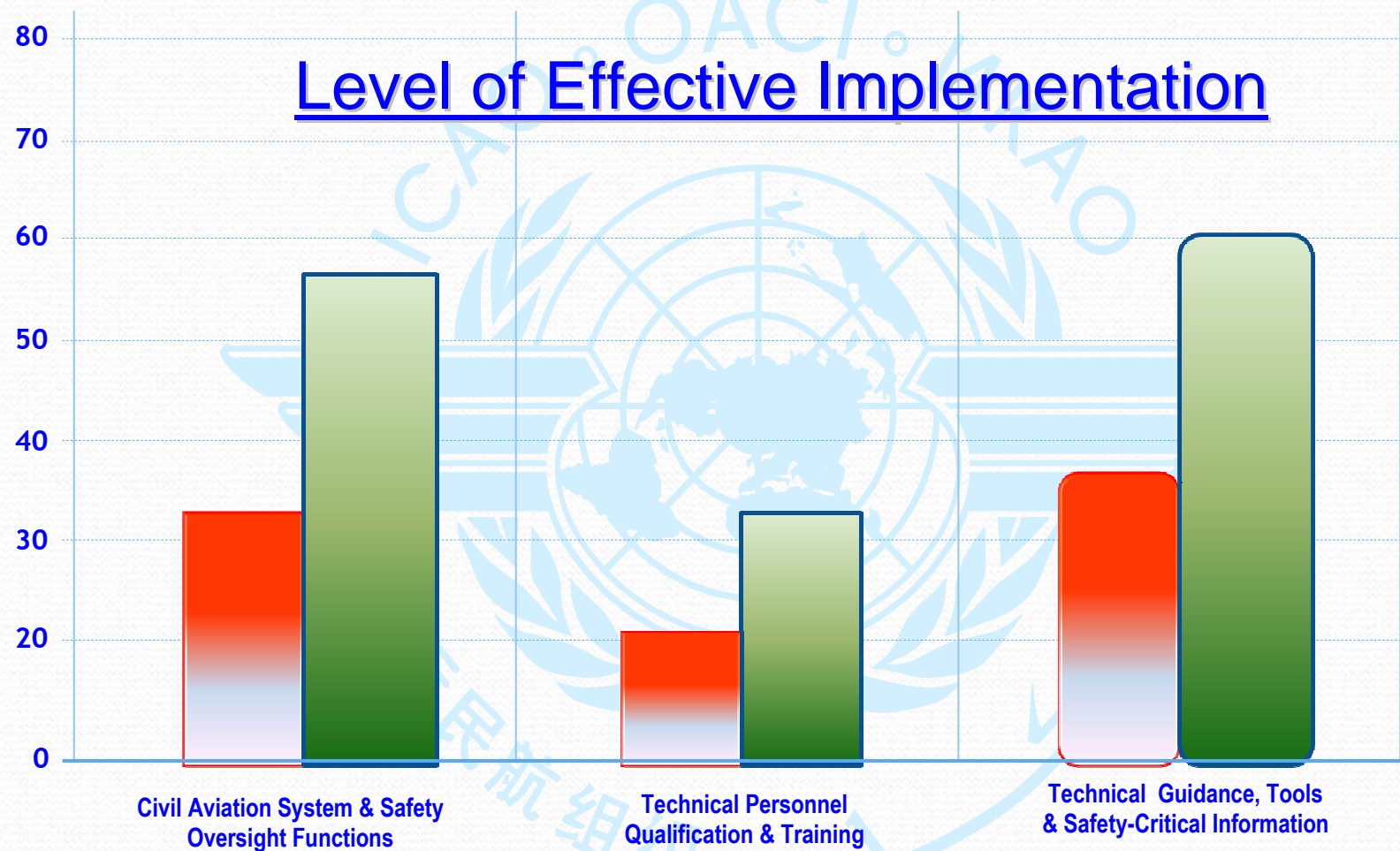


AFRICA (41)



Other States (82)

Level of Effective Implementation



Addressing the problem

- Why focus on the three critical elements?
 - Since the first cycle of audits, many African States have promulgated national aviation legislation and regulations (CEs 1 and 2);
 - However, legislation and regulations require appropriate organization, qualified personnel and the required tools for effective implementation;
 - Licensing/certification (CE 6), supervision (CE 7) and resolution of identified deficiencies (CE 8) cannot be effectively implemented in the absence of an adequate organization, qualified personnel and the tools necessary for implementation.

Addressing the problem

- But it is not that easy:
 - Addressing the areas of organization, technical personnel qualification and guidance material and tools requires significant resource;
 - Aviation activities in most African States cannot generate the funds required to support an effective safety oversight system;
 - Aviation has been heavily subsidized, but cannot continue to depend on subsidy any more due to other pressing challenges.

Addressing the problem

- What is the alternative?
 - In today's Africa, State resources are required to alleviate:
 - Poverty,
 - Youth unemployment,
 - HIV/AIDs, malaria, TB and other diseases, and
 - Degrading environment;
 - Aviation will have to generate the funds it requires to enhance aviation safety.

Solution for moving forward

- Fair, BUT.....
 - Africa's share of the global air transport market is about 3%;
 - In many African States, the level of activity is not adequate to support an effective and sustainable safety oversight system,
 - Even in those few States where the level of aviation activity can support a basic safety oversight system, lack of organization, personnel and required guidance and tools remains a major obstacle.

Global air transport activity – 2007

The level of aviation activity in many African States cannot support a sustainable safety oversight system.

Region	No. of States	A'pts	Passengers	%	Freight (tones)	%	Movement	%
Africa	39	150	137,507,010	2.9	1,976,743	2.2	2,523,827	3.3
Asia Pacific	31	175	1,149,872,507	24.0	29,762,856	33.6	10,863,204	14.2
Europe	45	451	1,472,339,624	30.7	17,438,271	19.7	20,832,861	27.2
L. America Caribbean	27	203	328,166,414	6.8	4,434,981	5.0	6,403,629	8.4
Middle East	11	57	161,202,165	3.4	4,606,085	5.2	1, 716,673	2.2
North America	2	196	1,549,572,303	32.3	30,432,531	34.3	34,120,972	44.6
World	155	1232	4,798,660,023	100	88,651,467	100	76,461,166	100

Source: ACI World Report, 2007

Addressing the problem

- This is why there is an absolute need for regional cooperation among African States, in the shape of Regional Safety Oversight Organizations or Agencies;
- Establishment of effective and sustainable RSOOs is the ONLY viable solution.

Addressing the problem

- For Africa, there is no other choice except to work together;
- Regional Safety Oversight Organizations are about sharing resources and experience;
- It is an issue of: **together we prosper or individually, we perish**;
- Success requires commitment;
- Long-term sustainability can only be achieved if we **depend on African resources**;
- ICAO is prepared to partner with African States to build capability for the establishment and management of effective and sustainable RSOOs.

ICAO's partnership with African States

- ICAO established the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) with the ultimate goal of enabling African States to develop the capability for an effective and sustainable safety oversight organizations;
- The AFI Comprehensive Implementation Programme (ACIP) was created in January 2008 to work with African States to achieve the objectives of the AFI Plan.

ACIP areas of focus

- Three major focus areas:
 - *Enabling States to establish and maintain a sustainable safety oversight system (infrastructure and capacity building);*
 - *Assisting States to resolve identified deficiencies within a reasonable time; and*
 - *Enhancing aviation safety culture of African aviation service providers.*

Meeting AFI Plan objectives

- Air transport remains the most effective transport and communication system in Africa;
- We should continue to invest on infrastructure and equipment, but we also need to invest on safety by:
 - Enhancing the capability for safety oversight of all African States,
 - Cooperation among States through the establishment of Regional Safety Oversight Organizations,
 - Assisting aviation service providers (airlines, airports and air traffic service providers) to enhance safety culture as a core business activity of their respective organizations;
- Support of States, industry and other stakeholders would be required in the initial stage;
- However, total self-reliance is the ultimate goal to be achieved within two to three years.

Promoting self-reliance

- Two things have to give way:
 - Conferences and meetings that end up in producing more Declarations, Decisions, Resolutions, Statements, etc.;
 - Dependence on donors when we can really depend on us by joining resources;
 - Working together, we can overcome the shortcomings and disprove the rule of typical things, which is normally applied to Africa;
- We Must, because we have no other choice and we owe it to future generations.

AFI Comprehensive Implementation Programme (ACIP)



Thank you

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