



Symposium on Regional Agencies  
**Air Safety Situation in Africa**  
**Current Problems; need for innovation**

Livingstone, Zambia, 13-15 July 2009

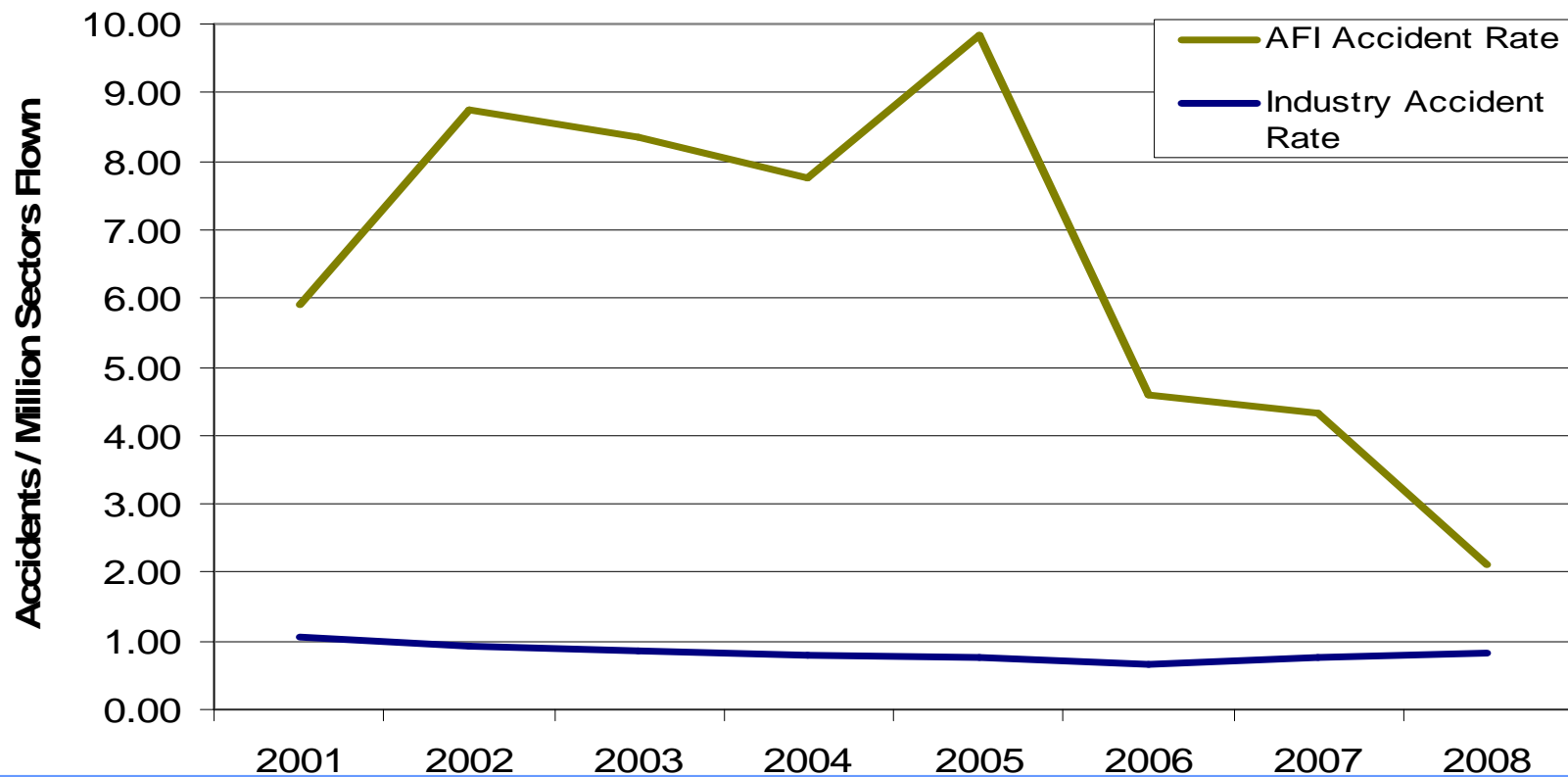
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# Background on Analysis

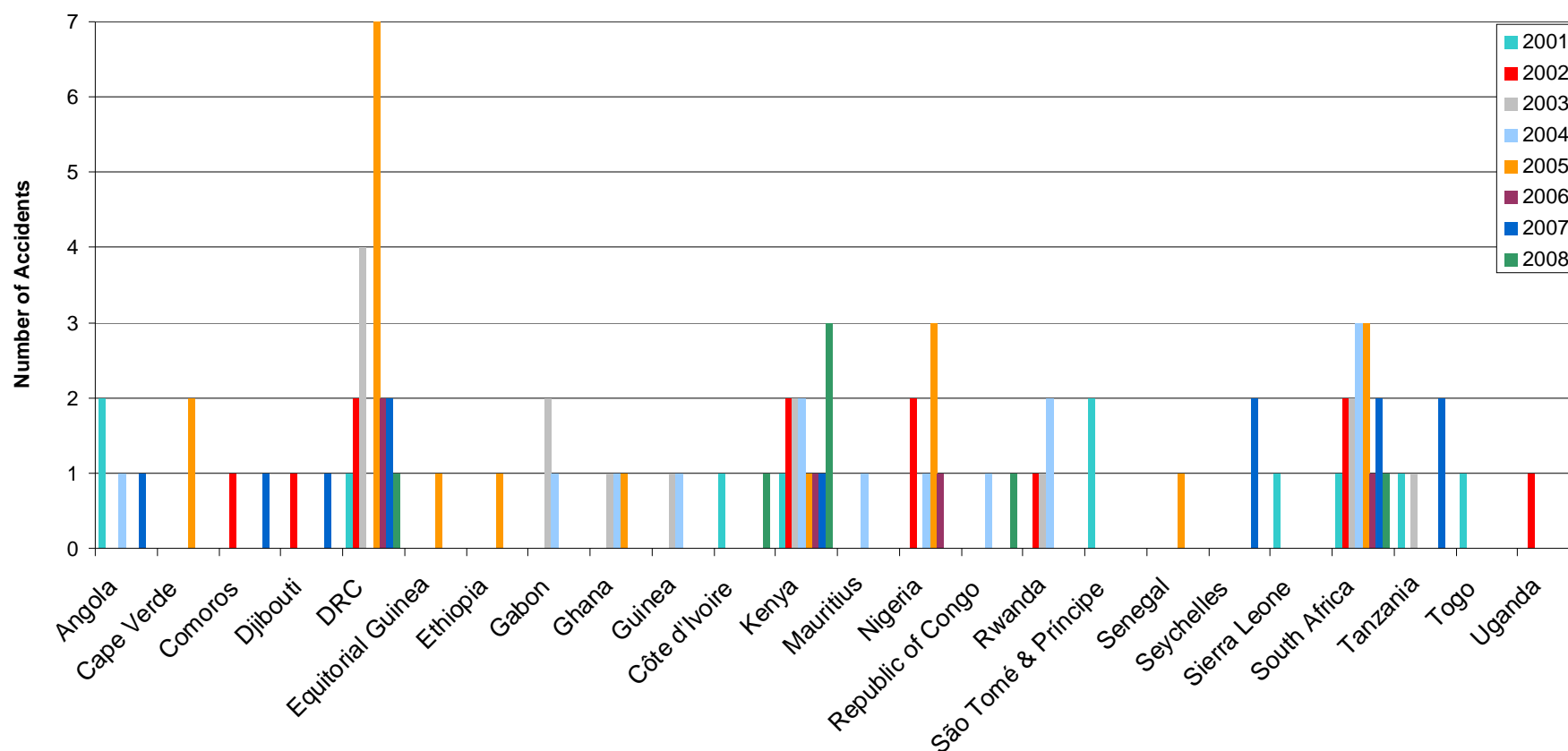
- Analysis of accidents involving operators located in sub-Saharan African States
- Occurring between 01 Jan 2001 and 31 Dec 2008
- Commercial air transport only
  - Excludes military operations, humanitarian relief, illegal flights, crop dusting / agricultural flights, experimental / test flights, business and private aviation
- Jet and turboprop aircraft only (western and eastern-built)
- Security-related events (e.g. hijackings) are excluded
- Accidents involving foreign operators in Africa are excluded
- Overall, 95 accidents met these criteria

# Accident Rates: African Operators & Industry

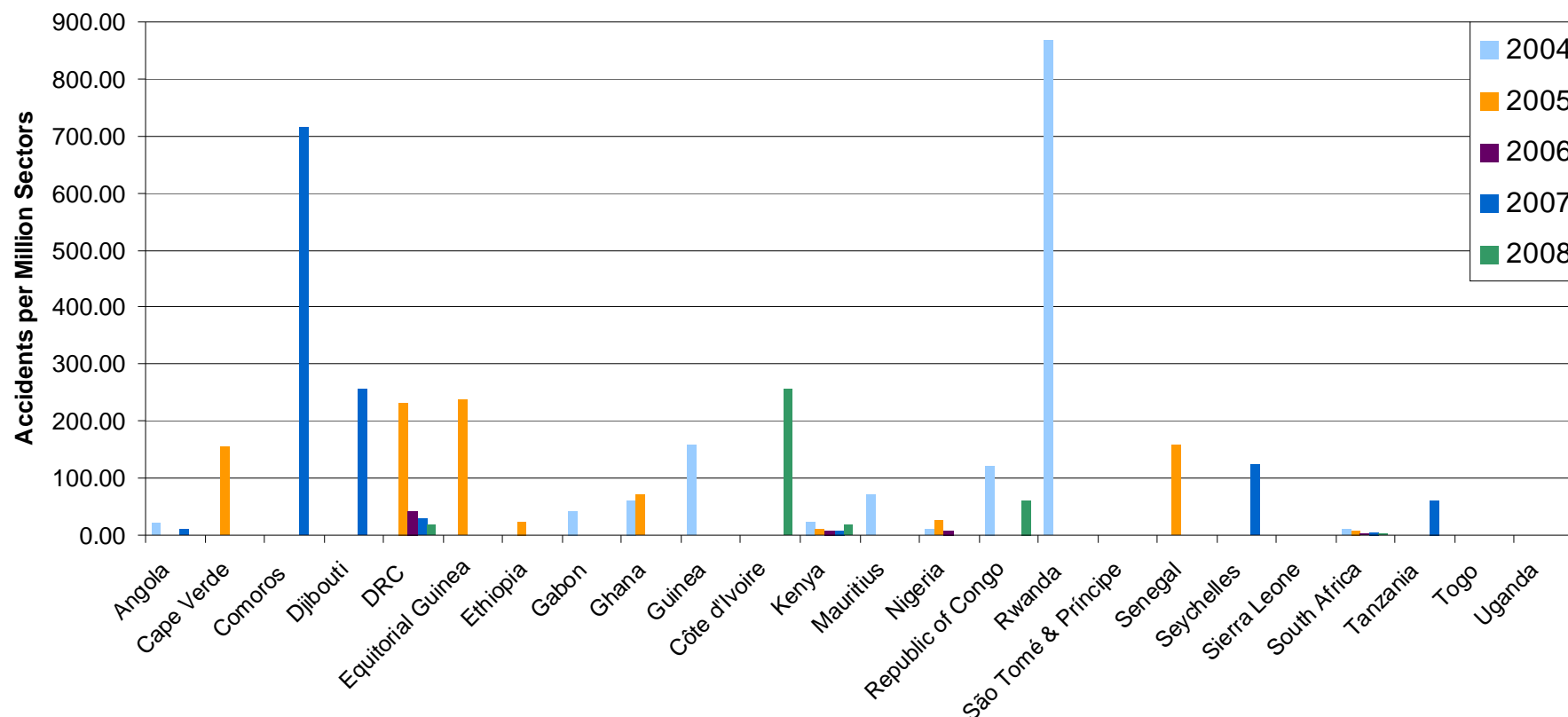
## Western-built Jet Hull Losses per Million Sectors



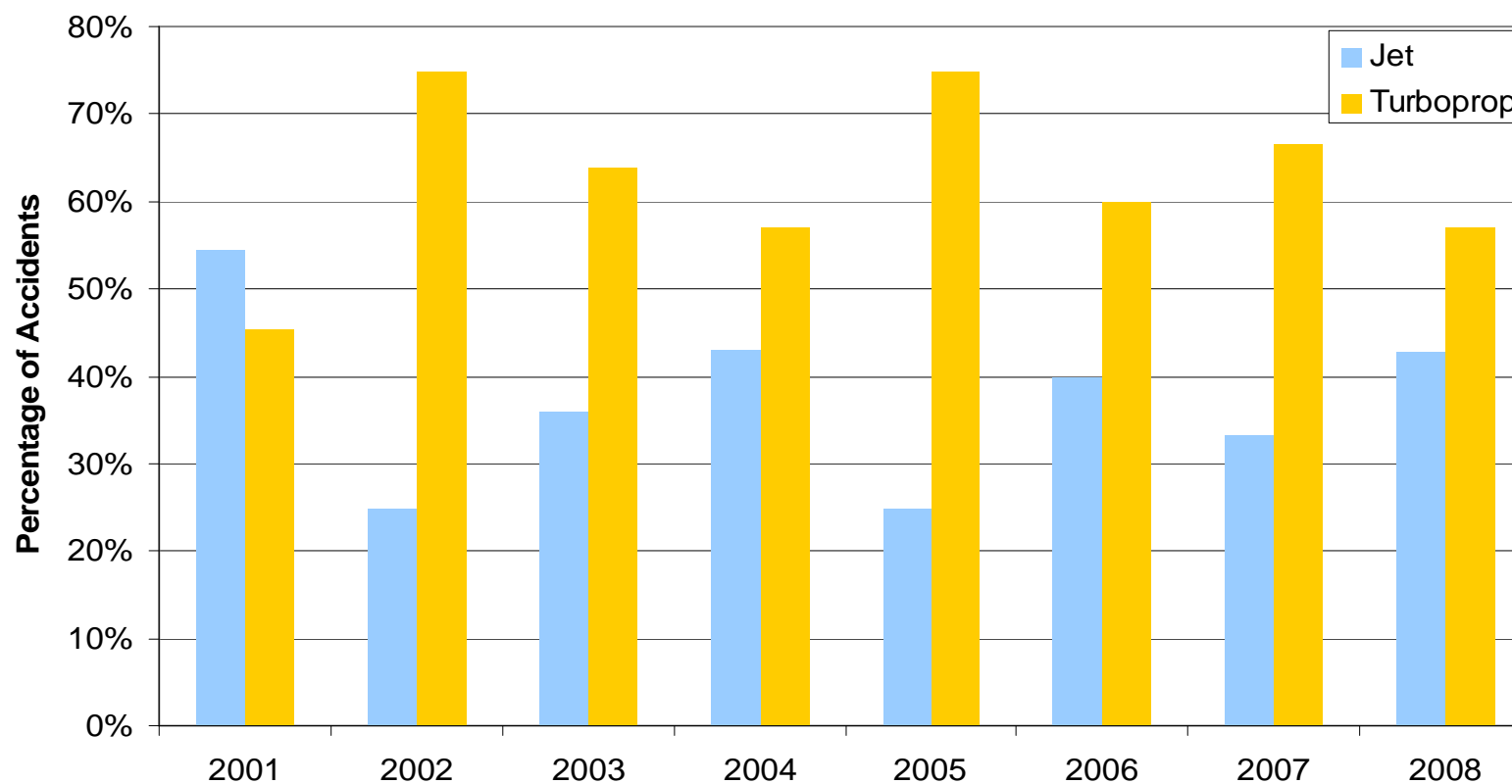
# Number of Accident by State (2001-2008)



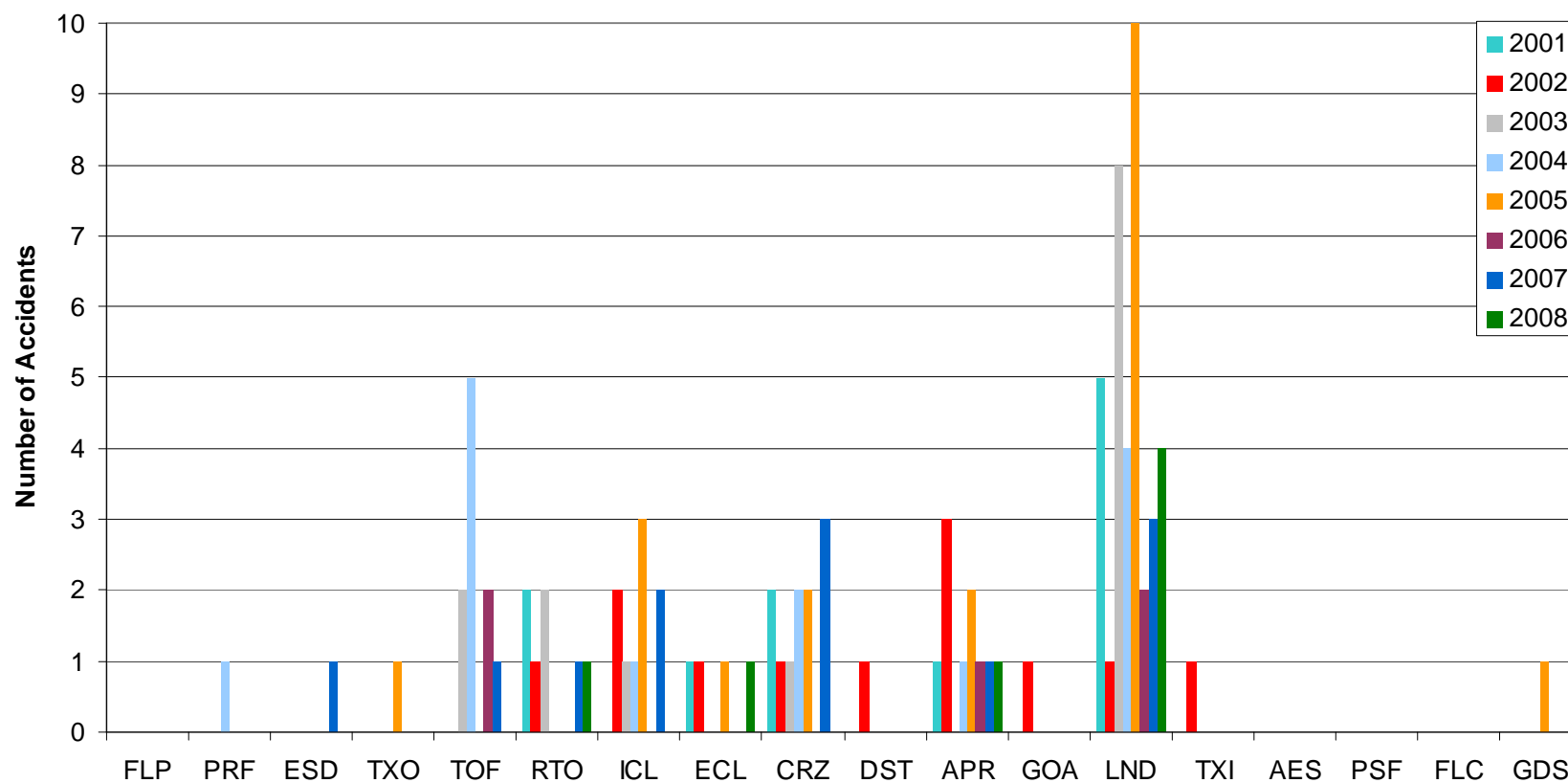
# Accident Rates by State (2004-2008)



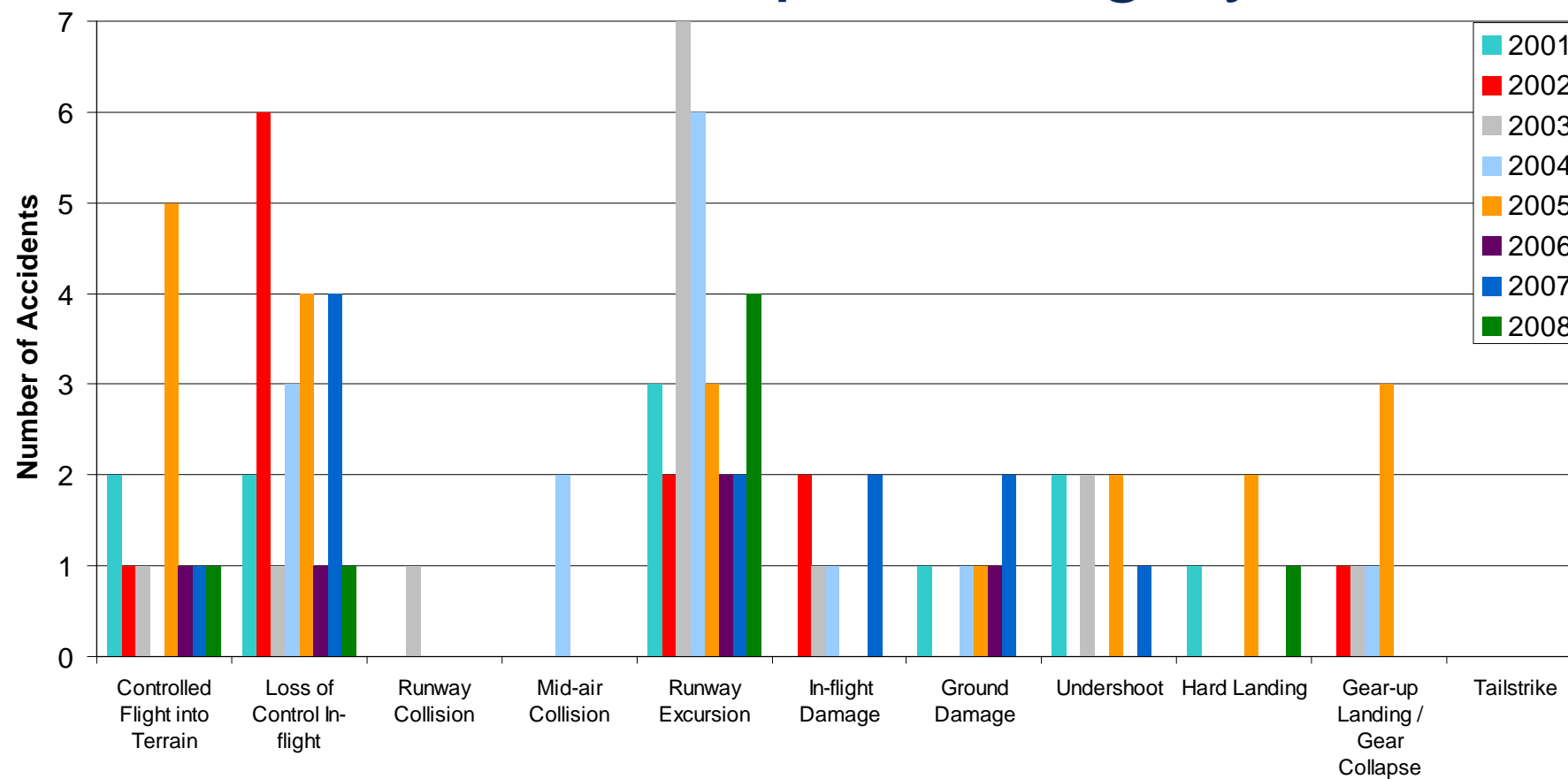
# Accidents per Type of Aircraft



# Accidents per Phase of Flight



# Accidents per Category

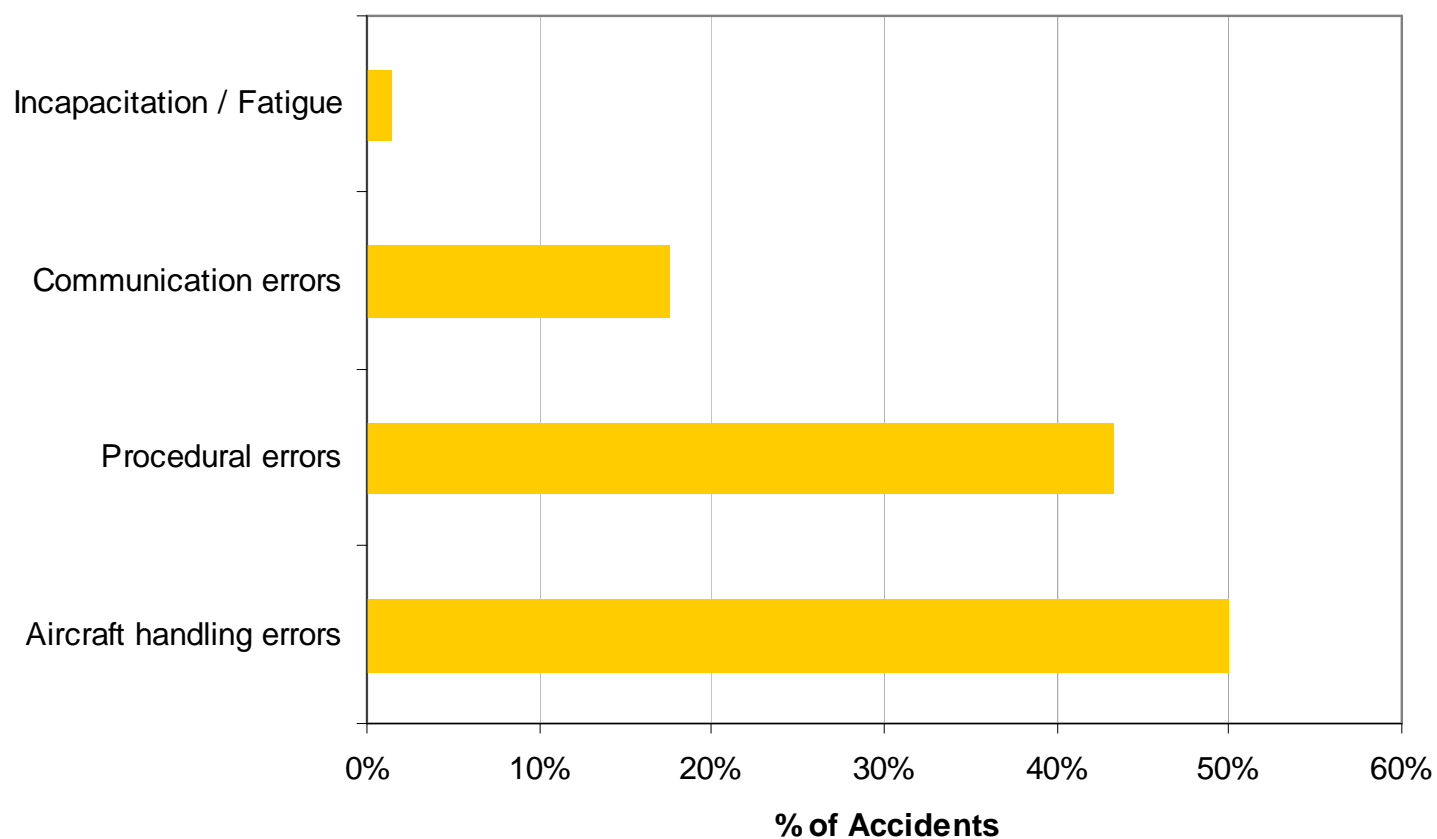




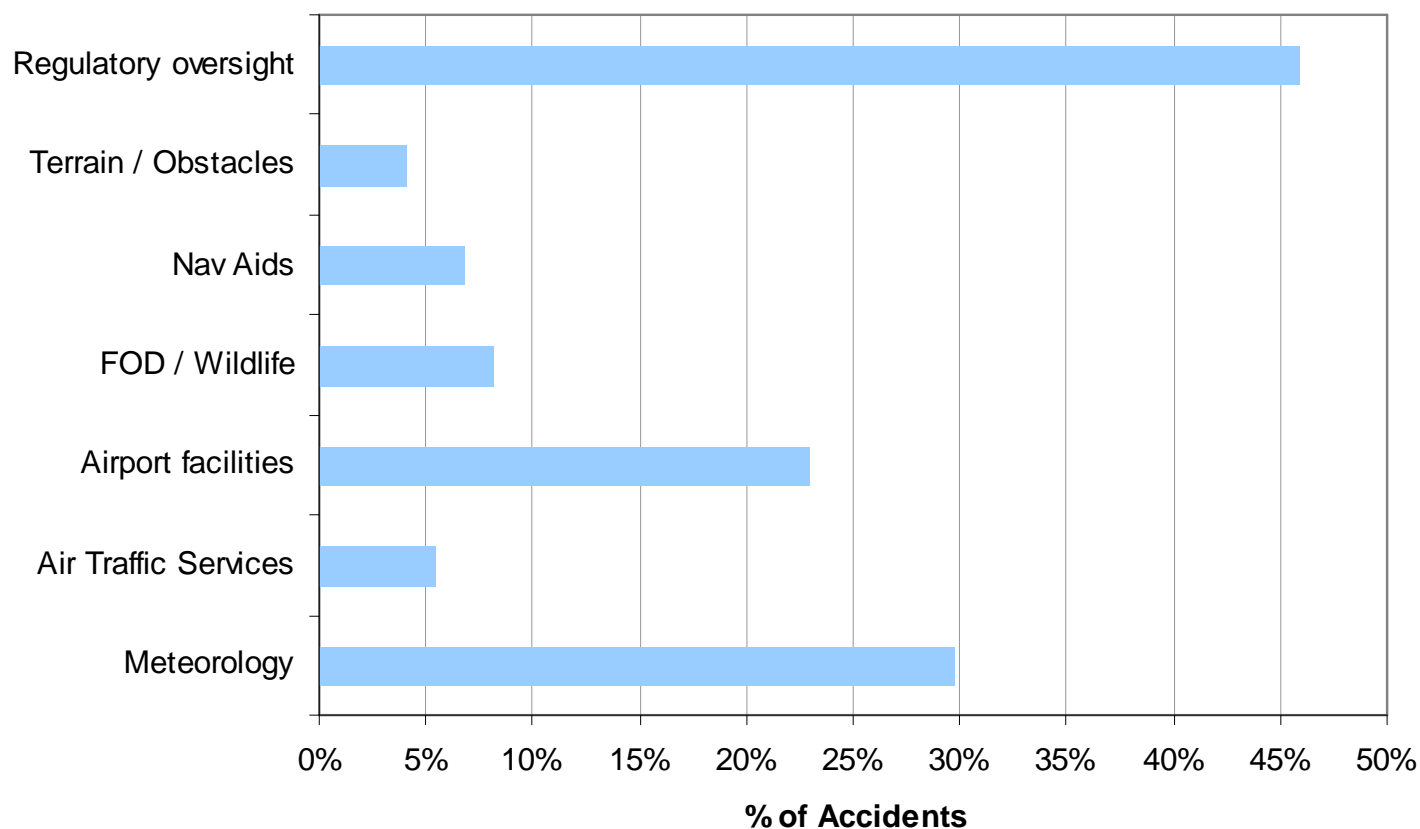
# Analysis of Contributing Factors

- Out of the 95 accidents, 74 were analyzed
  - The remaining 21 did not contain sufficient information
- Accidents were analyzed to determine contributing factors:
  - Human (for flight crew involved in the accident)
  - Environmental (operational environment for the airline / crew)
  - Organizational (the airline involved in the accident)
  - Technical (malfunctions of the involved aircraft)

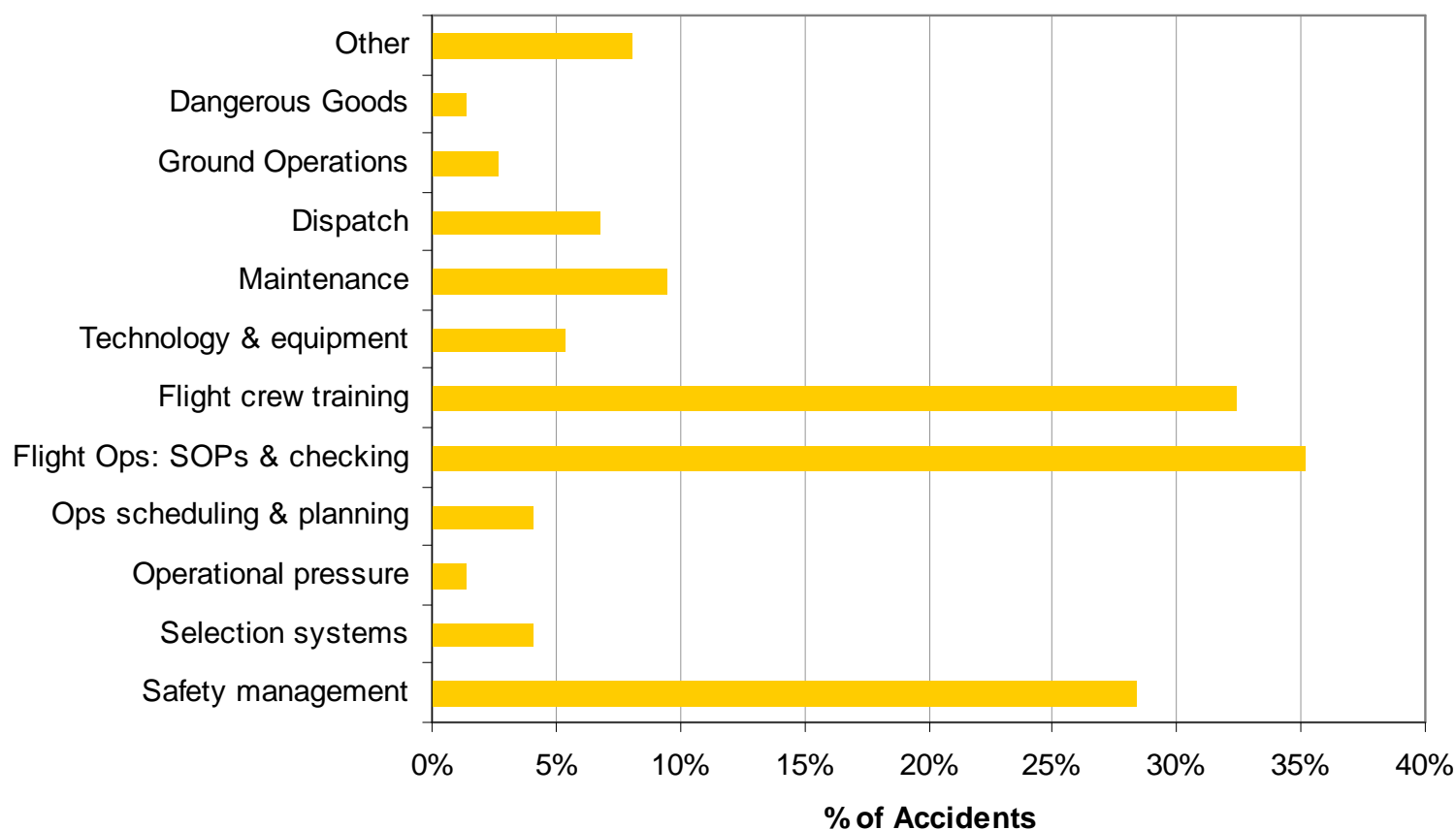
# Human Factors



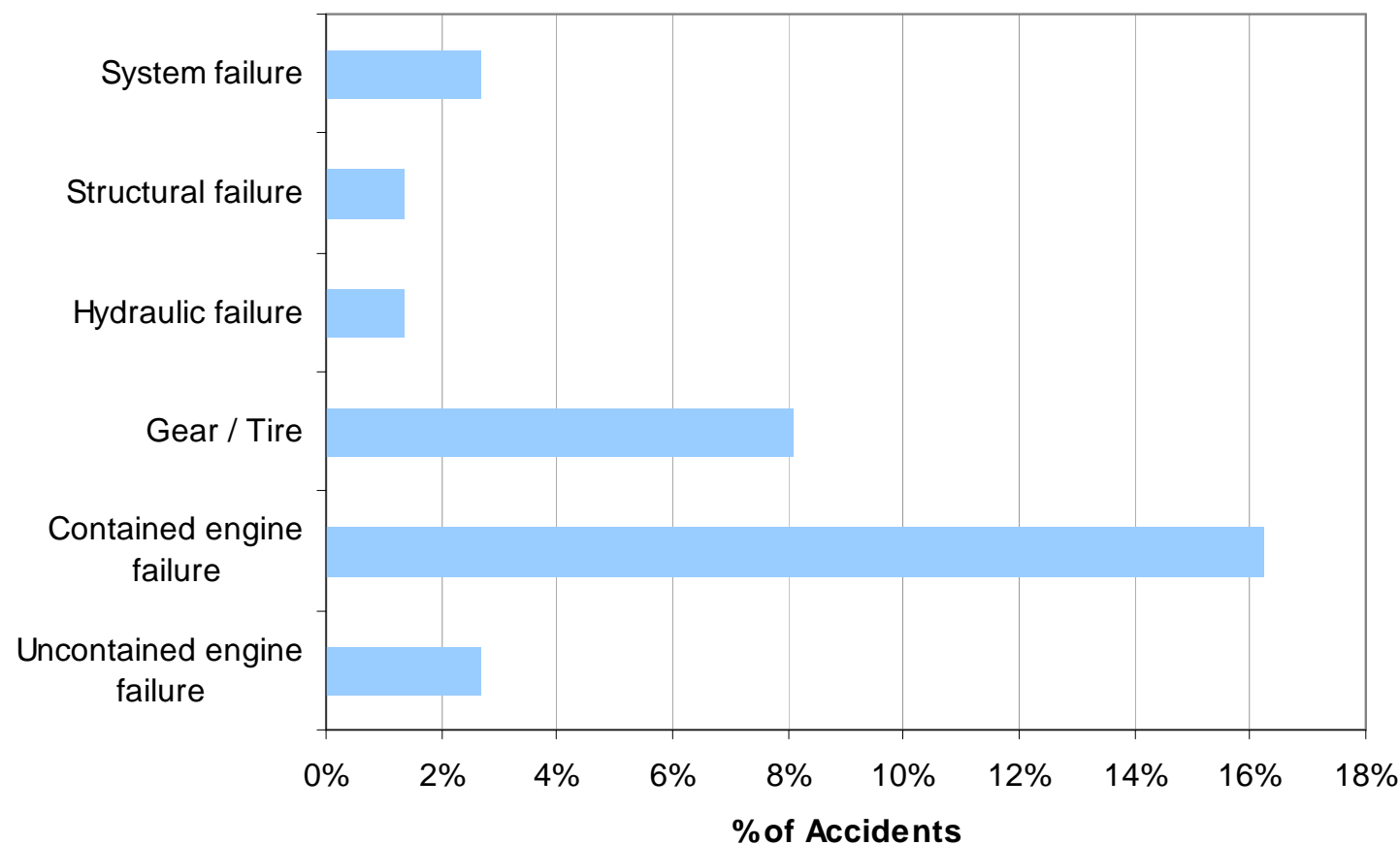
# Environmental Factors



# Organizational Factors



# Technical Factors



# Findings of Analysis

- 2004-2008 accidents involved AOC holders of 24 States.
- Full-fledged Safety Oversight Organizations could be sustainable in only 5 of those States
- Overall, turboprop aircraft accidents were predominant
- Most accidents occurred during the landing phase
- Runway excursion and loss of control in-flight were main types of accidents
- Top contributing factors in accidents included:
  - **Deficient regulatory oversight by the States of the operators**
  - Deficiencies in the airline's flight operations and training systems
  - Flight crew aircraft handling and procedural errors
- **Need for joint approach in safety oversight to enhance AFI safety performance and contribute in sustainable economic development**

THANK YOU  
Questions?

