



Directorate-General  
for Energy  
and Transport



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# Improving Aviation Safety in Africa

## A Necessary Condition for Development

Symposium on Regional  
Aviation Safety Agencies  
13 – 15 July 2009,  
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## I. Africa: a market in fast growth



### High increase of air traffic...

- The demand for air transport has grown.
- The number of airlines has multiplied
- The growth of air traffic in African skies is higher than the world average
- The market is so profitable that it attracts worldwide carriers
- Smaller airlines try also to get a share of the market



## **I. Africa: a market in fast growth**

**...But weaknesses in the local environment...**

- **Weak share in the world traffic (4% in 2005; African airlines carry only 30% of international traffic to and from Africa)**
- **Underdeveloped intra-African aviation network**
- **Limited air transport industry (500.000 jobs against 29 million worldwide)**
- **Older aircraft**
- **Air navigation and the airspace management suffer also from serious weaknesses (such as old and obsolete equipment)**



## **II. Safety is a necessary condition for growth**

**...Safety is one of the most important weaknesses**

**Several key indicators converge to indicate that Africa's Safety performance is probably the worst compared to other regions of the world:**

- **Accident rates**
- **Safety Assessment of Foreign Aircraft reports**
- **ICAO safety oversight audits**

**Impact not only on the safety of the traveling public but development of the air transport sector and economy of the Continent**

**There is significant scope for improvement.**





## **II. Safety is a necessary condition for growth**

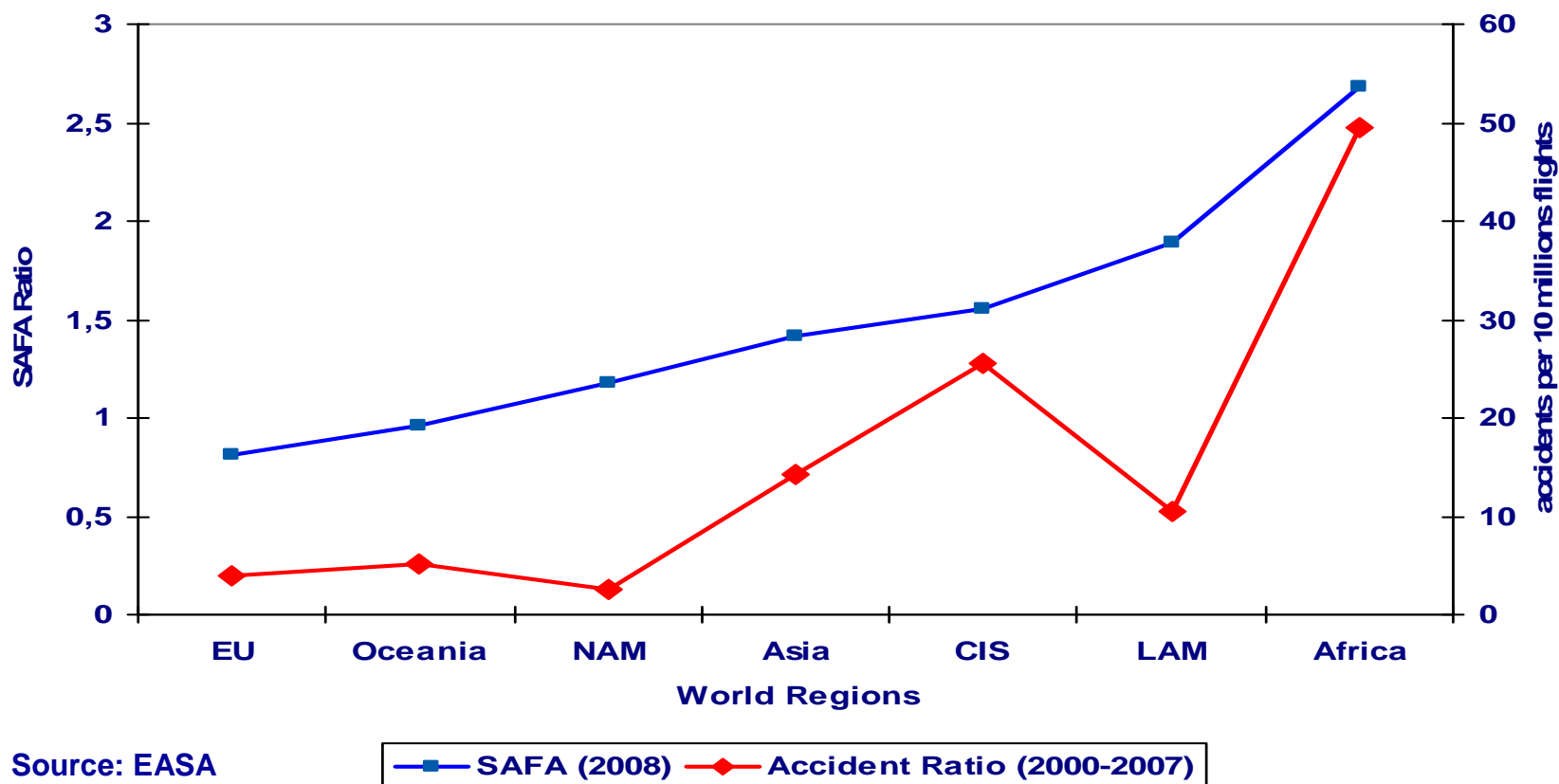
### **Accident rates**

- **Whilst the continent accounts for only 4% of the world traffic, the average of aircraft total losses in Africa is more than 9 times higher than the world average**
- **Statistics highlight that the rate of fatal accidents per million of departures is 8 times higher in Africa than the world average**
- **Africa is the region of the world with the highest fatal accident rate**



## II. Safety is a necessary condition for growth

- SAFA ratio (2008) and accident ratio (2000 – 2007)





## II. Safety is a necessary condition for growth

### ICAO USOAP Lack of Implementation of SARPs

Position	B.L.	S.C.	Countries	Country Code	% L.I.
			<b>Congo</b>	<b>CG</b>	
			<b>Malawi</b>	<b>MW</b>	
			<b>Zambia</b>	<b>ZM</b>	
1			Djibouti	DJ	96,10
2			Gabon	GA	93,28
3			Equatorial Guinea	GQ	91,00
4			Central African Republic	CF	90,38
5			Democratic Republic of Congo	CD	87,14
6			Sierra Leone	SL	86,64
7			Swaziland	SZ	83,66
* 8			<b>Guinea-Bissau</b>	<b>GW</b>	<b>82,84</b>
9			Angola	AO	80,76
10			Benin	BJ	80,22
12			Rwanda	RW	79,14
13			Leshoto	LS	78,95
14			Comoros	KM	76,26
15			Liberia	LR	75,72
16			Mali	ML	75,05
18			Botswana	BW	72,89
20			Madagascar	MG	69,99
21			Libyan Arab Jamahiriya	LY	69,73
22			Mauritania	MR	67,73

Over the African Average

25			Cameroon	CM	59,41
28			Niger	NE	56,22
29			Ivory Coast	CI	55,60
31			Burkina Faso	BF	51,62
34			Namibia	NA	50,53
35			Sudan	SD	50,17
44			Seychelles	SC	41,90
45			Senegal	SN	41,72
50			Mauritius	MU	37,26
51			Togo	TG	35,94
52			Ethiopia	ET	35,57
55			Ghana	GH	34,28
66			Nigeria	NG	26,05
70			South Africa	ZA	22,87
75			Gambia	GM	18,64
90			Egypt	EG	8,62

Below the African Average

Average 35 African Audited Countries: 61,83

Average of World Audited Countries: 43,30 (at 24/06/09)

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-  Countries Analysed by the EU WG on USOAP
-  Country which has carriers in the black list
-  Country which has an ICAO Significant Safety Concern
-  Country under analysis

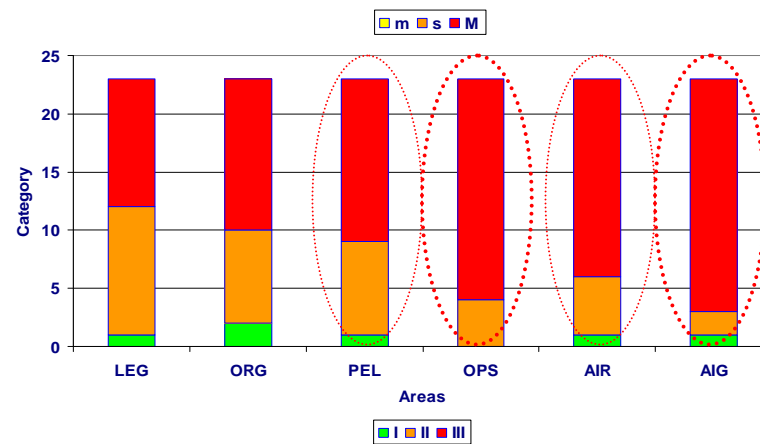
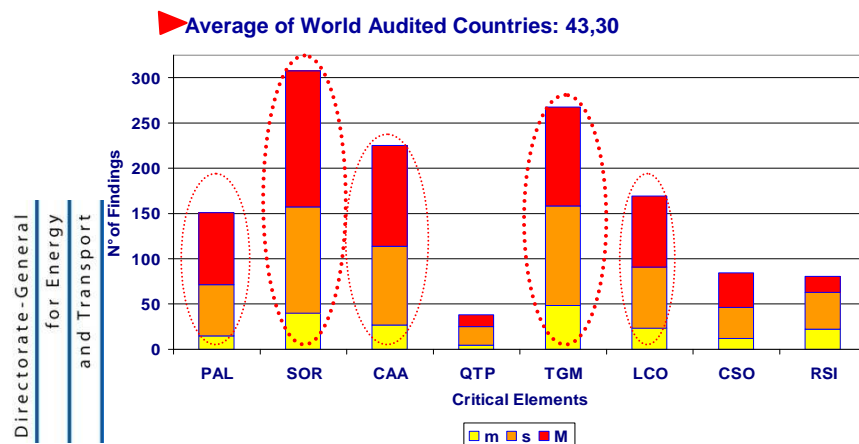
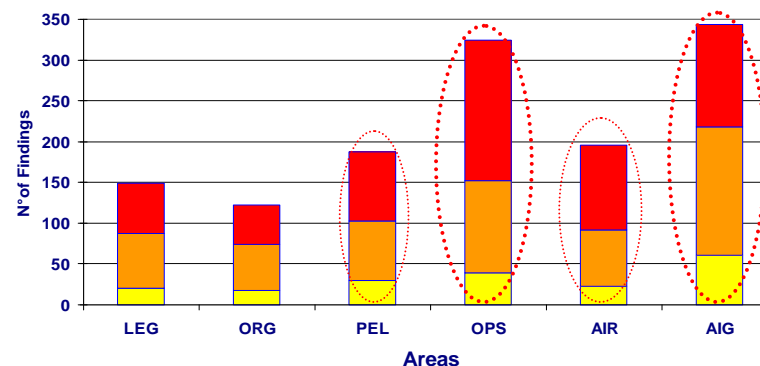
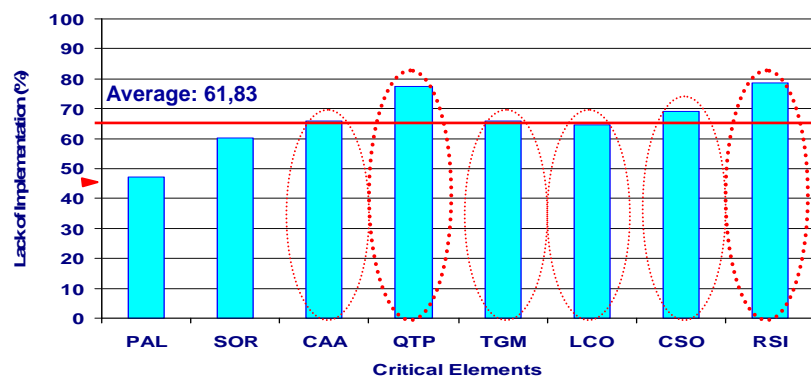






### III. Diagnostic of safety oversight deficiencies

#### ■ Analysis of the ICAO USOAP Audits for Africa





### III. Diagnostic of safety oversight deficiencies

- The analysis of ICAO safety oversight audits shows that many African States have not established effective safety oversight systems
- The lack of resources and of sufficient aviation activity limits the ability of some African states to establish or maintain sufficient qualified personnel to exercise safety oversight in accordance with international standards
- Too often, specific operating regulations are not in place or not aligned with latest ICAO standards
- Aircraft Operations (Annex 6) as well as accident investigations (Annex 13) appear as the most problematic areas



### III. Diagnostic of safety oversight deficiencies

- The absence of an appropriate system for the certification and the continued surveillance of air operators and resolution of safety concerns results in the absence of assurance that air transport operations are conducted in compliance with ICAO standards
- Practices of delivering air operator certificates (AOCs) on request without requiring applicants to demonstrate their capability and without prior inspections and controls must be avoided and effectively prevented
- Progress by States in the implementation of action plans to timely resolve the ICAO USOAP audit findings should be significantly intensified



### III. Diagnostic of safety oversight deficiencies

Critical Element	Relationship to accidents
Resolution of Safety Concerns	Very Strong
Licensing and certification	Very Strong
State Civil Aviation System	Very Strong
Surveillance Obligations	Very Strong
Specific Operating Regulations	Medium
Technical guidance	Medium
Qualification and training of personnel	Medium
Primary Aviation Legislation	Weak

#### ICAO USOAP audit

- **Not only an issue about compliance. Safety is really at stake. ICAO found that deficiencies reported in ICAO USAOP audits are correlated to fatal accidents**



## **I. How regional cooperation could help ?**

- **Manifest political will for closer, cross-border integration**
- **Opportunity to work together and pool resources**
- **Develop more uniform and harmonised approach to safety**
- **Reduction of workload of NAAs in specific areas (but not necessarily in all, or not immediately)**
- **Reduction of costs for the industry (fewer technical checks, more streamlined processes, flow of products and services easier)**
- **More transparency and accountability (“working together”)**
- **Potential for strengthening national authorities but not to replace them**



## **I. How regional cooperation could help ?**

- **“One size does not fit all” – different situations call for flexible approaches**
- **Supranational organisations not always possible, economically feasible or needed**
- **Need to consider various solutions and choose the one that fits best to the regional situation in question**
- **“Target “areas with biggest margins for improvement in a cost-efficient way (“comprehensive” approaches may be too ambitious)**
- **Use solutions already tested in practice where possible**
- **Need to involve industry – but the process must not be industry driven**



## **V. EC Technical Cooperation Approach to Africa**

**What action plan to improve aviation safety in Africa ?**

- **Africa is huge and there are many cultural, legal, economic, political and infrastructure differences between its countries**
- **Difficult to establish a common air safety approach to the whole Africa due to the different levels in which its air safety situation is managed at the national and regional levels**
- **The EU approach takes account of the different African regions according to their air safety level**
- **The situation in the Mediterranean countries (mainly Maghreb and Mashreq) appears better. Some African countries have a good/very good safety performance.**





## **V. EC Technical Cooperation Approach to Africa**

### **Proposed air safety action plan for Africa**

- **Promote coordination between organisations active in (EC, EASA, ICAO, FAA, etc.).**
  - **Concentrate efforts, avoid duplication of initiatives**
- **Extend dialogue between all stakeholders:**
  - **the European Commission and EASA on the EU side**
  - **AFCAC, Regional Economic Communities, the COSCAPs, the Regional Agency for Air Safety of East Africa (CASSOA) and states concerned on the African side**
- **Promote twinning projects between civil aviation administrations of the African and European countries**
- **Priority to countries, which carriers are subject to operational restrictions**



## **V. EC Technical Cooperation Approach to Africa**

### **Proposed air safety action plan for Africa**

- **Support the harmonisation of safety regulations at regional and possibly continental level**
- **Promote the creation or the strengthening of regional/sub-regional aviation safety agencies**
- **Support the capacity-building of civil aviation authorities, in particular regarding staff training and funding**
- **In a number of selected countries, support the establishment of autonomous aviation safety agencies**
- **Involve the aviation industry in the development of technical cooperation projects in the field of air safety.**





## **VI. CONCLUSIONS**

- **The EU sees improvement of safety in Africa as a key area within its external aviation policy**
- **Improving safety on the Continent is a condition for the development of the aviation sector, and contributing to the development of the whole economy**
- **Technical cooperation focusing on enhanced safety, could be increased if partner countries and regions decide to include the sector in their EC programmes (under EDF)**
- **The EU seeks an enhanced dialogue with continental and regional organizations.**



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# Thank you for your attention

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