



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**Tenth Meeting of the Regional Aviation Safety Group for the Africa-Indian Ocean (RASG-AFI/10)**

*7 November 2024*

**Agenda Item 6: Common implementation challenges identified amongst RASG-AFI members and way forward**

*(Presented by Secretariat)*

<b>SUMMARY</b>	
This working paper presents the common implementation challenges identified amongst RASG-AFI members and way forward.	
The action by the Meeting is in <b>paragraph 3</b>	
<b>Strategic Objectives</b>	A—Safety, and B – Air navigation Capacity and Efficiency

**1. INTRODUCTION**

1.1 The analysis leading to this report is based on information, including air transport and safety-related data and statistics, some of which is gathered by ICAO, especially information and data collected and assessed under the Universal Safety Oversight Audit Programme (USOAP), while the rest is furnished to ICAO by third parties.

1.2 2023 was the safest year in the past five years in terms of safety indicators such as global accident rate, number of fatal accidents, total fatalities and fatality rate. Appendix 1 illustrates the 2023 safety overview for scheduled commercial operations involving aircraft with a certified maximum take-off weight (MTOW) over 5,700 kg (*ICAO Safety Report, 2024 Edition*).

1.3 In 2023, scheduled commercial air transport accidents resulted in 72 fatalities representing a more than 50 per cent decrease from 160 in 2022, as well as a decrease in fatality rate of 17 people per billion passengers from 50 per billion in 2022. The number of fatal accidents significantly decreased from seven in 2022, to one in 2023. Appendix 2 illustrates the number of fatal accidents and associated fatalities by area of accreditation of ICAO Regional Office. It is imperative to note that no fatal accidents or fatalities were reported in the AFI Region.

**2. DISCUSSION**

***Performance Dashboard***

2.1 It is evident that the AFI Region continues to face significant safety oversight challenges, going by the following indicators: State Safety Oversight - Group EI of 60.34%; State Safety Oversight - State Levels (Percentage of States with USOAP Overall EI above 75%) of 25%; and Significant Safety Concerns (SSCs) (Number of SSCs) of 5. This positively correlates with the high Accident Rate (Number of accidents per mil. departures over the preceding 5 years) of 5.96.

Appendix 3 illustrates this concept.

***Universal Safety Oversight Audit Programme (USOAP)***

2.2 RASG-AFI contain(s) 48 States. Two States, namely South Sudan and Somalia, have not yet received a USOAP audit. Until now, RASG-AFI has/have 70 CMA Audits and 117 Validation Activities.

2.3 The current USOAP score for States in RASG-AFI is 60.34%, which is below the world EI 69.46%.

- 75% of the States in RASG-AFI haven't achieved the target of 75% EI.
- 25% of the States in RASG-AFI have achieved the target of 75% EI by 2024, as suggested by the Global Aviation Safety Plan (GASP), 2023-2025 Edition.
- 0% of the States in RASG-AFI have achieved the target of 95% EI by 2030, as suggested by the Global Aviation Safety Plan (GASP), 2023-2025 Edition.

On a positive note, the EI trend for RASG-AFI has witnessed a growth since 2010 to date, albeit not high enough to align with the rest of the regions of the World.

Appendix 4 illustrates this concept

***USOAP Results by Area and Critical Element***

2.4 Only two audit areas, namely primary aviation legislation and specific operating regulations (LEG) and airworthiness of aircraft (AIR), are above the target of 75% EI. The remaining six audit areas are below

2.5 Only one critical element, namely CE-1 — Primary aviation legislation, is above the target of 75% EI. The remaining seven critical elements are below.

2.6 RASG-AFI currently has 34012 open USOAP protocol findings. The highest number of protocol findings (3124) concern Technical Guidance, Tools and the Provision of Safety-Critical Information (CE-5) in the area of Accident Investigation (AIG).

Appendices 5 and 6 illustrate this concept

***Significant Safety Concerns (SSCs)***

2.7 SSCs indicate that a State is not providing sufficient safety oversight to ensure the effective implementation of applicable ICAO Standards. SSCs may be issued in the area of operations, air navigation services, aerodromes, airworthiness or licensing.

2.8 RASG-AFI has 3 States with a total of 5 SSCs.

2.9 The subject SSCs pertain to the area of air navigation services (ANS) in relation to instrument flight procedures and flight inspections for navigational aids.

Appendix 7 illustrates this concept

***Safety Partner Programs***

2.10 The Federal Aviation Administration (FAA) rates States through their International Aviation Safety Audit (IASA) programme. The FAA does not allow air carriers from category 2 States to operate to the United States of America.

2.11 All countries in RASG-AFI are rated as Category 1.

2.12 The European Commission can decide to ban certain airlines from operating in European airspace, if they are found to be unsafe and/or they are not sufficiently overseen by their authorities.

2.13 In RASG-AFI, 8 States have operational restrictions with regard to European airspace: Sao Tome and Principe, Zimbabwe, Djibouti, Angola, Congo, Democratic Republic of the Congo, Equatorial Guinea, Eritrea

**Accident Statistics**

- 2.14 RASG-AFI had no fatal accidents on scheduled commercial flights with aircraft over 5.7t in 2023.
- 2.15 RASG-AFI has an accident rate of **3.83** accidents per million departures in 2023 trending up.
- 2.16 The current 5-year sliding average accident rate for RASG-AFI is 5.96.
- 2.17 To be in line with the global accident rate and considering the traffic volume of RASG-AFI, the yearly accident rate for RASG-AFI should be between 0.15 and 3.59. The latest accident rate for RASG-AFI is **3.83** which is not in line with the global rate.
- 2.18 The latest accident rate of RASG-AFI is significantly higher than the global rate. Appendix 8 illustrates this concept

**Way forward**

- 2.19 States should enhance the establishment and management of an effective and sustainable State safety oversight system through the implementation of the eight critical elements of such a system. These eight critical elements are as follows:
  - CE-1 — Primary aviation legislation;
  - CE-2 — Specific operating regulations;
  - CE-3 — State system and functions;
  - CE-4 — Qualified technical personnel;
  - CE-5 — Technical guidance, tools and provision of safety-critical information;
  - CE-6 — Licensing, certification, authorization and approval obligations;
  - CE-7 — Surveillance obligations; and
  - CE-8 — Resolution of safety issues.

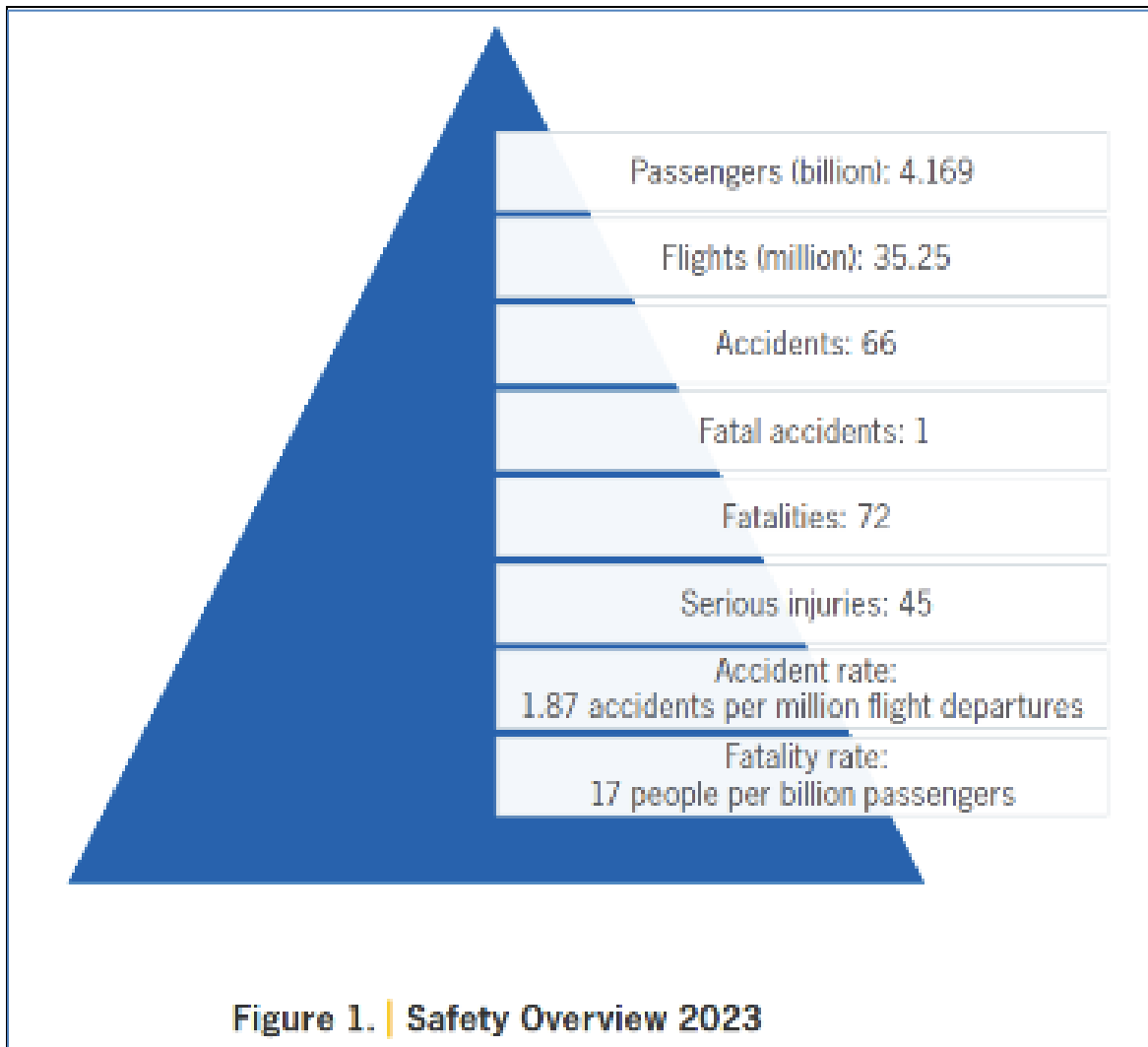
with special emphasis:

- on the least performing critical elements, which are the implementation critical elements (CE-6, CE-7 and CE-8).
- CE-4 — Qualified technical personnel, more especially on increased appropriation of financial resources for the establishment and implementation of comprehensive and detailed training programmes

**3. ACTION BY THE MEETING**

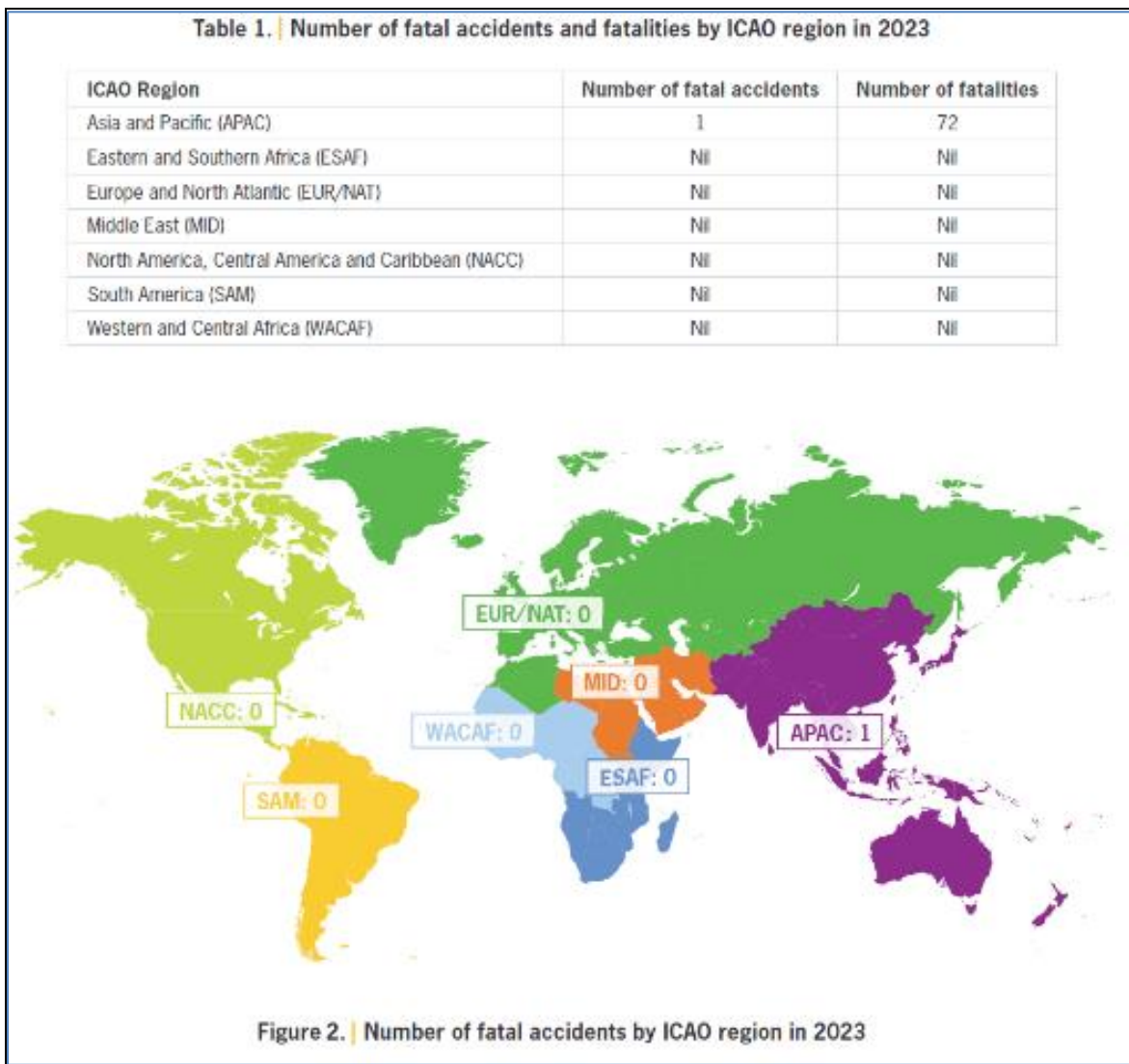
- 3.1 The meeting is invited to:
  - a) Note the common implementation challenges identified amongst RASG-AFI members; and
  - b) Propose actions/initiatives to address the issues.

Appendix 1. Safety Overview 2023



Source: ICAO Safety Report | 2024 Edition

Appendix 2. Number of fatal accidents by ICAO region in 2023



Source: ICAO Safety Report | 2024 Edition

Appendix 3. Performance Dashboard

Performance Dashboard		ICAO iSTARS <sup>4.0</sup>
Indicator	Value	
<b>State Safety Oversight - Group EI</b> <i>Group Satisfactory / (Group Satisfactory + Group Unsatisfactory) (%)</i>	60.34%	
<b>State Safety Oversight - State Levels</b> <i>Percentage of States with USOAP Overall EI above 75%</i>	25%	
<b>Significant Safety Concerns (SSCs)</b> <i>Number of SSCs</i>	5	
<b>Accident Rate</b> <i>Number of accidents per mil. departures over preceding 5 years</i>	5.96	
<b>IOSA - Airlines</b> <i>Number of IOSA certified airlines in the region</i>	30	
<b>IOSA - State Levels</b> <i>Percentage of States with IOSA certified airlines</i>	41.67%	
<b>EU Safety List</b> <i>Number of States with restrictions</i>	8	
<b>FAA IASA</b> <i>Number of States rated as Category 2</i>	0	
<b>PBN Implementation - Runways</b> <i>Percentage of instrument runways with PBN approaches</i>	90.37%	
<b>PBN Implementation - State Levels</b> <i>Percentage of States having PBN approaches on all instrument runways</i>	78.72%	

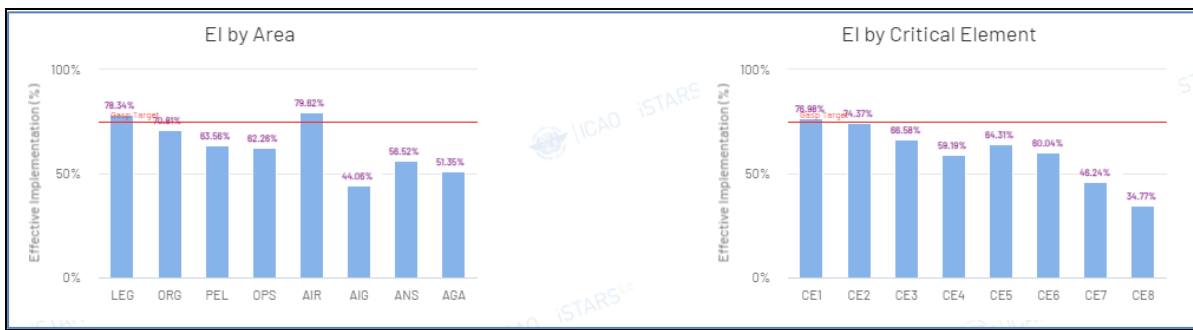
Source: ICAO iSTARS 4.0

Appendix 4. Universal Safety Oversight Audit Programme (USOAP)



Source: ICAO iSTARS 4.0

Appendix 5. USOAP Results by Area and Critical Element



Source: ICAO iSTARS 4.0

Appendix 6. USOAP Results by Area and Critical Element

	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
CE-1	383			72		556	91	98
CE-2	391		401	521	670	688	358	714
CE-3		388	211	354	191	719	799	315
CE-4		69	383	278	282	429	960	409
CE-5	123	26	243	604	625	3124	79	690
CE-6			1204	2244	713		1077	2995
CE-7			557	821	365		2756	1920
CE-8			419	455	254	740	523	725

*Protocol findings by Area and Critical Element intersection*

Source: ICAO iSTARS 4.0



Appendix 7. Significant Safety Concerns (SSCs)

Significant Safety Concerns (SSCs)						
State	SSCs	SSC Areas				
		Airworthiness	Operations	Licensing	Aerodromes	Air Navigation
Democratic Republic of the Congo	2					✗
Liberia	2					✗
Zimbabwe	1					✗

RASG-AFI has 3 States with a total of 5 SSCs.

Source: ICAO iSTARS 4.0

Appendix 8. Accident Statistics



Source: ICAO iSTARS 4.0