



SAFE SKIES.
**SUSTAINABLE
FUTURE.**

AFI AVIATION SYMPOSIUM

Libreville, Gabon
18 July 2024



Session 2

Emerging Safety Challenges

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IATA

AFI AVIATION WEEK

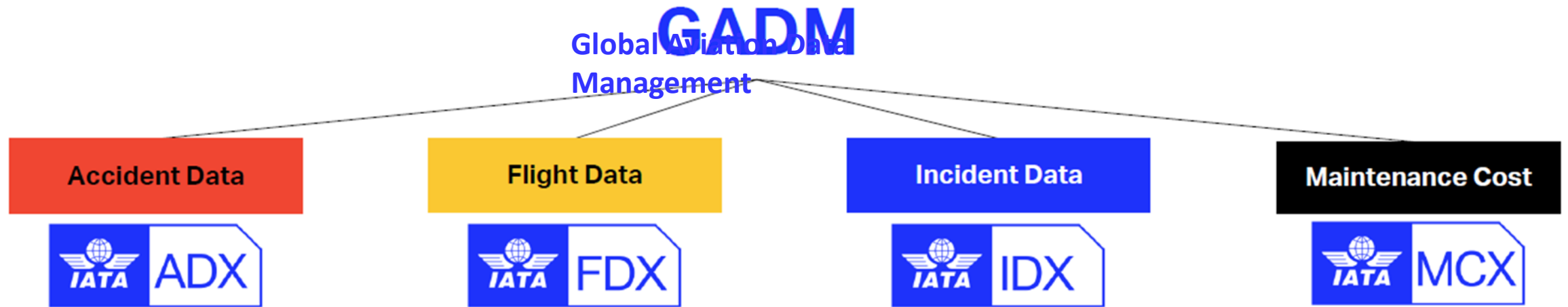
Libreville, Gabon, 15-19 July 2024

Safety Data

Safety data and safety information exchange are fundamental components for understanding the underlying safety conditions and allows to **identify safety improvements** through improved safety intelligence to **mitigate safety risks** and improve **flight efficiency**

Global Aviation Data Management

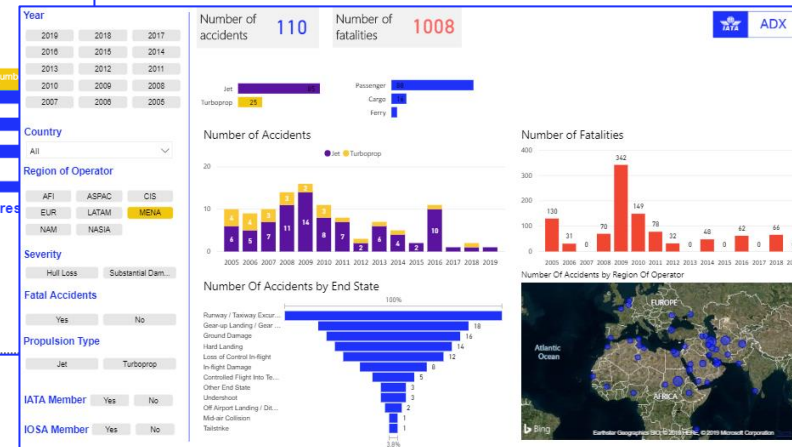
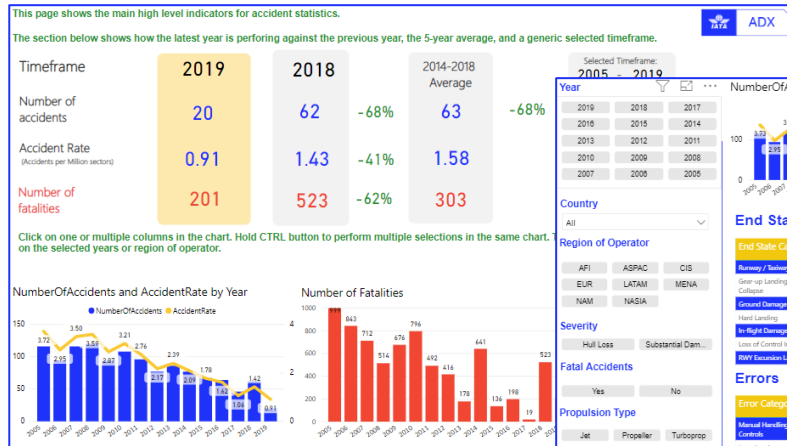
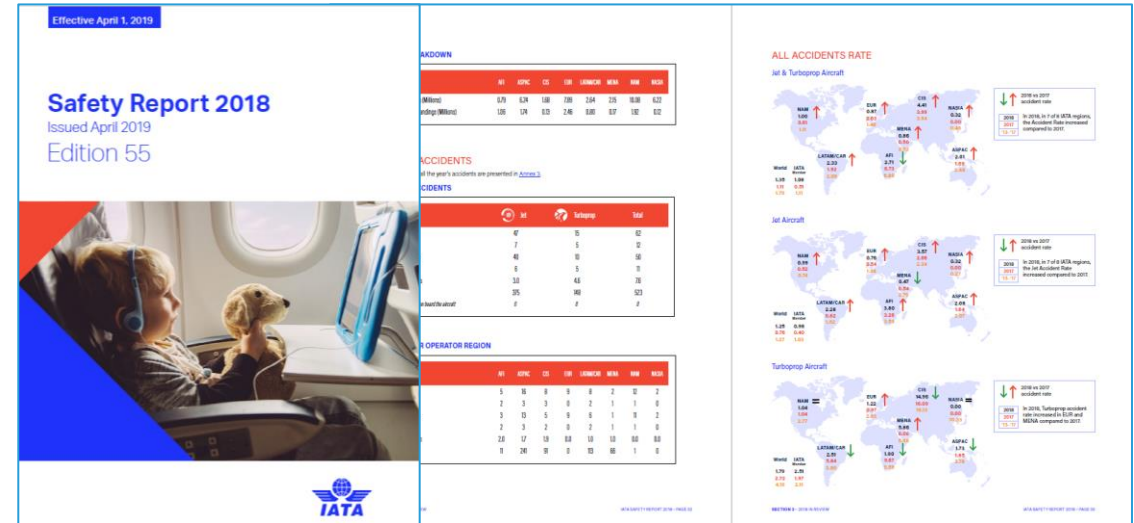
- IATA's Operations, Safety & Security Division
 - Safety & Operational Data and Analytics Programs
- GADM is a unique global aviation safety database with IATA serving as a custodian trusted by the industry to do this.



Database and Safety Analysis

Safety Analysis

- GADM provides **safety analyses** from its databases to derive insights to members.
- Besides, GADM data contributors have access to benchmark dashboards and query tools to proactively identify safety risks.



FDX Statistics



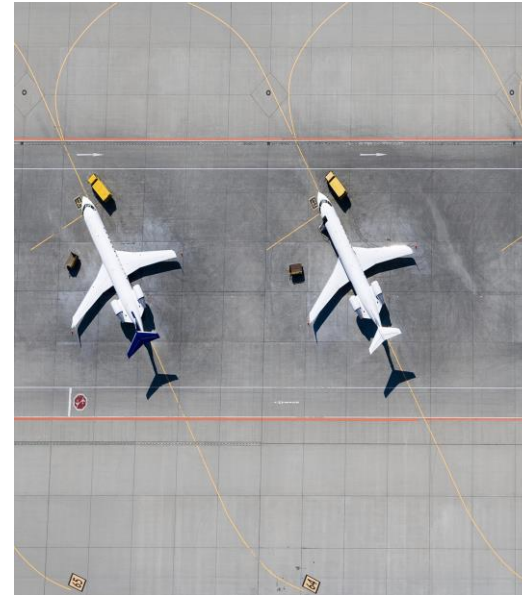
More than
210
Airlines and
growing

More than
12 000 000
flights globally

More than
7500
aircraft



IDX Statistics



287
Airlines
Participants
and growing

More than
23 000 000 flights
globally

FDx Total AFI : **26 Active 16**
IDX Total AFI : **25 Active 18**

CASIP

Collaborative Aviation Safety Improvement Program



CASIP – A Program Built for Africa

Focus Africa

- Initiative launched Summer 2023
- 6 Pillars

Safety Pillar | A Partnership Program | Collaborative Safety Team - Africa

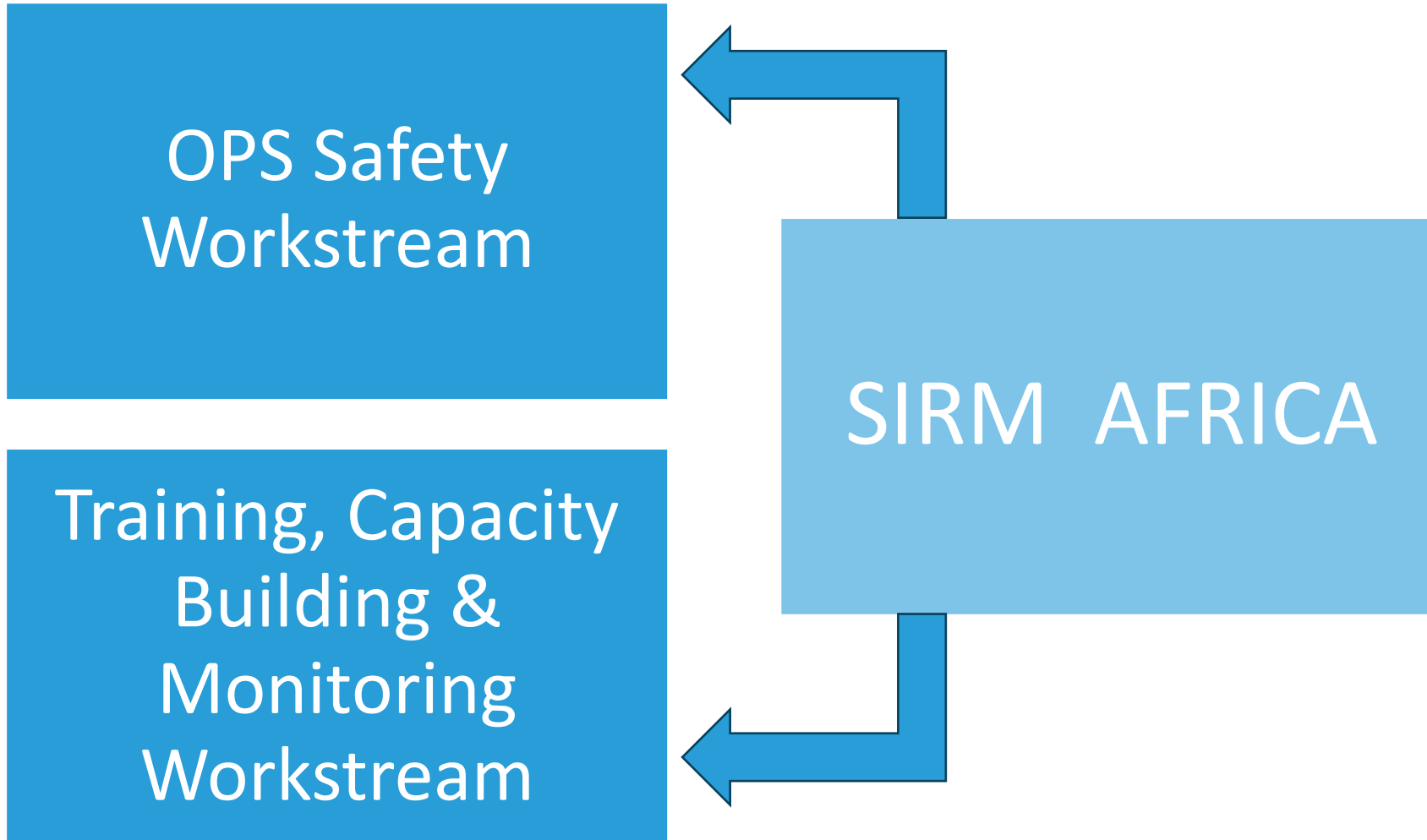
Bringing together the expertise of global aviation specialists invested in working under a framework of trust, cooperation and collaboration to deliver safety improvement across the continent of Africa

CASIP Objectives

- Reducing the accident and serious incident rate across the continent of Africa
- Improving operational safety performance through identifying deficiencies and implementing corrective action plans
- Provision of Safety training and workshops continent wide
- Ensuring the value of aviation and relatedness to airline safety, flight operations, regional connectivity, and operational and environment efficiency is fully understood
- Delivering a data driven approach to achieve safety improvement, enriching the region with available safety data, fostering information sharing, and assuring timely reporting of accident and incidents



CASIP Program | Workstreams & Activity



An Introduction
Collaborative Aviation Safety Improvement Program
CASIP - AFRICA

The International Air Transport Association (IATA) launches the Collaborative Aviation Safety Improvement Program (CASIP) to improve aviation safety in Africa

State Safety Program Working Group

The State Safety Program working Group is established to support the CASIP Steering Committee in the development and monitoring the implementation of Detailed Implementation Plans (DIPs) related to identified deficiencies and improve the status of implementation of State Safety Programme (SSP) and Safety Management System (SMS) in Africa.

The working Group shall develop DIPs related to State Safety Program (SSP):

- strengthening of States' Safety Oversight capabilities through the collaboration and support of
- African Regional Safety Oversight Organizations(s) (RSOOs)
- establishment of a Go Team in order to conduct assistance missions to States to address safety needs (SSP/SMS) conduct of SSP gap analysis and completion of detailed SSP assessment.

Training, Capacity Building, & Improvement Monitoring Working Group

Based on recommendations drawn from SIRM, Safety reports and other working groups such as RCG, resources shall be directed towards building capacity of relevant organizations to enhance safety performance in the region through delivery of safety training and workshops. The group will establish a mechanism to monitor all progress made as a benefit from the training and capacity building. As part of the monitoring, it is important to ensure:

- Training is afforded to the relevant personnel with the direct responsibility for safety enhancement
- Training is aimed at systematic performance improvement as opposed to individual needs
- Beneficiary organizations demonstrate implementation and tracking of continuous improvement

Safety Issues Review Group - Africa

Composition and participation at SIRG:

Participation shall be open to safety professionals from airlines, manufacturers, ground service providers and airports, air navigation service providers as well as invited subject matter experts from academia, industry associations and any other relevant industry stakeholders. The meeting will be held under Chatham House Rule with IATA as Secretariat. The SIRM shall comprise of two (2) dedicated Safety Issues Meetings arranged on a rolling annual basis, categorized by sub region.

- SIRM - AFI East Edition
- SIRM - AFI West Edition

Current Status – CASIP Workstreams

Operational Safety

- **Lead: Brussels Airlines | Secretary IATA**
- **Runway Safety**
 - RWY Safety Workshop
 - RST Program
- **Aeronautical Information**
 - Fundamentals | Education
 - NOTAMs and AIP
- **Communication Deficiency**
 - IFBP Application
 - Coms Survey
- **Management of Change | Safety Leadership**
- **Loss of Separation**
- **Ground Damage to A/C**

Training and Capacity Building

- **Lead: FAA | Secretary IATA**
- Workshops (RWY | LoS | Culture/Leadership)
- Safety Leadership / Culture Program
- Collaborative Annual Programs
- Harmonization of Training, Workshops

SIRM - AFRICA

Lead: IATA

- Established 2023
- Delivered Twice Yearly

SIRM – Africa | Dakar 24-25 APR



SIRM AFI - GROUND OPS

Ground Operations, Risk Management

The post pandemic has challenged the Aviation industry in numerous ways, none more so than the Ground Operations domain. This area has been confronted with resource issues, including recruitment, retention, and training.

23.11.2023



SIRM AFI - LOC-I

Bird Strikes & Wildlife Management

For the industry the challenges presented by our feathered friends are not new. However, without effective wildlife control and management the exposure to such risk will grow.

23.11.2023



SIRM AFI - CABIN SAFETY - SYSTEMIC

Cabin Operations Training and State Safety Programs (SSP)

Cabin Crew face daily challenges in maintaining cabin safety standards, advancements in technology, sociological and geo-political tension and the demands on aviation have all served to make the cabin environment more challenging, both as a consumer and as an aviation professional

23.11.2023



SIRM AFI - CFIT - MAC

Reduced Vertical Separation Minima (RVSM) and Large Height Deviations (LHD)

For the aviation community Large Height Deviations (LHD) events pose the worst credible outcome of Mid-Air Collision (MAC). Whilst mitigations were introduced to reduce the outcome, the risk is still, nevertheless, present.

23.11.2023



SIRM AFI

SIRM AFI Oct 23

As part of IATA's Focus Africa initiative, and under the umbrella of the Collaborative Aviation Safety Improvement Program (CASIP) for Africa, on October 13th, 2023, the first Regional SIRM was held in Nairobi, Africa.

22.11.2023

- 2 Days
- Topics:
 - Runway Safety (HRCs),
 - Safety Leadership and Safety Culture,
 - Air Traffic Management,
 - Air / Ground Communication,
 - Cabin Operations.
- Format :
 - Speaker Sessions
 - Dedicated 'Open Mic' Sessions
 - Breakaway Sessions

Next Steps:

CASIP Operational Safety Work Stream

- Data gathering exercises
 - GADM Data Mining
 - State Data

CASIP Training, Capacity Building & Monitoring Work Stream

- Workshop Preparation
- RMA Workshop Harmonization
- Safety Leadership
 - I-ASC
- Workshop / Training Harmonization
- IATF | IADF Development

Wings OF Change - Focus Africa (1-2 July)

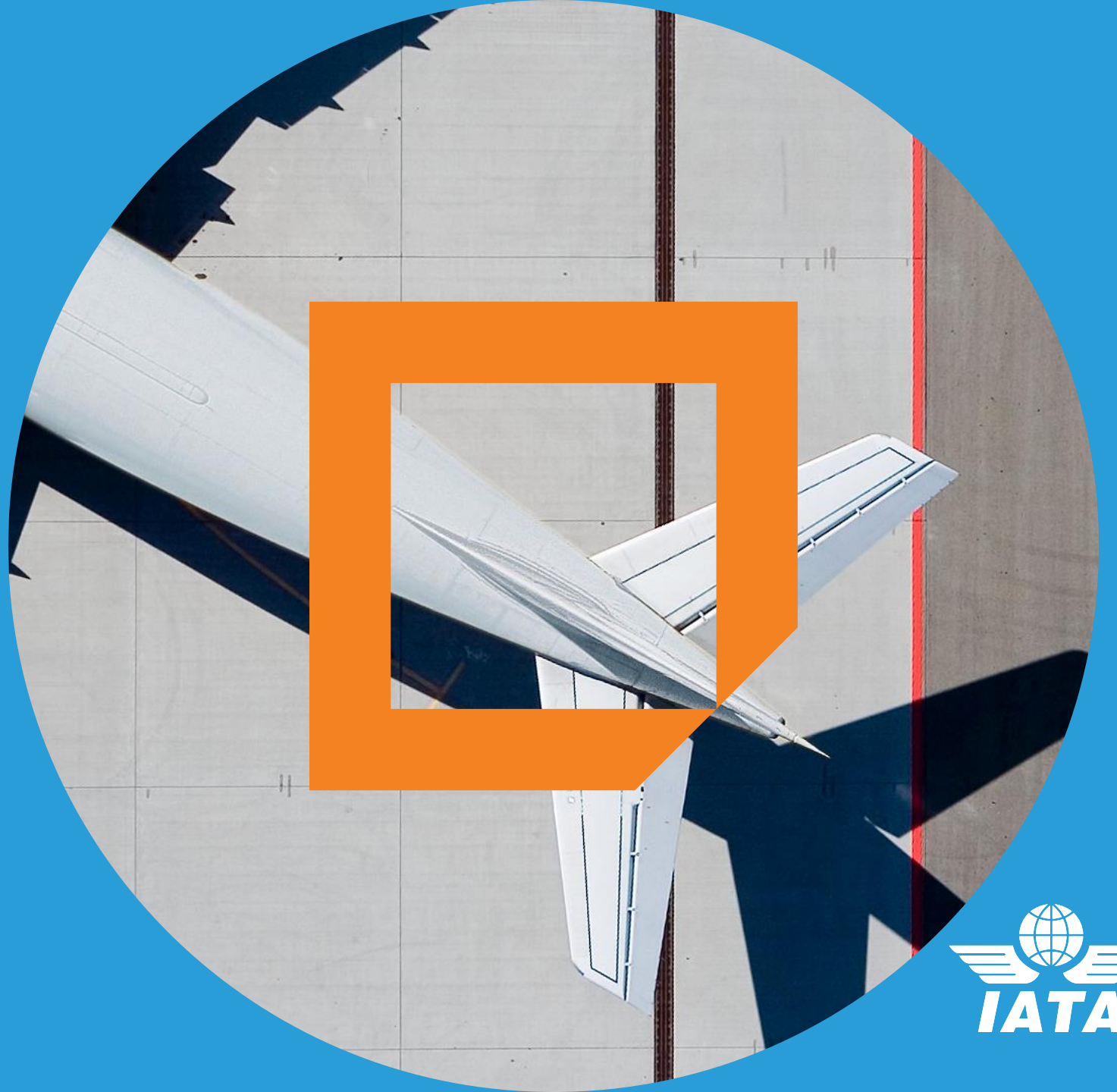
- 3 Sessions
 - Safety Leadership
 - CASIP
 - The Road to Single African Sky



- Invited to share areas of interest
- Invited to note progress on the Focus Africa initiative

Thank
YOU

Status of Accident Investigation Reports



Going beyond the ICAO Annex 13 and SARPs



Success in accident prevention has reduced the number of major accidents, fatalities, fatality risk, hull losses



Due to issues with accident investigation, significant safety information is not becoming available for accident prevention and safety management actions



- IATA desires to promote timely and high-quality accident reports, with meaningful recommendations, to pave the way for further **accident prevention**.

ICAO Annex 13 Process

Preliminary Reports

States in charge of an investigation must submit a Preliminary Report to ICAO within **thirty days** of the date of the accident

Preliminary Reports may be marked as confidential or remain public at the investigating State's discretion

ICAO Annex 13 Process

Release of Final Reports

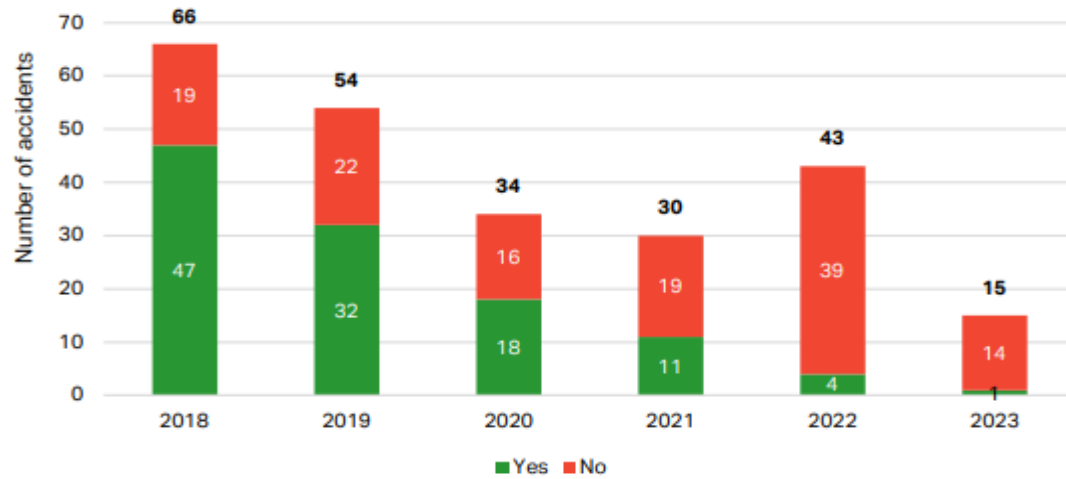
The State conducting the investigation of an accident shall make the *Final Report* publicly available as soon as possible and, if possible, **within twelve months**

If the report cannot be made publicly available within twelve months, the State conducting the investigation shall make an interim statement publicly available **on each anniversary of the occurrence** – detailing the progress of the investigation and any safety issues identified

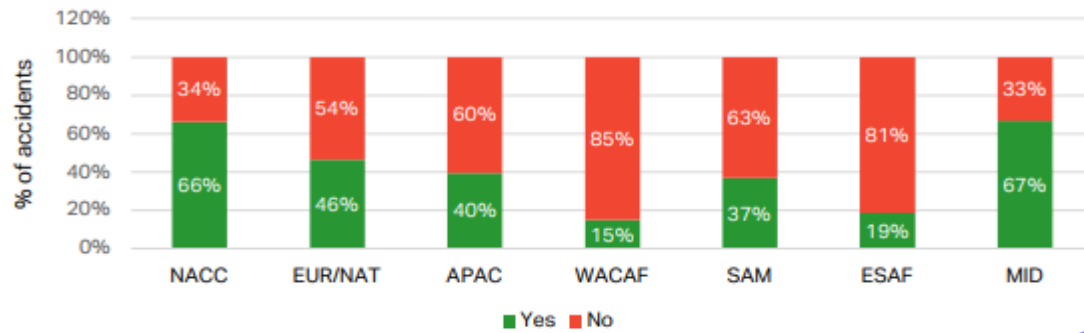
For accidents involving an aircraft of a maximum mass over 5,700 kg, States in charge of an Annex 13 investigation **must submit a copy of the accident investigation Final Report to ICAO**

Accident Count (2018-2022)

Status of Investigation Reports Published per Year (242 total accidents)



Status of Investigation Reports Published per Region of Occurrence



Accident data from 2018-2022

- **242 accidents** in total during the reported period
- 113 final accident reports (47%)

Recommendations

Ensure accident investigations are completed by taking advantage of available resources:

- Invite other States, with established capabilities and experience, to assist in open investigations.
- Reallocate internal resources from addressing minor incidents, to focus on High-Risk Category (HRC) accidents. This approach, underscored by ICAO's GASP, prioritizes the most significant risks

Thank You



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North Atlantic
(EUR/NAT) Office
Paris

Asia and Pacific
(APAC) Sub-office
Beijing

Middle East
(MID) Office
Cairo

Asia and Pacific
(APAC) Office
Bangkok

Eastern and
Southern African
(ESAF) Office
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Central African
(WACAF) Office
Dakar

North American
Central American
and Caribbean
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(SAM) Office
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