APPENDIX: Follow-up on RASG-AFI/9 Conclusions and Decisions

Conc./Dec. No Strategic Objective	Title of Conc./Dec.	Text of Conclusion / Decisions	Responsibility	Deliverable	Report / Completion Date	Status of Implementation	Action by ANC
1	2	3	4	5	6	7	8
RASG – AFI/9							
RASG-AFI/9 Decision 9/01	*Election of the RASG-AFI Bureau*	That, to guide the activities of the RASG-AFI, the following Officials were elected: • Director General, Uganda CAA Chairperson; • Director General, Senegal CAA, First Vice-Chairperson; • Director General, Benin CAA, Second Vice-Chairperson; and • The Assistant Director, Safety Programmes, Africa and Middle East, IATA, Third Vice-Chairperson.	**RASG-AFI Secretariat**	**Elected officials acceptance**	9 November 2023	**Completed**	
RASG-AFI/9 Conclusion 9/02	*Inclusion of Systems Component Failure/Malfunction – Non-Powerplant (SCF – NP); Bird Strikes and Wildlife Hazard; Dust Haze and Large Height Deviation (LHD) in the list of High- Risk Categories of Occurrences for the RASG-AFI Region*	That, with the recurrence in the region over the years, the following phenomena be added to the list of High-Risk Category of occurrences for the RASG-AFI Region (R-HRC): a) System Component Failure/Malfunction – Non-Powerplant (SCF – NP); b) Bird Strikes and Wildlife Hazard; c) Dust Haze; and d) Large Height Deviation (LHD).	**States** **RASG-AFI Secretariat**	**AFI-RASP 2023-2025 Edition**	**AFI-RASP 2023-2025 Edition (incorporating the R-HRCs) submitted to ANB on 9 February 2024 for registration on the ICAO Online Community**	**Completed**	
RASG-AFI/9 Conclusion 9/03	*Implementation of effective State Safety Programme (SSP)*	That, to make progress towards achieving the effective implementation of the SSP, States to: a) provide the necessary human and financial resources for the SSP implementation and report progress on the USOAP CMA OLF and iSTARS; b) continue to support the AFI-Plan Project by releasing their experts and	**States**	**Allocation of resources for SSP implementation** **Report progress on the USOAP CMA OLF and iSTARS** **Support the AFI-Plan Project by**	Open	**On-going** **33 RASG AFI States (75%) have conducted SSP Gap analysis.** **The group average EI of SSP Foundation Protocol Questions (FPQs) in the**	

		sharing SSP documentation, information and experience with other States; and c) nominate for States that are yet to do so, SSP Coordinator/Focal Point by January 2024.		**releasing their experts and sharing SSP documentation** **Nomination of Focal Points**	**RASG-AFI Region is 68.4 per cent.** **Twelve States have achieved over 85 per cent completion of the SSP Foundation PQs.** **No State in the Region has fully completed all SSP foundation PQs** **Six States from ESAF and Six States from WACAF have published their National Aviation Safety Plan.** **States experts are supporting the implementation of the AFI Plan SSP project.** **To support the implementation of SSP in the AFI - RASG -Region:** **ICAO ESAF and WACAF Regional offices Conducted SSP Project Launching Meeting and Workshop (Virualy,16 -17 January 2024).** **Technical assistance on SSP has been provided to Burundi, Botswana, Ethiopia, Madagascar, Malawi, Gabon, Ghana, Seychelles and Togo.** **Four more States (Angola, Cabo Verde and Cote d'Ivoire and Mauritania,) are planned to receive assistance.** **Capacity-building activities: Implementation workshop (Nairobi, Kenya from 28 to 31 May 2024;** **Banjul, The Gambia, from 16 to 20 September 2024).,** **ICAO State Safety Programme (SSP) training conducted by ICAO (Nairobi,**

					Kenya, 27 November - 04 December 2023). **In coordination with EASA and the Civil Aviation Authority of Singapore conducted:** **Safety Management Implementation (Dakar, Senegal, from 10 -14 June 2024), and** **State Safety Program and NASP workshops (Virtual, from 20 -24 May 2024).** **15 States have nominated SSP Coordinator/Focal Points**	
RASG-AFI/9 Decision 9/04	*Adoption of the AFI-Regional Aviation Safety Plan (AFI-RASP)*	That, to guide the implementation activities of the region, the AFI-Regional Aviation Safety Plan (AFI-RASP) is approved as presented in Appendix 4B to this report.	**States** **RASG-AFI Secretariat**	**RASG-AFI Regional Aviation Safety Plan (AFI-RASP) First Edition 2023-2025 - November, 2023**	**November, 2023**	**Completed**	
RASG-AFI/9 Conclusion 9/05	*Conduct of a Sensitization Workshop on the AFI-RASP*	That, to familiarize States and other stakeholders with the 2023-2025 Edition of the AFI-RASP, the Secretariat to conduct a sensitization workshop on the AFI-RASP in 2024, and on its subsequent editions.	**States** **RASG-AFI Secretariat**	**Workshops held**	**AFI-RASP Sensitization workshops conducted:** **Nairobi, Kenya, 28 to 31 May 2024;** **Banjul, The Gambia, from 16 to 20 September 2024**	**Completed**	
RASG-AFI/9 Conclusion 9/06	*Development of National Aviation Safety Plans (NASPs)*	That, to meet the AFI-RASP 2023-2025 target, a) States to develop their National Aviation Safety Plans (NASPs) by 31 December 2024 and register the NASPs in the ICAO Online portal;	**States** **RASG-AFI Secretariat** **Partners**	**NASPs** **Updated ICAO Online portal**	**On-going**	**On-going** **As at 30 September 2024, 12 RASG-AFI States (6 ESAF, 6 WACAF) had published and registered their NASPs on the**	

		b) The Secretariat and other stakeholders to support States in the development of the NASPs, including conduct of workshops; and c) The industry and other aviation stakeholders are urged to cooperate, collaborate and communicate in a bid to fully implement the Safety Enhancement Initiatives (SEIs) identified in the AFI-RASP.	**Industry**			**ICAO Online Community: Benin, Cabo Verde, Côte d'Ivoire, Ethiopia, Ghana, Kenya, Namibia, Rwanda, Sierra Leone, Togo, Uganda.** **Capacity-building activities: Implementation workshop: (Nairobi, Kenya from 28 to 31 May 2024; and Banjul, The Gambia, from 16 to 20 September 2024).,** **ICAO State Safety Programme (SSP) training conducted by ICAO (Nairobi, Kenya, 27 November - 04 December 2023).** **In coordination with EASA and the Civil Aviation Authority of Singapore conducted:** **Safety Management Implementation (Dakar, Senegal, from 10 -14 June 2024), and** **State Safety Program and NASP workshops (Virtual, from 20 -24 May 2024).** **ICAO in collaboration with partners continue to deliver SEI-related activities, including seminars, workshops and assistance missions, in support of initiatives, including runway safety go-teams, CFIT, and LOC-I**	
RASG-AFI/9 Conclusion 9/07	*AFI RSOOs/RAIO Strategic Plan*	That, to strengthen the effectivity and efficiency of RSOOs/RAIO in the region, a) the ICAO AFI Plan programme in collaboration with partners, conduct an in-depth analysis of the outcome of the study, considering the pros and cons of the different options of the	**States** **ICAO** **RSOOs** **RAIO**	**AFI Plan Report recommendations**	**On-going**	**On-going** **In accordance with the recommendations of the second AFI RSOO forum recommendations, a consultant engaged in**	

		draft AFI RSOOs/RAIO Strategic Plan; b) The RSOOs and RAIO to optimize their resources, consider secondment of qualified experts from States, share experiences and relevant information among themselves, and request the ICAO GASOS assessment; and c) States, regional and international organizations, development and financing institutions, and aviation industry, to continue supporting the AFI RSOOs work programmes and related activities.	**Partners** **Industry**			**collaboration with EASA to conduct feasibility study of the AFI RSOO Strategy and Roadmap addressing issues related to establishment, membership and funding, which is still ongoing.** **The secondment of experts has not yet been accomplished.** **Support by partners is ongoing and continuous**
RASG-AFI/9 Conclusion 9/08	*Safety Intelligence to support decision-making*	That, in order to make the safety intelligence a core business capability, a) States to establish a safety intelligence strategy and an action plan for the implementation of safety data governance, data management and associated framework; b) States to adopt a coordinated approach with stakeholders when establishing Safety Data Collection and Processing Systems (SDCPS) and promote the use of standardized aviation taxonomies; and c) ICAO, AFCAC, RSOOS, RAIOs, to continue to support States through workshops, training, guidelines and/or appropriate tools for the effective implementation of Safety intelligence.	**States** **ICAO** **AFCAC** **RSOOs** **RAIO**			**No information available pertaining to States' establishment of safety intelligence strategy or action plans for the implementation of safety data governance, data management and associated framework** **No information available pertaining to States' to adoption of coordinated approach with stakeholders when establishing Safety Data Collection and Processing Systems (SDCPS) and promotion of the use of standardized aviation taxonomies.** **No formalized approach has been established to support States for the effective implementation of Safety intelligence.**
RASG-AFI/9 Conclusion 9/09	*Accident Investigation Reports*	That, to ensure compliance with the accident and incident investigation reporting requirements and reduce the number of incomplete investigations in the RASG-AFI Region, States are urged to	**States**	**Published accidents and incidents reports**	**Open**	**On-going** **Some but not all States conducted accident and**

		complete investigations and publish reports, enabling the aviation community to take insights and prevent recurrence.				**incident investigations or publish reports thereof** **31 RASG-AFI States have not established and implemented procedures to ensure completion of investigations and publishment of reports thereof. These States are:** **Zimbabwe** **Uganda** **Eswatini** **Sierra Leone** **Senegal** **Sao Tome and Principe** **Rwanda** **Mozambique** **Mauritius** **Mauritania** **Malawi** **Liberia** **Lesotho** **Kenya** **Guinea-Bissau** **Guinea** **Ghana** **Gabon** **Eritrea** **Equatorial Guinea** **Djibouti** **Democratic Republic of the Congo** **Congo** **Comoros** **Chad** **Central African Republic** **Cabo Verde** **Cameroon** **Burundi** **Benin** **Angola**	
RASG-AFI/9 Decision 9/10	*Prevention of SSCs*	That, to prevent PANS-OPS and Navaids calibration related SSCs,	**States** **RASG-AFI Secretariat**	**Workshops on SSCs prevention**	**Workshop conducted in Abidjan, Côte d'Ivoire**	**Complete**	

		a) the Secretariat to coordinate and conduct workshops on SSCs prevention; and b) APIRG and its Contributory Bodies to increase States/industry SARPs compliance related activities in their work programme.	**APIRG Secretariat**	**States/industry SARPs compliance related activities in their work programme**		
RASG-AFI/9 Conclusion 9/11	*Common implementation challenges identified amongst RASG-AFI members and way forward*	That, to address challenges in the audit areas with lowest effective implementation, including SSP, States, AFCAC, RSOOs, RAIOs and other stakeholders to: a) address challenges in a more collaborative manner through the allocation and pooling of resources and by sharing data and safety critical information; and b) provide more training in the most critical areas namely, OPS, AIG, ANS and AGA.	**States** **AFCAC** **RSOOs** **RAIOs**	**Allocation and pooling of resources** **Sharing data and safety critical information** **Training**	**Open**	**On-going** **States, AFCAC, RSOOs, RAIOs and other stakeholders have actively provided support and assistance to States, including:** • **AFCAC, under AFI-CIS, technical assistance missions to States with low EI;** • **States through the implementation of their respective training programmes; and** • **RSSOs/RAIOs to their respective partner States** **Impact is evident by the increasing trend of improvement in EI for States that undergo ICAO audits or validations**
RASG-AFI/9 Conclusion 9/12	*Recommendations on actions or enhancements that would require consideration by the ICAO Headquarters*	That, to assist States and the industry in improving implementation activities: a) ICAO to increase USOAP CMA activities, to enhance the continuous monitoring of States' safety performance; b) With the recurrence in the region of System Component Failure/Malfunction – Non-Powerplant (SCF – NP) over the years, ICAO to add the phenomenon to the High-Risk Category of occurrences (R-HRC); c) As part of the SSCs' mitigation actions proposals, the Air Navigation Commission to consider difficulties experienced by States in suspending	**ICAO**	**ICAO USOAP Activity Plans showing increased activities** **Revised GASP incorporating SCF – NP as part of HRC**	**Ongoing** **NASPs workshops conducted and others planned**	**On-going** **Although USOAP CMA onsite activities have not increased, offsite validations have increased.** **(SCF – NP) has been adopted as a High-Risk Category of occurrences (R-HRC) in the AFI-RASP.** **No information is available on actions by ANC on difficulties faced by States in suspending non-approved flight procedures**

		non-approved flight procedures whose safety assessments revealed no major safety risks for their use; d) ICAO to provide continuous support to States in developing their National Aviation Safety Plans (NASPs), through workshops; and e) ICAO to develop additional guidance material and tools to assist States in the development and implementation of safety intelligence strategy.				**Support by ICAO to States in developing their (NASPs) is ongoing through workshops and technical assistance missions.** **ICAO HQ has initiated development of guidance material and tools to assist States in the development and implementation of safety intelligence strategy, but the process is still ongoing and not yet completed.**
RASG-AFI/9 Decision 9/13	*Approval of the Future Work Programme of the RASG-AFI and its Contributory Bodies*	That, the 2024 Work Programme and activities of the RASG-AFI and its contributory bodies is approved as provided in Appendix 4C to this Report.	**RASG-AFI Secretariat**	**Approved 2024 Work Programme**	**9 November 2023**	**Completed**