



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

TENTH MEETING OF THE RASG-AFI STEERING COMMITTEE (RASC/10)

*Virtual, 11 October 2024*

**Agenda Item 2: Status of implementation of the GASP safety goals, targets and indicators including the priorities set for the RASG-AFI Region**

4.2 Regional Aviation Safety Plan for RASG-AFI (AFI-RASP) and associated safety enhancement initiatives (SEIs)

*(Presented by Secretariat)*

SUMMARY	
This working paper presents the status of implementation of the AFI-RASP and associated SEIs.	
The action by the Meeting is in <b>paragraph 3</b>	
<b>References:</b>	<ul style="list-style-type: none"><li>• Global Aviation Safety Plan (GASP) (Doc 10004), 2023-2025 Edition.</li><li>• Global Aviation Safety Roadmap (Doc 10161), 2023-2025 Edition.</li><li>• Manual on the Development of Regional and National Aviation Safety Plans (Doc 10131), Second Edition, 2022.</li><li>• Manual on Monitoring Implementation of Regional and National Aviation Safety Plans (Doc 10162), First Edition, 2023.</li><li>• RASG-AFI/9 - Decision 9/04: Adoption of the AFI-Regional Aviation Safety Plan.</li><li>• AFI- Regional Aviation Safety Plan (AFI-RASP);</li><li>• RASG-AFI Procedural Handbook.</li></ul>
<b>Strategic Objectives</b>	A—Safety, and B – Air navigation Capacity and Efficiency

**1. INTRODUCTION**

1.1 The Ninth Meeting of the AFI Regional Aviation Safety Group (RASG-AFI/9), held in Cotonou, Benin from 6 to 10 November adopted and approved the AFI-RASP to guide the implementation activities of the region (RASG-AFI/9 - Decision 9/04)

1.2 The AFI-RASP 2023 – 2025 Edition recognizes and supports the 2023-2025 edition of the GASP by adopting the six goals and the five global high-risk categories of occurrences (G-HRCs), in addition to the goals and high-risk categories of occurrences that are peculiar to the region as regional high-risk categories of occurrences (R-HRCs). The region recognizes the need for its safety strategy to evolve and ensure its sustained effectiveness and efficiency in the changing regulatory, economic and technical environments.

## 2. DISCUSSION

2.1 The vision of the AFI-RASP is to achieve and maintain the aspirational safety goal of zero fatalities in commercial operations by 2030 and beyond. The plan's mission is to continually enhance regional aviation safety performance and resilience by providing a collaborative framework for States and industry. This is supported by a series of goals:

**Goal 1** is to achieve a continuous reduction of operational safety risks.

**Goal 2** calls for all States to strengthen their safety oversight capabilities.

**Goal 3** calls for the implementation of effective State safety programmes.

**Goal 4** calls for States to increase collaboration at the regional level to enhance safety.

**Goal 5** aims to expand the use of industry programmes and safety information sharing networks.

**Goal 6** focuses on the appropriate infrastructure needed to support safe operations.

2.2 The RASG-AFI Region Safety Strategy includes the six (6) Goals in line with GASP 2023-2025 Edition. For each Goal established in the Region Safety Strategy, identified SEI(s) will be mapped to it including their respective actions. Thus, to address organizational issues, regional operational risks, and emerging risks; SEIs and related actions have been identified, developed and proposed.

2.3 Each Goal established in the Region Safety Strategy, identified SEI(s) will be mapped to it including their respective actions. Thus, to address organizational issues, regional operational risks, and emerging risks, SEIs and related actions have been identified, developed and proposed.

2.4 The AFI-RASP provides guidance on how States should identify which top risks and key safety issues mentioned in the GASP and AFI-RASP apply to their national context and then to be included in their NASPs. States should also add other safety issues which are unique to their operational context. Several AFI-RASP SEIs which are intended for implementation by States at the national level are recommended for inclusion in their NASPs.

2.5 To mitigate the risk of fatalities, States and industry need to address the R-HRCs. The selection of types of occurrences is based on actual fatalities from past accidents, high fatality risk per accident or number of accidents and incidents. The following R-HRCs, in no particular order, have been identified for this edition of the AFI-RASP: controlled flight into terrain; loss of control in-flight; mid-air collision; runway excursion; and runway incursion.

2.6 The AFI-RASP or the National aviation safety plans (NASP) developed by States, presents the strategic direction for the management of aviation safety at the regional or national level, respectively, for a three- year period. The States' NASPs should be developed in alignment with the GASP and the AFI-RASP.

2.7 The 2023-2025 edition of the AFI-RASP outlines key safety enhancement initiatives (SEIs) at the regional level (provided as Appendices 1, 2, 3 to this Plan), the roles and responsibilities for States, regions and industry, and provides a framework for the cooperation and collaboration of these to support States with the management of organizational challenges and operational safety risks.

2.8 The regional aviation safety roadmap serves as an action plan to assist the regional aviation community in achieving the AFI-RASP goals. This roadmap is provided as Appendices 1, 2, 3 to this Plan.

2.9 The status of implementation of AFI-RASP and associated SEIs is presented in the Appendix to this paper as follows:

**Appendix 1.1**, Organizational Challenges (ORG) Roadmap, Component 1 – State Safety Oversight System, Phase 1 – *Establishment of A Safety Oversight Framework (CE-1 To CE-5)*

**Appendix 1.2**, Organizational Challenges (ORG) Roadmap, Component 2 –*State Safety Programme (SSP)*

**Appendix 2.1**, Regional Operational Safety Risks (OPS) Roadmap - Detailed Safety Enhancement Initiatives (SEIs), R-HRC 1: *Controlled Flight into Terrain (CFIT)*

**Appendix 2.2**, Regional Operational Safety Risks (OPS) Roadmap - Detailed Safety Enhancement Initiatives (SEIs), R-HRC 2: *Loss of Control In-Flight (LOC-I)*

**Appendix 2.3**, Regional Operational Safety Risks (OPS) Roadmap - Detailed Safety Enhancement Initiatives (SEIs), R-HRC 3: *Mid-Air Collision (MAC)*

**Appendix 2.4**, Regional Operational Safety Risks (OPS) Roadmap - Detailed Safety Enhancement Initiatives (SEIs), R-HRC 4: *Runway Excursions (RE)*

**Appendix 2.5**, Regional Operational Safety Risks (OPS) Roadmap - Detailed Safety Enhancement Initiatives (SEIs), R-HRC 5: *Runway Incursions (RI)*

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) Note the status of the implementation of AFI-RASP and associated SEIs; and
- b) Review the outstanding items and guide on actions/initiatives to enhance the implementation activities.