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INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

AFI-RASP/NASP Workshop

*Banjul, The Gambia,
16-20 September 2024*

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AFI-RASP 2023-2025 Edition

Outline

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- AFI – RASP Vision, Mission and Purpose
- AFI-RASP Goals, Targets and Indicators
- AFI-RASP Goals
- AFI –RASP Targets for 2023-2025
- Organizational Challenges
- Regional Operational Safety Risks
- Emerging Issues
- Relationship between the GASP, the AFI - RASP and the NASP
- Regional Aviation Safety Roadmaps/SEIs

Responsibility for the AFI-RASP Development, Implementation and Monitoring

➤ **The Safety Support Teams (SSTs)**, under the directive of the RASG-AFI, is responsible for the development, implementation and monitoring of the AFI-RASP in collaboration with ICAO ESAF and WACAF RO, AFCAC, International and regional organization and industry.

- State Safety Oversight System Support Team (SSO-SST)
- Operational Safety Issues Support Team (OSI-SST)
- State Safety Programme Support Team (SSP – SST)
- Air Navigation Services Safety Support Team (ANS – SST)

AFI-RASP Validation Workshop

- A workshop was conducted virtually from 2 to 5 October 2023, to validate the draft AFI-RASP developed by the RASG-AFI Secretariat.
- Chairpersons, Vice-Chairpersons and Rapporteurs were elected for each SST.
- Various SSTs reviewed different Chapters and Appendices of the draft AFI-RASP.
- Outcomes of the deliberations of the SSTs were presented to a plenary by the Chairpersons for endorsement.

State Safety Oversight System Support Team (SSO-SST)

Chairperson: **Jailza Silva** - BAGASOO

Vice-Chairperson: **Uyiekpen Asuen** - Nigeria CAA

Rapporteur: **Denilson Ribeiro** - AAC, Cabo Verde

Operational Safety Issues Support Team (OSI-SST)

Chairperson: **Mr. Samuel Thompson** - Ghana CAA

Vice-Chairperson: **Mr. Naoufel Khiari** – ACI Africa

Rapporteur : **Ms Ndiwabo Tshwenyego**- Botswana CAA.

State Safety Programme Support Team (SSP – SST)

Chairperson: **Loise Mwangi** – Kenya CAA;

Vice-Chairperson: **Elysee Dansou** – ANAC-Benin;

Rapporteur: **Eng. Ananias Sichone** – Zambia CAA

Air Navigation Services Safety Support Team (ANS – SST)

Through coordination with APIRG



Outcome of the AFI-RASP Validation Workshop

- The draft AFI-RASP, which was endorsed by the Ninth meeting of the RASG-AFI Steering Committee (RASC/9).
- AFI-RASP approved by the RASG–AFI/9 meeting in November 2023.
- Registered on the ICAO RASP/NASP Online Community.

- The AFI-RASP is the master planning document
- Containing the strategic direction of the RASG-AFI region for the management of aviation safety for a period of three years (from 2023 to 2025)
- Lists regional safety issues, sets regional aviation safety goals and targets,
- Presents a series of safety enhancement initiatives (SEIs) to address identified safety deficiencies and achieve the regional safety goals and targets.
- The AFI-RASP promotes:
 - The effective implementation of safety oversight systems of States in RASG-AFI,
 - A risk-based approach to managing safety at the regional level, as well as
 - Collaboration between States in the region, RSOOs, RAIO, other regional and international organizations, and industry.

- 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, which is consistent with the United Nations' 2030 Agenda for Sustainable Development.
- The plan's mission is to continually enhance regional aviation safety performance (and in consequence the global aviation safety performance) and resilience by providing a collaborative framework for States and industry.

AFI-RASP Goals, Targets and Indicators

- 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.

AFI-RASP Goals

- **Goal 1:** Achieve a continuous reduction of operational safety risks
- **Goal 2:** Strengthen States' safety oversight capabilities
- **Goal 3:** Implement effective State safety programmes (SSPs)
- **Goal 4:** Increase collaboration at the regional level
- **Goal 5:** Expand the use of industry programmes and safety information sharing networks by service providers
- **Goal 6:** Ensure the appropriate infrastructure is available to support safe operations

AFI-RASP Targets for 2023-2025

Target	Target Date	Description
T1.1	Decreasing trend	Maintain decreasing trend of global accident rate
T2.1	2024/ 2026 /2030	75%, 85% and 95% EI score of CEs
T3.1	2024	All States to implement foundation of SSP
T3.2	2024	All States to publish NASP
T3.3	2025 /2028	All States to work towards effective SSP (present ; present & effective)
T4.1	2023	States that do not expect to meet AFI-RASP Goals 2 and 3 to seek assistance
T4.2	2023	All Regions to publish RASP



AFI-RASP Targets for 2023-2025

T4.3	2025	all States to contribute information on operational safety risks, including SSP SPIs emerging issues, to RASG-AFI.
T5.1	increasing trend	Maintain an increasing trend in industry's contribution in safety information sharing networks to States and the region to assist in the development of NASPs and AFI-RASP
T6.1	2025	maintain an increasing trend of States with air navigation and aerodrome infrastructure that meet relevant ICAO Standards.

Organizational Challenges

- Two common organizational challenges faced by States are the lack of effective safety oversight and difficulties in implementing an SSP.
- Effective safety oversight
 - Effective implementation of the eight CEs of the State's safety oversight system in all relevant areas, as appropriate to their aviation system complexity
- State Safety Programme
 - The implementation of SSP has remained to be a challenge in the region

Operational Safety Risks

- Regional High-Risk Categories of Occurrences (R-HRCs), listed in no particular order, are in line with those listed in the 2023/2025 edition of the GASP (G-HRCs):
 - Controlled Flight into Terrain (CFIT);
 - Loss of Control In-Flight (LOC-I);
 - Mid-Air Collision (MAC);
 - Runway Excursion (RE);
 - Runway Incursion (RI);

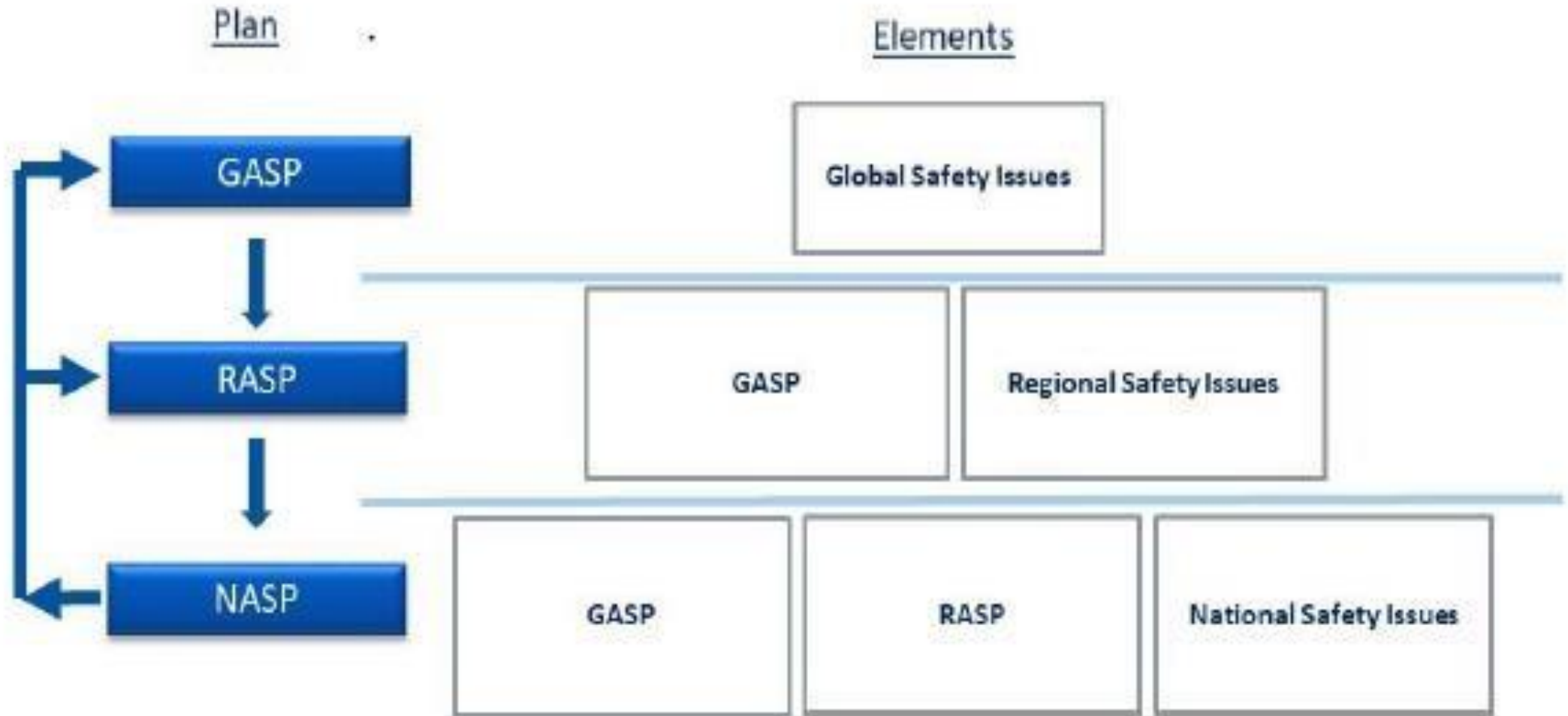
Regional Operational Safety Risks

- Additional Categories of operational safety risks:
 - System/Component Failure/Malfunction – Non-Powerplant (SCF-NP);
 - Bird Strikes and Wildlife Hazard;
 - Dust Haze
 - Large Height Deviation (LHD)

- Operation of RPAS within the vicinity of aerodromes.
- Frequency interference, in particular the use of 5G telecommunication system, especially within the vicinity of aerodromes.
- Potential ANS-related SSCs (Calibration of NAVAIDS and validation of Instrument Flight Procedures and Design).
- Laser strikes/attacks.
- Wind farms in the vicinity of aerodromes.
- Cyber security.

- The installation of solar farms in the vicinity of aerodromes. Note: Issue of glare and glint to ATC and pilots.
- Meteorological phenomena e.g increase in presences of CAT, wind shears etc
- Skilled workforce shortages
- Infrastructure limitations
- Traffic patterns
- Political instability
- Environmental impact

Relationship between the GASP, AFI-RASP and NASP



- The regional aviation safety roadmap outlines specific SEIs associated with the AFI-RASP goals and targets, as well as the R-HRCs.
- Each SEI is supported by a set of actions.
- SEIs are directed to three different sets of stakeholders: **individual States; regions; and industry.**
- Successful achievement of the SEIs relies upon the close **collaboration and cooperation of all key aviation stakeholders.**

- The regional aviation safety roadmap is composed of two parts
 - Organizational challenges
 - Operational safety risks



Thank You!