SAFETY

RASG-AFI

Annual Safety Report 2023

Tenth Edition

Issued in July 2024

This document is disseminated by the Regional Aviation Safety Group for Africa - Indian Ocean (RASG-AFI) in the interest of aviation safety information exchange. The RASG-AFI assumes no liability for its Content or use thereof.

Table of Contents

List of Figures:

List of Tables:

List of Appendices:

Foreword

The Regional Aviation Safety Group for Africa-Indian Ocean (RASG-AFI)[1] Annual Safety Report Team (ASRT), since its inception in 2014, has been consistent in the production of the annual report on aviation safety in the RASG-AFI Region. The report provides safety information from consolidated sources to determine the main safety risks in the Region and draws recommendations for consideration by the RASG-AFI. Stakeholders are hereby recognized for sharing and exchanging safety information for the benefit of aviation safety within the Region.

The RASG-AFI has achieved a milestone when the first edition of the Regional Aviation Safety Plan (AFI-RASP, 2023-2025 Edition) was approved by the ninth meeting of its Plenary convened in Cotonou, Benin, in November 2023. The Plan was published and registered on the ICAO Online Community. This great achievement was as a result of the tremendous work and unflinching efforts injected by the Safety Support Teams (SSTs). The SSTs will be monitoring the progress made in the implementation of the Safety Enhancement Initiatives identified in the Plan on a continual basis; and status reports will be provided to the RASC with recommendations for overcoming challenges, if any. The AFI-RASP will be revised regularly to ensure its alignment with the current Global Aviation Safety Plan (GASP).

Conclusions and recommendations made in this Report are for the attention of relevant parties for appropriate actions and implementation.

An electronic copy of the RASG-AFI Annual Safety Report is available in PDF format, on the ICAO Regional Offices websites at http://www.icao.int/wacaf/Pages/default.aspx and http://www.icao.int/esaf/Pages/default.aspx .

Mr. Fred K. Bamwesigye,
Director General, Uganda CAA,
Chairperson, RASG-AFI

_____

[1] *The RASG-AFI Region refers to the accreditation area of the ICAO Eastern and Southern African Office (ESAF) and Western and Central African Office (WACAF). A list of RASG-AFI Member States is provided at Appendix 1 to this Report.*

Background

The Tenth Edition of the RASG-AFI Annual Safety Report provides information related to aviation safety performance as well as safety occurrences in the RASG-AFI region during the year 2023.

The RASG-AFI is composed of all ICAO Contracting States, and Territories recognized by ICAO, within the area of accreditation of the ICAO Regional Offices for Eastern and Southern Africa (ESAF) and Western and Central Africa (WACAF). In addition to member States, the importance of a collaborative and proactive role in the work of the RASG-AFI by airspace users, international and regional organizations, and industry is recognized due to their involvement in the rapid pace of technological development, expertise and other opportunities for sharing of resources. A list of RASG-AFI Member States is provided at **Appendix 1** to this Report.

States located outside the areas of accreditation of the ICAO ESAF and WACAF Regional Offices can be invited on a case-by-case basis to attend as observers, in accordance with the RASG-AFI Procedural Handbook.

Aircraft operators, international organizations, maintenance and repair organizations, regional and sub-regional organizations, training organizations, aircraft original equipment manufacturers, airports and air navigation services providers and any other allied organizations/representatives will be invited to attend the RASG-AFI meetings in the capacity of Partners (see Appendix 2 for Permanent Partners).

Civil Aviation Authorities, supported by service providers as necessary, should actively participate in the work of the RASG-AFI and its contributory bodies.

The RASG-AFI is the main driver of the planning and implementation of Safety Enhancement Initiatives (SEIs) in the region. The RASG-AFI structure consists of a Chairperson, two Vice-Chairpersons from States and one Vice-Chairperson from the aviation industry, a Steering Committee, a Secretariat, the Annual Safety Report Team and four (4) Safety Support Teams. In a quest to amalgamate the Regional Planning and Implementation Group (APIRG) and the Regional Aviation Safety Group (RASG-AFI) for a more efficient functionality of the Groups, as per recommendation by ICAO, APIRG/26 and RASG-AFI/9 Joint Meeting assigned the Secretariat to review the structures of the two Groups and their Procedural Manuals and present the outcome for consideration by an extra-ordinary meeting of the two Groups in 2024.

The RASG-AFI Steering Committee (RASC) composed of representatives from States and international/regional organizations and the aviation industry, is established to guide the work of the Group. It acts as an advisory body to the RASG-AFI membership, and undertakes any actions required to ensure that the RASG-AFI achieves its objective to reduce aviation risks in the RASG-AFI Region. It is headed by three co-chairpersons (two from States and one from Industry, who are the Vice-Chairpersons of RASG-AFI). Its membership has been expanded to include the AFI Plan Steering Committee Chairperson, the Coordinator for the AFI Group at the ICAO Headquarters, and the members of the various Safety Support Teams (SSTs).

The Regional Directors for Eastern and Southern Africa (ESAF) and Western and Central Africa (WACAF) alternate in serving as Secretary to the RASG-AFI and APIRG to balance the Groups Secretariat responsibilities.

The Ninth Meeting of the RASG-AFI convened in Cotonou, Benin, in November 2023, elected Bureau Officials entrusted with steering the affairs of the Group for two years ending at the RASG-AFI/11 Meeting in 2025.

The RASG-AFI comprises a Chairperson (from a State), two Vice-Chairpersons (from   States); and IATA representing the Industry as follows:

- Chairperson – Uganda;
- 1st Vice-Chairperson – Senegal ;
- 2nd Vice-Chairperson – Benin ;
- 3rd Vice-Chairperson – IATA.

A Joint APIRG/RASG-AFI Coordination Task Force (ARC/TF), established by the RASG-AFI/3 Meeting, is a subsidiary body to APIRG and RASG-AFI. It strengthens existing arrangements and coordinates the activities of the two Groups in the areas of common interest.

A RASG-AFI Annual Safety Report Team (ASRT), comprising RASG-AFI Partners, was established to gather safety information to determine safety risks in the Region and generate an Annual Safety Report with recommendations for enhancement of safety.

Figure 1: RASG-AFI Organizational Structure
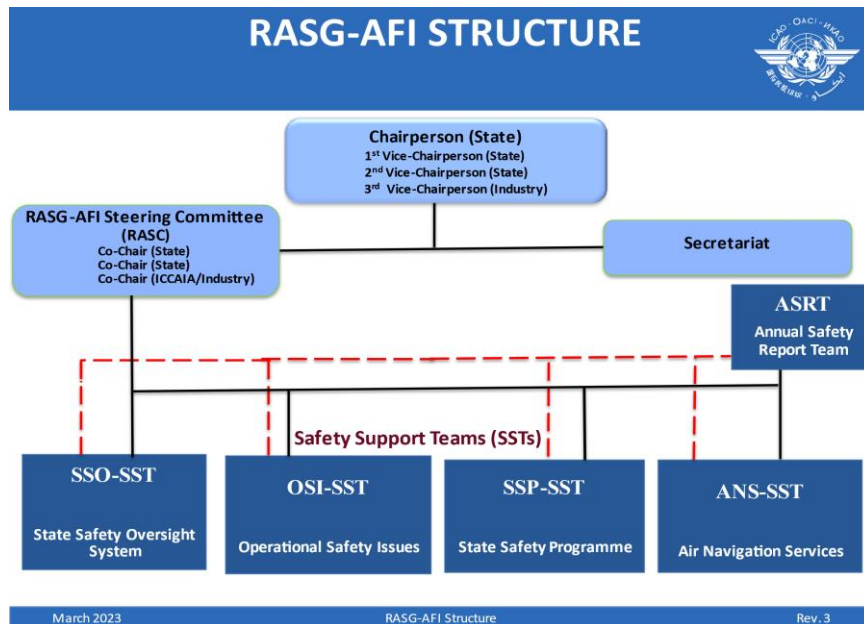
Key: ———— Reporting Lines;   – – – – Coordination

1. Executive Summary

This Tenth Edition of the RASG-AFI Annual Safety Report presents safety information collected from key stakeholders including, ICAO, AFCAC, ACI, IATA, Boeing, Airbus, and other aviation partners. Information related to aviation occurrences in the RASG-AFI Region, for the period 2013 to 2023 was used by the Annual Safety Report Team (ASRT) to perform the necessary analyses. The vision of the RASG-AFI is to achieve and maintain the aspirational safety goal of the zero fatalities in commercial operations by 2030 and beyond as enshrined in the GASP, which is consistent with the United Nations' *2030 Agenda for Sustainable Development*.

The Annual Safety Report comprises three main sections as follows:

1) Reactive safety information
2) Proactive safety information
3) Predictive safety information

The reactive safety information section represents the largest portion of the report. It contains analyses of aircraft accident data provided from the different sources, in order to draw conclusions on areas that require much attention and make recommendations for resolving the safety deficiencies by means of mitigating and corrective measures.

The proactive safety information section provides information based on the results of the ICAO USOAP-CMA activities, IOSA, ISAGO as well as other sources such as occurrences (Incidents) reported by States or operators in order to identify emerging risks in the Region. The ASRT recognizes the need for the region to be more proactive in providing safety data and addressing safety deficiencies; and advises RASG-AFI to urge States, aviation industry and other stakeholders, to increase their commitment to the establishment of SSPs/SMS and NASPs.

Regarding the Safety oversight system, six USOAP- CMA activities were conducted in the Region in 2023: five audits (Democratic Republic of Congo, Nigeria, Sierra Leone, South Africa, Uganda) and one ICVM (Zimbabwe). These activities resulted in increments in the overall EI scores of the concerned States. However, two significant safety concerns were identified with two of the States (Democratic Republic of Congo and Zimbabwe) in the area of Air Navigation Services relating to non-calibration of Navigational Aids and non-validation of Flight Procedures. This brought the total number of States in the region with SSCs to three (Democratic Republic of Congo, Liberia, Zimbabwe) as shown in Figure 8. The USOAP CMA results continued to raise the lack of adequate technical staff (Critical Element 4) in the region.

Furthermore, the technical areas with lowest levels of EI are Air Navigation Services (ANS), Aerodromes and Ground Aids (AGA), and Accident and Incident Investigation (AIG). The 2023 data also showed low performance in the area of Aircraft Operations (OPS), thus its inclusion in the list of priorities for the Region. The section on predictive safety information provides analyses of the status of safety data management in the region, as well as the implementation status of State Safety Programme (SSP) in the RASG-AFI Region.

State Safety Programme (SSP) is an integrated set of regulations and activities aimed at improving safety. Goal 3 of the AFI-RASP is aimed at individual States and calls for the implementation of effective SSPs. The goal addresses organizational challenges faced by States when implementing an SSP and includes the implementation of SMS by service providers within individual States, in accordance with Annex 19 to the Chicago Convention. The 2023-2025 edition of the AFI-RASP has three targets associated with this goal, which take into account the progress made by States in implementing their SSP and associated challenges.

Target 3.1 calls for all States to implement the foundation of an SSP by 2024
Target 3.2 calls for all States to publish a NASP by 2024.
Target 3.3 calls for all States to work towards an effective SSP as follows:

      a) by 2025 – Present
      b) by 2028 – Present and effective

Figure 10 and Table 7 show the SSP implementation status for the RASG-AFI States, based on the information reported by the States in 2023 on the ICAO iSTARS.

The 2023-2025 edition of the AFI-RASP has identified the following nine regional high-risk categories of occurrences (R-HRCs), in no particular order of priority, in the RASG-AFI region; and consider them the utmost priority because of the number of fatalities and risk of fatalities associated with such events:

1. Controlled Flight into Terrain (CFIT);
2. Loss of Control In-Flight (LOC-I);
3. Mid-Air Collision (MAC);
4. Runway Excursion (RE);
5. Runway Incursion (RI);
6. System Component Failure/Malfunction – Non-Powerplant (SCF-NP);
7. Bird Strikes and Wildlife Hazard;
8. Dust Haze; and
9. Large Height Deviation (LHD).

RASG-AFI is committed to improving aviation safety and fostering cooperation and communication - sharing of safety critical information among the principal aviation safety stakeholders.

Please note:

- All accidents statistics sourced from ICAO (ICAO iSTARS) are based on the Country/State of occurrence in the RASG-AFI region.

- All accidents statistics sourced from IATA (IATA GADM) are based on the operator's Country/State of Registry in RASG-AFI region.

- The framework used by RASG-AFI to identify and address safety risks in the Region through Safety Enhancement Initiatives – SEIs (SST), Detailed Implementation Plans – DIP (SST), and Annual Safety Report (ASRT) has been maintained.

Figure 2: Framework for Identifying and Addressing Safety Risks
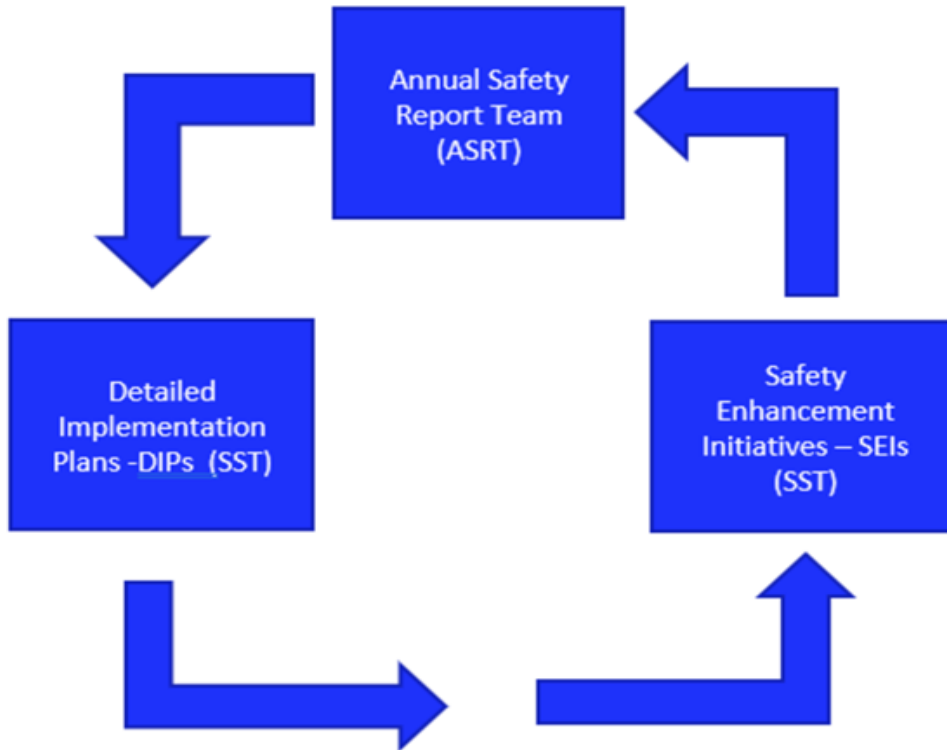
2. Abbreviations

ACC – Area Control Centre
ACI – Airports Council International
AFI – Africa-Indian Ocean
AFI-CIS – AFI Cooperative Inspectorate Scheme
AFI-RASP – Regional Aviation Safety Plan for Africa-Indian Ocean
AFPP – African Flight Procedures Programme
AIG – Accident and Incident Investigation
AIAG – AFI ATS Incident Analysis Group
ANC – Air Navigation Commission
ANSPs – Air Navigation Service Providers
AOC – Air Operator Certificate
APAC – Asia Pacific
ARC – Abnormal Runway Contact
ASR – Annual Safety Report
ASRT – Annual Safety Report Team
ATC – Air Traffic Control
ATM – Air Traffic Management
ATS – Air Traffic Services
CAA – Civil Aviation Authority
CCO/CDO – Continuous Climb Operations/ Continuous Descent Operations
CMA – Continuous Monitoring Approach
COSCAP – Cooperative Development of Operational Safety and Continuing Airworthiness Programme
ESAF – Eastern and Southern Africa
ESI – Emerging Safety Issues
EUR – Europe
FIR – Flight Information Region
FLT – Flight
FSO – Fundamentals of Safety Oversight
GASP – Global Aviation Safety Plan
GCOL – Ground Collision
GOA – Ground Operations Agent (ISAGO)
IATA – International Air Transport Association
ICAO – International Civil Aviation Organization
GADM – Global Aviation Data Management
ICVM – ICAO Coordinated Validation Mission
IFALPA – International Federation of Airline Pilots' Association
IFATCA – International Federation of Air Traffic Controllers' Association
IFBP – In-Flight Broadcasting Procedures
IOSA – IATA Operational Safety Audit

ISAGO – IATA Safety Audit of Ground Operations

LATAM – Latin America

MENA – Middle East and North Africa

MID – Middle East

MNT – Maintenance

MoC – Memorandum of Cooperation

NAM – North America

NASP – National Aviation Safety Plan

NAT – North Atlantic

ORG – Organization and Management

PA – Pan American

RAIO – Regional Aircraft Accident Investigation Organization

RASC – RASG AFI Steering Committee RASG – AFI

RASG-AFI – Regional Aviation Safety Group for Africa-Indian Ocean

RASP – Regional Aviation Safety Plan

REC – Regional Economic Community

RE – Runway Excursion

RI – Runway Incursion

RSOO – Regional Safety Oversight Organization

RWY – Runway

SAM – South America

SARPs – Standards and Recommended Practices

SCF-PP – Systems Component Failure Powerplant

SCF-NP – Systems/Component Failure or malfunction, Non-Powerplant

SMS – Safety Management Systems SSC – Significant Safety Concerns

SSC – Significant Safety Concerns

SSP – State Safety Programme

SST – Safety Support Team

TWY – Taxiway

UCR-Unsatisfactory Condition Report

UNK - Unknown

USOAP – Universal Safety Oversight Audit Programme

USOS – Undershoot/Overshoot

WACAF – Western and Central Africa

3. Safety Information and Analyses

The following sections show the results of safety information analyses in terms of reactive, proactive and predictive safety information.

3.1 Reactive Safety Information

The Regional Aviation Safety Plan for Africa-Indian Ocean (AFI-RASP) which was approved by the Ninth Meeting of the RASG-AFI in November 2023, has identified the following nine occurrences, in no particular order of priority, as the RASG-AFI high-risk categories of occurrences (R-HRCs) under the context of the number of fatalities and risk of fatalities associated with such events:

- Controlled Flight into Terrain (CFIT);
- Loss of Control In-Flight (LOC-I);
- Mid-Air Collision (MAC);
- Runway Excursion (RE);
- Runway Incursion (RI);
- System Component Failure/Malfunction – Non-Powerplant (SCF-NP);
- Bird Strikes and Wildlife Hazard;
- Dust Haze; and
- Large Height Deviation (LHD).

They were identified based on analyses from mandatory and voluntary reporting systems, accident and incident investigation reports, safety oversight activities conducted on States in the region over the past eleven years (from 2013 to 2023) and their respective State safety programmes, as well on regional analyses conducted by the RASG-AFI and APIRG and operational safety risks described in the GASP.

The RASG-AFI accident rate (involving scheduled commercial flights on aeroplanes with maximum certificated take-off mass over 5,700 Kg) at the end of 2023 was 3.98 per million departures (an improvement from 7.01 in 2022) compared to the world rate of 1.82. No fatal accidents on scheduled commercial flights with aircraft over 5,700 Kg were recorded for the region in 2023.

CFIT and LOC-I related Accidents and serious Incidents remained at a rate of zero (0) accident per million sectors from 2020 to 2023.

To be in line with the global accident rate and taking into account the traffic volume of RASG-AFI, the yearly accident rate for the region should be between 0.14 and 3.66. Therefore, the accident rate of **3.98**, although a significant improvement from the rate for 2022 (7.01), is not in line with the global rate.

The Annual Safety Report Team (ASRT) retrieves safety data mainly from ICAO (as reported by States), AFCAC, BOEING, AIRBUS, ACI Africa, CANSO and IATA in order to analyze the available reactive safety information.

Figure 3 below shows the RASG-AFI Accident Rate involving scheduled commercial flights on aeroplanes above 5,700 Kg Maximum Certificated Take-off Mass.

Figure 3: RASG-AFI Accident Rate
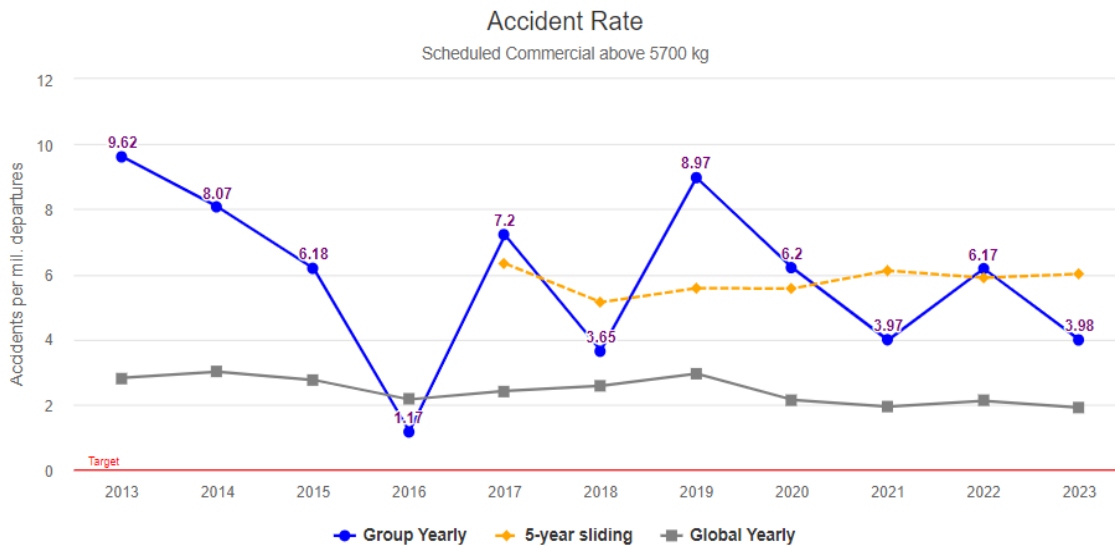
Source: ICAO iSTARS

3.1.1 RASG-AFI Fatal Accident Rate

The vision of the GASP 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 the global aviation safety performance (and in consequence the regional aviation safety performance) and resilience by providing a collaborative framework for States and industry.

RASG-AFI had Zero fatal accident on scheduled commercial flights with aircraft over 5,700 Kg in 2023 (compared to 3 fatal accidents in 2022). See Figure 4 below.

Figure 4: Comparison of Number of Accidents and Fatalities in RASG-AFI for 2023
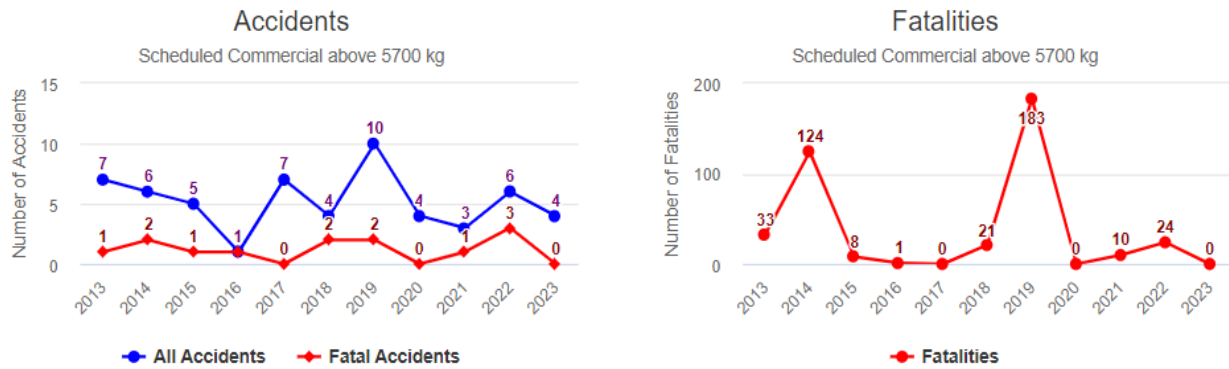
Table 1: List of Occurrences

Local Date	State of Occurrence	Manufacturer	Model	Aircraft registration	Operator	Flight phase	Occurrence Category	Aircraft damage	Injury level	Fatalities	Region
29-Jan-2023	Democratic Republic of the Congo	AIRBUS A320-200	A320-200	9S-ABM	FlyCAA	Initial Climb	ADRM	Substantial	None	0	WACAF
02-Mar-2023	Seychelles	AIRBUS A330-900	A330-900	D-ANRA	Condor	En-Route	TURB	None	Serious	0	ESAF
11-Jul-2023	Somalia	EMBRAER 120RT	120RT	6O-AAD	Halla Airline	Landing	LOC-G	Destroyed	Minor	0	ESAF
28-Nov-2023	United Republic of Tanzania	EMBRAER EMB-120ER	EMB-120ER	5H-MJH	Unity Air Zanzibar	Landing	ADRM	Substantial	None	0	ESAF

Source: ICAO iSTARS

3.1.2 The World and Regional Air Traffic Volume and Accident Data for 2023

Table 2 below compares the air traffic volume, number of accidents, accident rates, and fatalities by the world and sub-regions for 2023. The accident rate in the RASG-AFI Region has decreased from 7.01 per million departures in 2022 to 3.98 in 2023 and the number of accidents from 6 in 2022 to 4 in 2023.

There was a positive trend in traffic volume, which showed an increase from 970 thousand departures in 2022 to One Million departures in 2023 for the RASG-AFI Region – a significant milestone for the region.

Table 2: The World and Regional Air Traffic Volume and Accident Data for 2023

Sub-Region	Departures	Number of Accidents	Accident Rate (per million departures)	Number of Fatalities
RASG-AFI	1.0 M	4	3.98	0
RASG-APAC	10.97 M	11	1.06	72
RASG-EUR	8.42 M	12	1.41	0
RASG-MID	1.28 M	0	0	0
RASG-PA	12.45 M	35	2.82	0
World (ICAO Member States)	34.71 M	62	1.82	72

Source: ICAO iSTARS

3.1.3 Further Analyses of RASG-AFI Region Accidents between 2014 and 2023

The International Air Transport Association (IATA) has analyzed accident data covering the period 2014–2023, according to Jet damage type (hull loss) and Turboprop damage type (hull loss), as depicted below in Figures 5a and 5b. The RASG-AFI Region High-Risk Accident Trend (2014 – 2023) is provided in Figure 6; and the Hull Loss and/or Fatality Risk for the same period is shown in Figure 7.

The graph below, Figure 5a, shows the accident rate according to the Jet damage type (hull loss) for RASG-AFI for the period 2014- 2023.

Figure 5: Damage Types (Hull Loss) RASG-AFI (2014- 2023)

Figure 5a: Jet Damage Type (Hull Loss) RASG-AFI (2014- 2023)
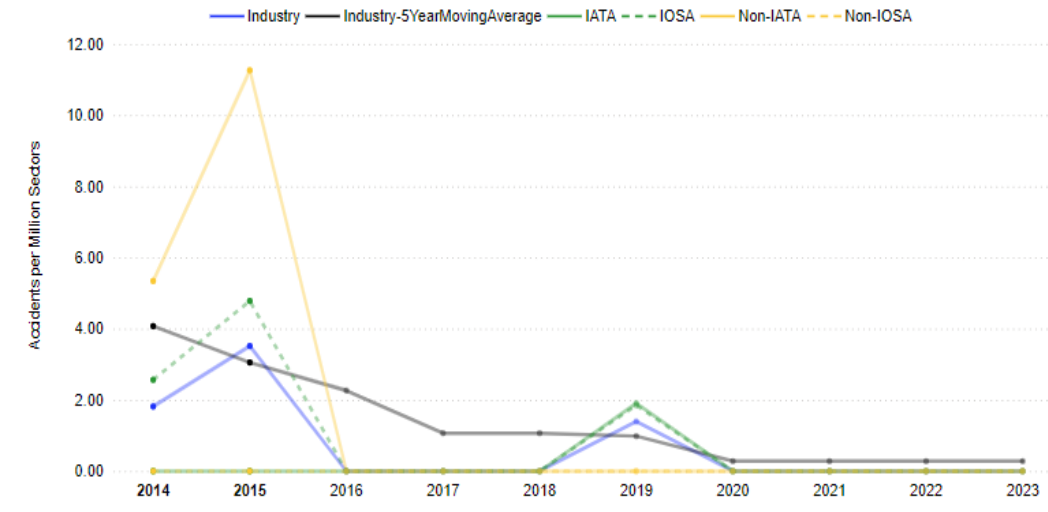
Source: *IATA GADM*

The graph below shows the accident rate according to the Turboprop damage type (hull loss) for RASG-AFI for the period 2014 - 2023.

Figure 5b: Turboprop Damage Type (Hull Loss) RASG-AFI (2014-2023)
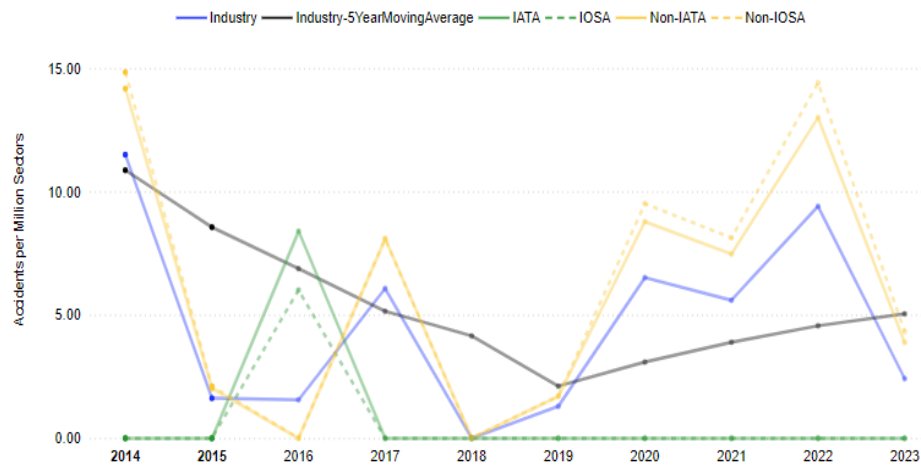
Source: *IATA GADM*

Figure 6: RASG-AFI Region High-Risk Accident Trend (2014 – 2023)

Figure 6a: Runway Safety Related Accidents (Jet & Turboprop, 2014 – 2023)
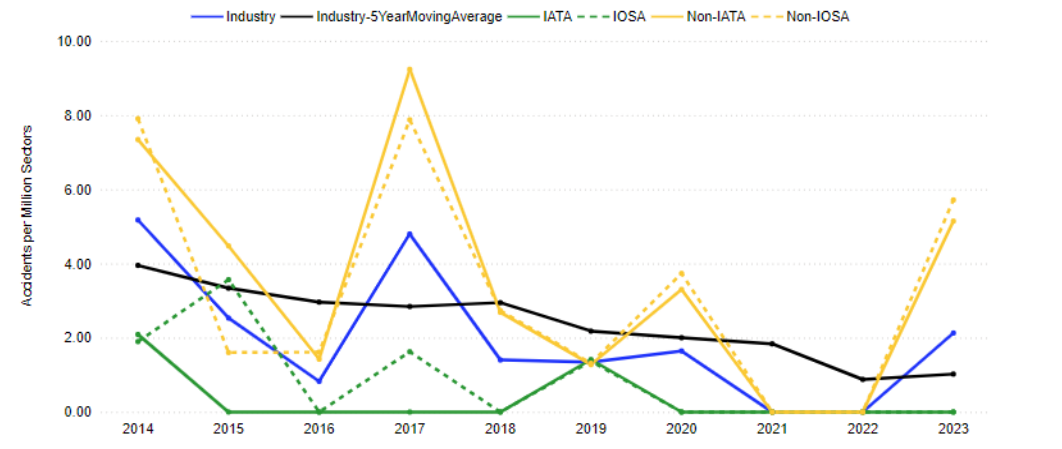
Source: *IATA GADM*

Figure 6b: Loss of Control In-flight (LOC-I) Accidents (Jet & Turboprop, 2014 – 2023)
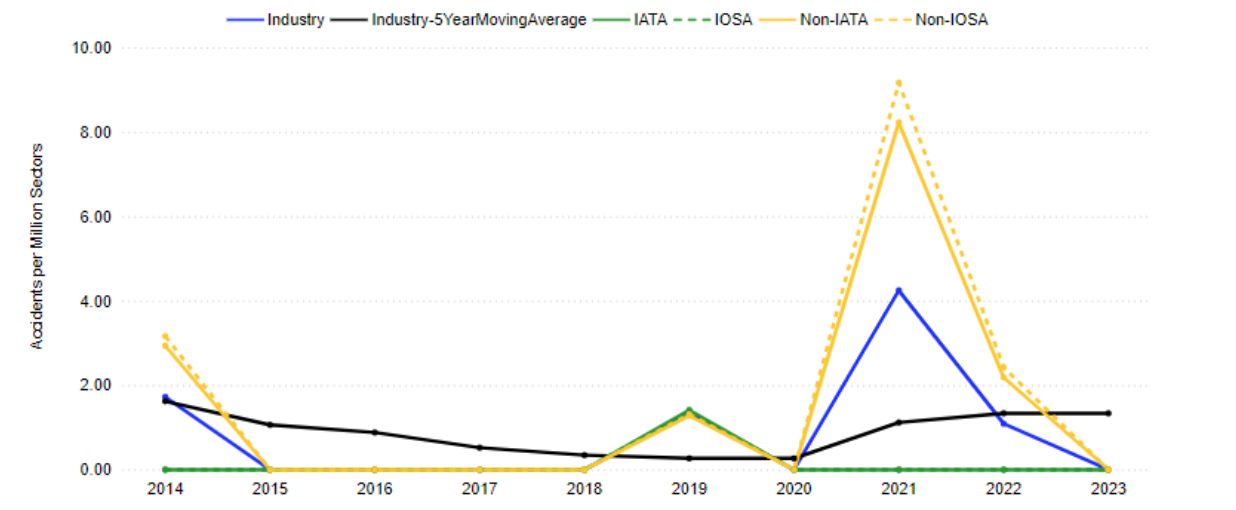
Source: *IATA GADM*

Figure 6c: Controlled Flight Into Terrain (CFIT) Accidents (Jet & Turboprop, 2014 – 2023)
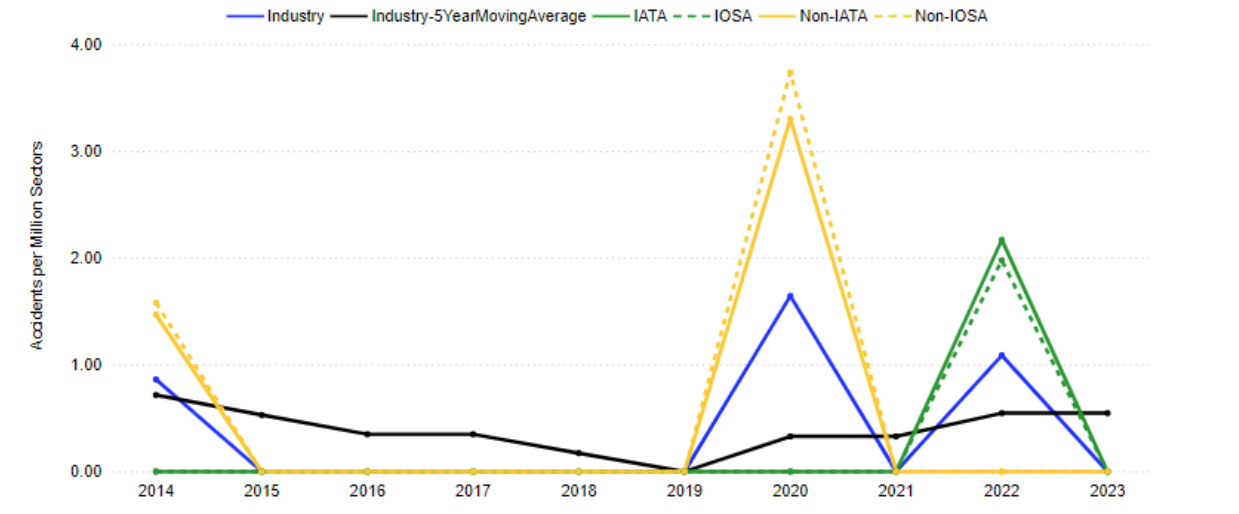
Source: *IATA GADM*

The graph below, Figure 7, depicts the distribution of fatality risk and hull loss type accidents by CICTT accident category for the last 10 years, pertaining to operators resident in the AFI States.

Loss of Control In-flight (LOC-I), System/Component Failure or Malfunction – Non-Powerplant (SCF-NP) and Controlled Flight Into Terrain (CFIT) are the leading accident types in fatality risk, while Runway Excursions on Landing (RE-Landing) are the leading cause for hull losses.

Figure 7: AFI Hull Loss and/or Fatality Risk for the period 2014 – 2023

2014-2023 Africa Hull Loss and/or Fatal Accidents
Operator Domicile Africa ICAO Region
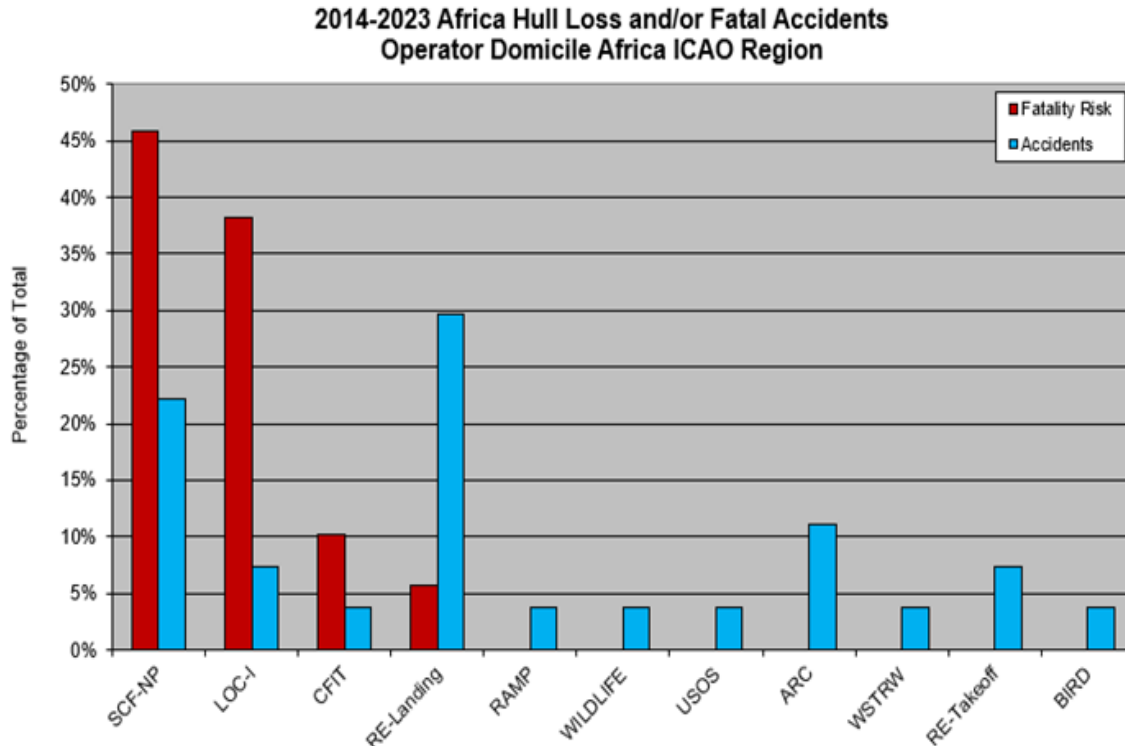
*Western built airplanes, Part 121 equivalent operations: 27 accidents; 4.36 Full Loss Equivalents
*Source: Boeing provided for CAST (Commercial Aviation Safety Team)

Key:
LOC-I: Loss of Control In-flight; **SCF-NP**: Systems/Component Failure or malfunction – Non-Power Plant; **CFIT**: Controlled Flight Into Terrain; **RE**: Runway Excursion; **ARC**: Abnormal Runway Contact; **USOS**: Undershoot/Overshoot.

Source: Boeing

3.1.4 Alignment of the Abuja Safety and Air Navigation Targets with the GASP and the GANP Goals and Targets

The Abuja Safety Targets (ASTs) are high-level aviation safety targets that were adopted in Abuja, Nigeria, in July 2012 by the African Ministers responsible for aviation, together with the Abuja Declaration and the related Plan of action. The high-level targets were established to assist African States to proactively improve aviation safety in the continent. With the adoption of the 2017–2019 Edition of the Global Aviation Safety Plan by the ICAO Council, and the emerging trends, especially in Air Navigation, the Africa-Indian Ocean Region (AFI) recognized the need to revise the Abuja Safety Targets in December 2017, to align them with the ICAO GASP and to incorporate Air Navigation Targets. The review and alignment process were initially called for by the AFCAC Plenary which was held in Kigali, Rwanda, from 1 to 2 December 2021 under Resolution P33-06 WP/03b which mandated AFCAC to collaborate with ICAO to review and align the Abuja Safety Targets.

AFCAC was further mandated by the STC-TTIIE to collaborate with AUC, ICAO, and all stakeholders to finalize the process for amendment of the Abuja Safety Targets including the associated performance framework, and to align with the ICAO Global Aviation Safety Plan (GASP), Global Air Navigation Plan (GANP) and the Regional Safety and Air Navigation Plans for the MID, EUR and AFI Regions covering all the African Member States by 31st March 2024.

The APIRG/26 and RASG-AFI/9 joint meeting noted that the status of implementation of the Abuja Safety Targets (ASTs) and its alignment with the GASP and the GANP was discussed during the eight Edition of the AFI Week (Nairobi, Kenya, 21-26 August 2023), and that AFCAC was requested to coordinate with relevant stakeholders to discuss the revised targets in preparation for the African Union Commission (AUC), Specialized Technical Committee on Transport, Transcontinental and Interregional Infrastructure, and Energy (STC-TTIITE) meeting, which was held in Tanzania from 12 to 15 September 2023.

The AUC STC TTIIE meeting further directed AFCAC, AUC and ICAO to collaborate and finalize the process for the amendment of the Abuja Safety Targets including the associated performance framework, and to align with the ICAO GASP and GANP. In October 2023, AFCAC incorporated the Abuja Safety Targets review process into the annual work programme of its Expert Working Groups. It was envisaged that the work initiated would be completed by March 2024.

The APIRG/26 and RASG-AFI/9 joint meeting therefore adopted its Conclusion 5/04 – *Evaluation of the Abuja Safety Performance Framework, updating of the Abuja Safety Targets and incorporation of the Air Navigation Services Targets* – recommending that, in order to finalize the process for the amendment of the Abuja Safety Targets including the associated performance framework, and to align with the ICAO Regional Aviation Safety Plans (RASPs) and Air Navigation Plans (ANPs) applicable to African States, AFCAC in collaboration with ICAO and all other stakeholders should :

a) complete the Abuja Safety Targets review process and establishment of the performance framework by 31 March 2024; and

b) conduct a thorough analysis and comparison of the Abuja Safety Targets with the ICAO Regional Aviation Safety Plans to identify the similarities and differences, in order to propose the way forward for consideration by the African Ministers responsible for Civil Aviation.

3.2 Proactive Safety Information

3.2.1 ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Activities in the RASG-AFI region in 2023

The ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) activities conducted in the RASG-AFI region in 2023 showed considerable improvement in the overall EI scores in some States but setbacks in others, as depicted in Table 3 below.

Table 3: ICAO USOAP CMA Activities conducted in RASG-AFI - 2023

Eastern and Southern African (ESAF) Region				
State	Type of Activity	Dates	Results	Comments
South Africa	Audit	22 Mar to 3 Apr 2023	91.11%	The 2023 audit in South Africa represented a significant milestone by reaching the 1000th USOAP activity, underscoring the unwavering dedication to global aviation safety. EI improved from **87.39%** to **91.11%.**
Uganda	Audit	6 to 18 Sep 2023	72.42%	Full scope audit. EI improved from **59.93%** to **72.42%.**
Zimbabwe	ICVM	21 to 28 Jun 2023	68.5%	Limited scope (LEG, ORG, OPS, AIR, ANS, AGA) SSC in ANS relating to non-calibration of Navaids and non-validation of Instrument Flight Procedures. EI improved from **53.14%** to **68.5%**.
Western and Central African (WACAF) Region				
Democratic Republic of the Congo	Audit	1 to 10 Feb 2023	64.07%	SSC in ANS relating to non-calibration of Navaids and non-validation of Instrument Flight Procedures. EI improved from **50.0%** to **64.07%.**
Nigeria	Audit	30 Aug to 11 Sep 2023	70.06%	EI improved from **66.33%** to **70.06%.**
Sierra Leone	Audit	31 May to 12 Jun 2023	72.66%	Significant EI increase from **16.03%** to **72.66%**

NB (Nota bene): Six RASG-AFI States (Benin, Botswana, Guinea, Namibia, Senegal, Zambia) were scheduled in June 2023 by ICAO for USOAP CMA activities in 2024.

3.2.1.1 ICAO USOAP CMA Overall Results

The RASG-AFI Member States have achieved an overall Effective Implementation level of **59.49%** per cent in 2023 (compared to 57.11 percent in 2022) for the 46 of 48 States audited between 2007 and 2023, which was below the world **EI 69.16%** (the States of Somalia and South Sudan, are yet to receive USOAP-CMA activities). This corresponds to an increase of 2.38 percentage points on the level of Effective

Implementation compared to 2022 (0.16 percentage point).. **22.92 per cent** of the States in RASG-AFI (11 States) have achieved the target of 75 per cent EI by end of 2024, as suggested by the Regional Aviation Safety Plan (AFI-RASP) and the Global Aviation Safety Plan (GASP), Goal 2, Target 2.1.

A Significant Safety Concern (SSC) indicates that a State is not providing sufficient safety oversight to ensure the effective implementation of applicable ICAO Standards. SSCs may be issued in aircraft operations (OPS), air navigation services (ANS), aerodromes and ground aids (AGA), airworthiness of aircraft (AIR), or personnel licensing (PEL). At the end of 2023, three States (Democratic Republic of Congo, Liberia and Zimbabwe) had SSCs in the area of Air Navigation Services (ANS) related to non-calibration of Navigational Aids and non-validation of Instrument Flight Procedures. The ICAO Regional Offices are working with the States to address these concerns. See Figure 8 below.

Figure 8: USOAP CMA Results of RASG-AFI States – EI at the end of 2023
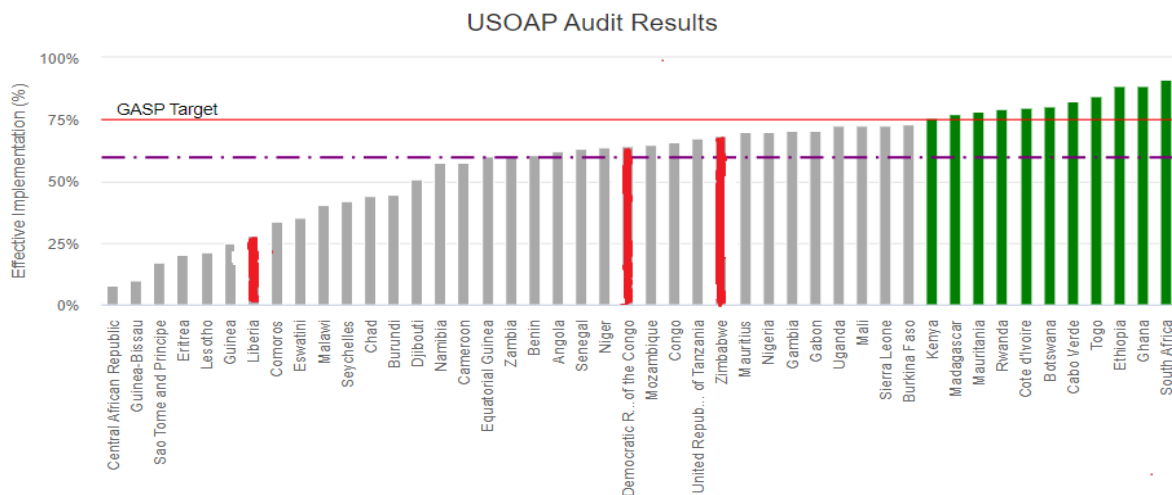
Key: ██ 11 RASG-AFI States attained EI≥75%   ██ 3 RASG-AFI States with SSCs

The USOAP-CMA results for RASG-AFI States in 2023 did not indicate much change from those of 2022. That is, an EI score above 75 per cent in two audit areas: LEG and AIR (compared to one in 2022); and an EI score above 75 per cent in one Critical Element (which was the same for 2022): CE-1. For the region, the audit areas with the low EI scores (less than 75%) were: ORG, PEL, OPS, AIG, ANS, AGA; and the Critical Elements with the low EI scores were: CE-2. CE-3, CE-4, CE-5, CE-6, CE-7, CE-8, as shown in Figure 9 below.

Figure 9: ICAO USOAP CMA Results by Audit Areas and Critical Elements

2 Audit Areas and 1 Critical Element are above the target of 75% EI

USOAP Results by Area and Critical Element

2 areas and 1 critical elements are above the target of 75% EI.

EI by Area

- LEG 77.77% (Gasp Target)
- ORG 69.88%
- PEL 62.67%
- OPS 61.09%
- AIR 79.11%
- AIG 43.77%
- ANS 55.65%
- AGA 50.14%

EI by Critical Element

- CE1 76.82% (Gasp Target)
- CE2 74.22%
- CE3 65.84%
- CE4 58.31%
- CE5 63.54%
- CE6 58.78%
- CE7 45.24%
- CE8 33.72%
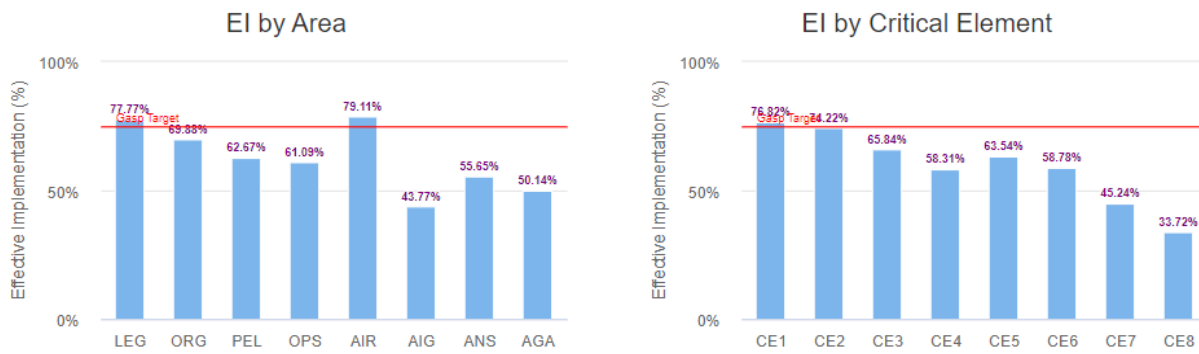
Source: ICAO iSTARS

3.2.2   Safety Partner Programmes

3.2.2.1   FAA International Aviation Safety Audit (IASA) programme

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. Out of the RASG-AFI States that had received IASA, five of them (Cabo Verde, Ethiopia, Kenya, Rwanda, South Africa) maintained the Category 1 rating by December 2023.

Category 1 - Meets ICAO Standards;
Category 2 - Does not meet ICAO Standards.

The FAA would remove countries from the list for inactivity. A country could be removed from the list after a two-year period with no operators providing service to the United States of America or carrying the airline code of a U.S. operator, and the FAA is not providing technical assistance to the country based on identified areas of non-compliance to international standards for safety oversight.

3.2.2.2   The European Commission Safety List

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.

In RASG-AFI, 9 States have operational restrictions with regard to European airspace: Angola, Congo, Democratic Republic of the Congo, Djibouti, Equatorial Guinea, Eritrea, Sao Tome and Principe, Sierra Leone, Zimbabwe.

3.2.2.3 **Collaborative Aviation Safety Improvement Programme (CASIP)**

The Collaborative Aviation Safety Improvement Programme (CASIP) was launched under the Focus Africa Safety Pillar in 2023 in order to bring together global experts working under framework of trust, cooperation and collaboration to deliver safety enhancement across the region so performance can be within regional safety standards.

In summary the objectives of CASIP are:

- Reduction of accidents and serious incidents;
- Identifying deficiencies and drawing mitigation measures;
- Provision of appropriate training; and
- Delivering safety improvement through a data driven approach.

The establishment of CASIP in the region became necessary because there had been too many fragmented initiatives, not bearing the industry desired outcomes. It also needed to be done to in order to create a collaborative/harmonized industry led partnership program, pooling resources, expertise, and cooperating and complementing delivery of prioritized improvement areas. The program complements efforts of RASG-AFI.

Progress since launch June - December 2023

Since launch CASIP was established with twelve partners namely AASA, AFCAC, Airbus, AFRAA, Boeing, CANSO, EASA, FSF, IATA, ICAO, IFALPA, WFP with IATA serving permanent Secretary and Boeing as initial Chairman. In addition, the partners are supported by a group of airlines who operate in Africa and are co-opted as needed. The following activities have also been established under CASIP:

- Operational Safety Workstream
- Training, Capacity Building & Monitoring Workstream
- Safety Issue Review Meeting SIRM – Africa

    - 1st SIRM delivered OCT 2023 in Nairobi sponsored by Boeing and hosted by Kenya Airways
    - Details on the discussion items, outcomes and call to action are published at the website.

Link to CASIP can be found here: https://www.iata.org/en/about/worldwide/ame/blog/casip/

3.2.3 Regional Safety Initiatives

3.2.3.1 Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) Activities in 2023

Over the years, significant progress has been achieved in enhancing aviation safety in Africa as a result of the work and activities undertaken by ICAO through the AFI Plan. The programme continues to register significant gains towards the attainment of the Global Aviation Safety Targets and Regional Targets, including: a) the improvement of the level of EI of the critical elements of States' safety oversight systems; b) resolution of SSCs; c) the certification of aerodromes used for international operations; d) the establishment and strengthening of regional safety oversight and accident and incident investigation organizations (RSOOs/ RAIOs); and e) capacity building through various training activities.

In addition to the traditional State support mechanisms, the AFI Plan has adopted a project-based approach over the past eight years by developing and launching specific projects. Since 2016, seven projects were developed, presented to and approved by the AFI Plan Steering Committee (SC) and are currently being implemented in the areas of aerodrome certification, search and rescue (SAR), air navigation service providers (ANSPs) peer review, State safety programme (SSP) implementation, aircraft accident and incident investigation (AIG), the fundamentals of safety oversight (FSO), and aeronautical information management (AIM), so as to further assist States in achieving a sustainable aviation safety oversight level in the region. These projects were revised and aligned with the scope and timeframe of the programme to help achieve the broad and specific programme objectives. Accordingly, the following key activities were conducted in 2023 to support States enhance their safety oversight capacities:

3.2.3.1.1 Aerodrome certification project

In 2023, the following activities were conducted geared towards the achievement of the objectives of the aerodrome certification project:

- An Aerodrome Certification workshop for SADC States was conducted by ICAO ESAF Office in Johannesburg, South Africa, in February 2023.
- A familiarization workshop was organized in October 2023 to engage assistance activities for the certification of Kinshasa and Lubumbashi airports in the Democratic Republic of The Congo;
- Two airports were certified in the WACAF region: Lungi Airport, Sierra Leone; and Brazzaville Airport, Congo, in April and July 2023, respectively.
- Three Airports were Certified in ESAF namely: Gaborone in Botswana, Entebbe in Uganda, and Simon Mwasa Kapwepwe in Zambia.
- Assistance activities are ongoing for Conakry airport, Guinea; and Douala Airport, Cameroon.

The current percentage of certified aerodromes in the RASG-AFI region is 37.99 per cent (2% increase from 2022).

3.2.3.1.1.1 Runway Safety Teams (RSTs)

In November 2023, a virtual regional webinar on the operational performance of Runway Safety Teams was organized. This webinar enabled the identification of key performance indicators which were agreed upon at the regional level to monitor the performance of existing RSTs.

A Runway Safety Go-team activity took place in Juba, South Sudan, facilitated by CASSOA, IATA and ICAO. Three other States namely: Djibouti, Somalia and Malawi received Runway Safety induction workshops conducted by the ICAO ESAF Office.

The current percentage of established RSTs in the ESAF and WACAF regions is 31.9 percent.

3.2.3.1.1.2 Implementation of the new Global Reporting Format (GRF) for Runway Surface Condition

In 2023, GRF assistance activities were conducted with States that did not yet implement the GRF methodology.

By December 2023, 62.5% of States in the WACAF region reported full implementation of the GRF while 90% of States in ESAF reported full implementation of GRF.

3.2.3.1.2   State Safety Programme (SSP) implementation project

The revised SSP implementation project developed under the AFI Plan to support the establishment of an effective safety management and safety oversight system targeted 10 States (Côte d'Ivoire, Ethiopia, Gabon, Ghana, Kenya, Madagascar, Mauritania, Rwanda, South Africa, Togo) in its first cycle. States were selected based on completion of SSP GAP analysis, achievement of 75% overall implementation of SSP Foundation PQs and 70% of the Safety Oversight Level of effective implementation. Details on the progress of this project have been reported under paragraph 3.3.1 of this report.

3.2.3.1.3   Fundamentals of Safety Oversight (FSO) project

The AFI Plan Fundamentals of Safety Oversight (FSO) project aims to support eligible States to establish and manage an effective and sustainable State safety oversight (SSO) system through the implementation of the eight critical elements (CEs) of such a system. In this regard, the project has assisted eligible States to enhance their safety oversight capability with particular emphasis on the implementation of CE1 through CE5. Accordingly, the project is envisaged to assist and support 19 eligible States within the Region.

Since the approval of the revised project in May 2022 by the 25th meeting of the AFI Plan SC, Regional Office Safety Teams (ROSTs) had provided onsite and remote assistance to, Angola, Burundi, Central African Republic, Comoros, Democratic Republic of Congo, Djibouti, Eritrea, Guinea, Guinea-Bissau, , Liberia, Sao Tome and Principe, Sierra Leone, and South Sudan.

These assistance activities provided support and guidance to the concerned States in updating information on the USOAP CMA Online Framework (OLF), as well as conducting PQ Self-Assessment and the development and implementation of Corrective Action Plans (CAPs), to address the deficiencies identified by the USOAP CMA activities conducted in the States. The Table below highlights onsite activities conducted and corresponding achievements.

Table 4: Onsite activities conducted under the AFI Plan Projects.

STATE	ACTIVITIES	ACHIEVEMENTS
Angola	ROST Mission	EI increased from **48.35% to 62.03%;** CAP updated on the OLF.
Burundi	ROST Mission	No USOAP CMA activity, hence EI remained at 44.44%; PQ Self-Assessment conducted on the OLF.
Comoros	ROST Mission	No USOAP CMA activity, hence EI remained at 33.44%; PQ Self-Assessment conducted on the OLF.
Djibouti	ROST Mission	EI increased from **4.32%** to **50.74%;** CAP updated on the OLF.
Eritrea	ROST Mission	No USOAP CMA activity, hence EI remained at 20.14%; PQ Self-Assessment conducted on the OLF.
Guinea	ROST Mission	Assistance activities could not be conducted due to changes in the political landscape of the State.
Liberia	A high-level mission to the State was jointly conducted with a ROST assistance mission in February 2023. Remote assistance was also provided prior to the on-site mission.	The joint High-level and ROST mission conducted in February 2023 was to sensitise the high-level authorities of the State on the importance of resolving the SSCs identified by the USOAP CMA Audit (in the area of ANS) conducted in the State from 20 April to 2 May 2022 that resulted in an increase of EI from 16.50% to 27.80%; and receive their support accordingly. Guidance was provided to the State to develop and implement the CAPs to address the SSCs. The CAPs were subsequently accepted by ICAO; and the implementation was on-going. The Regional Office continued to provide guidance in this respect.
DRC	Remote and onsite assistance activities conducted in 2022 and 2023	EI increased from **50.00%** to **64.07%.** SSCs identified by the USOAP CMA Audit (in the area of ANS). Joint High-level and ROST mission conducted in February 2023 to sensitise and achieve the support of the high-level authorities of the State on the importance of resolving the SSCs; and to assist the State develop and implement CAPs to address the SSCs.
Sao Tome and Principe	Remote and onsite assistance being provided to the State.	The Primary Legislation, Specific Operating Regulations, and Inspectors' Handbooks being revised to make them more comprehensive and relevant in all the audit areas. The State also benefitted from the SAFE capacity building project.
Sierra Leone	Onsite ROST assistance missions conducted in March and April 2023 as well as remote implementation support	The Freetown aerodrome was certified. PQ Self-Assessment completed on the OLF. A full scope USOAP CMA audit of the State conducted from 31 May to 12 June 2023. Overall EI score increased from **16.03%** to **72.66%.**

STATE	ACTIVITIES	ACHIEVEMENTS
	activities covering all audit areas.	
South Sudan	ROST Assistance mission conducted	No USOAP activity, hence EI remained undetermined. PQ Self-Assessment conducted on the OLF.

3.2.3.1.4 African Air Navigation Service Providers (ANSPs) Peer Review Programme

The revised ANSP peer review project aims to build up on the achievements obtained so far and strengthen the peer review mechanism among and between ANSPs (akin to IOSA for airlines and APEX for airports) to improve the capabilities of the ANSPs and enhance the safety and quality of air navigation services in the Africa Region.

Within the established Cooperation Framework and in accordance with ANSP Roadmap for 2017-2018, ASECNA and CANSO have signed a Memorandum of Cooperation (MoC) for the improvement of air navigation services on the African Continent. This positive development enhanced the membership of the ANSP Peer Review Programme significantly. Currently, 35 States fully support the AFI Air Navigation Targets pertaining to the participation in this continental programme.

CANSO led committee composed of ANSP experts to amend the Peer Review Manual, and proposed a questionnaire which was reviewed in accordance with the new USOAP CMA protocol questions 2020.
ICAO received the new Review Questionnaire and proposed to limit and match it with the USOAP Protocol Questions related to the Basic Building Blocks (BBBs) concept. In doing so, it is expected to better tailor the Peer Review to address implementation, operation, maintenance and monitoring of the Air Navigation Services instead of auditing the system.

3.2.3.1.5 Aeronautical Information Management (AIM) Result Based Implementation Support (RBIS) for AFI States

The 25th meeting of the AFI Plan SC approved the revised "AIM Results-Based Implementation Support (RBIS) for the AFI Region" project, aiming to assist 10 States (Benin, Botswana, Cabo Verde, Democratic Republic of the Congo, Ghana, Namibia, Nigeria, Rwanda, Seychelles, South Africa) to implement Quality Management System (QMS) in Aeronautical Information Management (AIM), Aeronautical Information Exchange Model (AIXM) and Terrain and Obstacle Data (TOD).

Since May 2022, the established team of experts has identified and developed the required documentation supporting the implementation activities.

Three webinars were conducted from 20 to 28 March 2023 on the validation of the documents for assistance to States in implementing QMS, AIXM and TOD. Accordingly, seminars were conducted to familiarize the technical personnel from Civil Aviation Authorities, Air Navigation Services Providers and Aerodrome Operators, with the documentation supporting the regulatory, implementation, and oversight activities related to QMS, AIXM and TOD.

Three go-team missions are already planned for September 2024 to assist Sierra Leone, Liberia and Guinea in the implementation of QMS and AIXM/TOD.

3.2.3.1.6   Capacity building for aviation professionals in the AFI region

In accordance with the guidance and decisions of the 24th meeting of the AFI Plan SC, the Secretariat initiated a study to:

a) establish a baseline of expertise in specific areas and determine the gaps;
b) develop a sustainable platform for data on available expertise and to develop a corresponding tool accessible to all stakeholders to maintain the data and provide reports; and
c) support the existing frameworks of the AFI Cooperative Inspectorate Scheme (AFI-CIS) and AFI Collaborative Experts Scheme (AFI CES) under the auspices of AFCAC and the implementation of the initial African Aviation Training Roadmap.

During the first phase of the project, SWOT and PEST analyses of AFI States' capacity-building strategies in the areas of safety and air navigation were carried out. A prototype database was developed and data on aviation professionals gathered from Member States through a questionnaire in order to establish a baseline. An implementation strategy and plan were developed, the capacity of approved training organizations was reviewed, and mechanisms were proposed for the sustainable funding for the implementation of the strategy. The study was validated in a workshop held virtually on 14 and 15 June 2023.

3.2.3.1.7   AFI Regional Safety Oversight Organization (RSOO) Strategic Plan and Implementation Roadmap

Details on the progress of this project have been reported under paragraph 3.2.3.8 of this report.

3.2.3.2 APIRG/26 and RASG-AFI/9 Meetings

The Twenty-sixth Meeting of the AFI Planning and Implementation Regional Group (APIRG/26) and the Ninth Meeting of the AFI Regional Aviation Safety Group (RASG-AFI/9) were held from 6 to 10 November 2023 at the Convention Center, Cotonou, Benin. Two APIRG/RASG-AFI joint sessions were convened on 6 and 10 November 2023; and the meetings of the two Groups were held back-to-back between the joint sessions. The meetings were attended by 228 participants from AFI States, the ICAO Headquarters and Regional Offices, international and regional Organizations, industry and other partners and stakeholders.

The RASG-AFI/9 meeting was chaired by Col. Latta Dokisime Gnama (Togo), Chairperson of the RASG-AFI. Ms. Lucy Mbugua, Regional Director, ICAO Eastern and Southern African Office served as Secretary to the meeting, assisted by Mr. Prosper Zo'o Minto'o, Regional Director, ICAO Western and Central African Office. Two Conclusions and Two Decisions were formulated by the joint sessions. Nine Conclusions and Four Decisions were formulated by the RASG-AFI/9 Meeting.

A milestone for RASG-AFI/9 meeting was the approval of the Regional Aviation Safety Plan for the region (AFI-RASP).

3.2.3.3 Loss of Control In-flight (LOC-I) and Upset Prevention and Recovery Training (UPRT) Workshop.

The 2023 RASG-AFI Workshop on Loss of Control In-flight (LOC-I) and Upset Prevention and Recovery Training (UPRT) was held from 27 to 28 November 2023 at the Kenya Airways Training Centre, The Pride Centre, Nairobi, Kenya.

The objective was to continue raising awareness on LOC-I and UPRT and mitigation measures in the AFI Region, to assist in the implementation of the RASG-AFI 5-year LOC-I Plan, to help improve on the safety enhancement initiatives (SEIs) for NASPs and AFI-RASP as per the ICAO GASP and keep abreast with the latest developments in UPRT.

The agenda addressed 11 topics that included presentations and demonstration sessions on flight simulators. The main facilitators were Boeing, Airbus, Ultimate High Academy, FAA, International Development Technology, Kenya Airways and ICAO. The workshop attracted 80 participants from 12 States and from Civil Aviation Authorities, air operators, training organizations, and aircraft manufacturers.

In particular, the Workshop raised awareness on how an air operator should develop a UPRT programme and sensitize regulators on related approval procedures.

As a way forward, given the recent adoption of the AFI-RASP, timelines for the LOC-I Plan and related SEIs are being updated and measures for monitoring progress are being put in place, in coordination with Kenya, as the RASG-AFI LOC-I Champion.

The Workshop documentation is available at: https://www.icao.int/ESAF/Pages/loc-i-and-uprt-2023.aspx

3.2.3.4 Controlled Flight Into Terrain (CFIT) Workshop

The CFIT Workshop is one of the RASG-AFI annual events intended to review the status of implementation of the Safety Enhancement Initiatives (SEIs) identified for the region to avoid/mitigate CFIT related risks, amongst others.

The event was held at the Nigeria Civil Aviation Training Hall, Lagos, Nigeria, from 9 to 11 October 2023 and was supported by resource persons from the ICAO ESAF and WACAF Regional Offices; and other aviation partners such as, AFRAA, IATA, ANAC-Togo, ASKY Airlines. The workshop was attended by **78** participants from Civil Aviation Authorities, Airlines, Air Navigation Services Providers, Aircraft Accident Investigation Agencies, Approved Training Organizations, Regional and International Organizations.

The Workshop reviewed the status of implementation of the Safety Enhancement Initiatives (SEIs) identified by the region to mitigate CFIT-related risks (GPWS; SOPs, CDFA, FDA, CRM/TEM, ALAR, MSAW, PBN) by using the related Protocol Questions (PQs) from the ICAO USOAP CMA Online Framework. Presentations were also made on CFIT prevention as well as CFIT accidents in the RASG-AFI Region over the past ten years (2013-2022).

From the analyses, **15** out of the **46** audited RASG-AFI States have fully implemented all the identified CFIT-related SEIs (PQs), representing **32.6%**; showing an improvement from **9** States (**19.57%**) in 2022.

The workshop recognized the improvement in the implementation of the SEIs and urged States to,

1) Commit the required resources to ensure the full implementation of the SEIs; and

2) Provide regular update on the status of implementation of the SEIs to the Operational Safety Issues Safety Support Team (OSI-SST) on quarterly basis.

The Workshop documentation is available at: https://www.icao.int/WACAF/Pages/CFIT-WACAF-2023.aspx

3.2.3.5 Regional Aviation Safety Plan for Africa-Indian Ocean (AFI-RASP 2023-2025 Edition) Validation Workshop

The RASG-AFI Regional Aviation Safety Plan (AFI-RASP 2023-2025 Edition) Validation Workshop was conducted to validate the draft AFI-RASP developed by the RASG-AFI Secretariat. It was one of the RASG-AFI events earmarked for 2023. The AFI-RASP will guide States in developing their National Aviation Safety Plans (NASPs) that should be aligned to the Regional Plan and the current edition of the Global Aviation Safety Plan (GASP).

The event was conducted virtually, supported by the ICAO ESAF and WACAF Regional Offices; as well as the ICAO HQ; States' Focal Points for NASPs; SMEs from States and other aviation stakeholders; and RSOOs.

The workshop was attended by **201** participants from Civil Aviation Authorities, Airlines, Air Navigation Services Providers, Aircraft Accident Investigation Agencies, Approved Training Organizations, Regional and International Organizations.

Participants were given the opportunity to choose the Safety Support Teams (SSTs) they intended to serve in, based on their expertise. Each SST was assigned clear tasks of reviewing the various chapters and appendices of the draft AFI-RASP, the outcomes of which were presented by the Chairperson of each SST to a plenary for further discussions and endorsement.

The validation workshop has created a platform for persons involved in the planning and implementation of a national aviation safety plan (NASP), in alignment with the ICAO Global Aviation Safety Plan (GASP) and the regional aviation safety plan (AFI-RASP), to develop their competencies.

The outcome of the workshop is a "Draft AFI-RASP", which was endorsed by the Ninth meeting of the RASG-AFI Steering Committee (RASC/9) on 18 October 2023; and approved by RASG-AFI/9 Meeting in November 2023.

3.2.3.6 Performance Based Navigation (PBN) Operations Approval

Under the African Flight Procedures Programme (AFPP), African States are being assisted in implementing PBN flight procedures at their international and domestic airports and the Civil Aviation Authorities are empowered with PBN concept and products, PBN oversight, quality assurance, PANS-OPS approval

(regulatory approval and operational approval). This safety initiative is intended to mitigate CFIT related accidents and serious incidents, improve flight efficiency, increase airport accessibility, and reduce CO_2 emissions due to aviation to achieve associated environmental benefits.

However, despite this assistance, some States and Air Navigation Service providers still don't get the criticality of the instrument flight procedures in the flight operations. PANS-OPS oversight entities are not fully in place, Navaids are not calibrated in accordance with the ICAO requirements, PBN flight procedures are not flight validated or not approved by the appropriate authorities. Awareness actions and Initiatives were decided during APIRG/26 meeting in order to build robust and efficient oversight systems.

Activities conducted under the AFPP registered the following results on the AFI Region by December 2023:

- RNP Approach procedures implementation: **79.4 percent**;
- National PBN Implementation Plan (NPIP) in Africa: **81.3 percent**;
- Flight procedures design (62): **55** flight procedures had been designed, seven (**7**) were being designed;
- Capacity building: Six training/workshops conducted for **167** trainees from 51 States and Organizations.

3.2.3.7 The Cooperative Inspectorate Scheme for Africa (AFI-CIS)

The AFI-CIS is one of the main technical assistance programmes initiated by AFCAC with support from ICAO. The scheme was launched in year 2012 and it consists of a pool of qualified inspectors, selected from AFCAC member States, to strengthen member States Safety Oversight Systems. The main objectives of the AFI-CIS programme are to:

a) assist AFI States to resolve safety oversight deficiencies;
b) support Member States to improve effective implementation (EI) of ICAO SARPs;
c) strengthen Member States' Safety Oversight Systems;
d) support Member States to resolve Significant Safety Concerns (SSCs), where applicable;
e) support Member States to prepare for ICAO USOAP CMA activities; and
f) respond to Member States' specific request for technical assistance.

The assistance programme provides African States with an opportunity to share the limited human resources through a pool of 150 qualified inspectors.

Since its inception in year 2012, more than fifty (50) assistance missions have been conducted, contributing to:

a) the resolution of SSCs;
b) certification of Air Operators;
c) certification of Air Navigation Service Providers;
d) development and implementation of Corrective Action Plans (CAPs) following USOAP CMA Activities; and
e) general increase of EI in Africa which is at 59.33% as of 31 December 2023 (i.e. 54 African States).

3.2.3.7.1   Partnership with international Organizations

Since the year 2019, AFCAC established partnerships with international organizations such as AfDB and EASA through the European Union Africa Safety in Aviation (EU-ASA) project and lately, Boeing, that provide funding for capacity building and provision of technical assistance to member States. A project approach to the assistance of member States was adopted to ensure effective assistance missions to yield tangible results.

3.2.3.7.2   Current Capacity

After the 4th AFI-CIS Induction and Refresher workshop which was held virtually from 20 to 24 March 2023 and funded by the EU-ASA Project the AFI-CIS programme has additional domains which were incorporated. These include Aircraft Accident and Incident Investigation (AIG), State Safety Programme (SSP) and Dangerous Goods (DG). The total number of AFI-CIS inspectors on the database are one hundred and fifty (150). It is expected that in April 2024, the first AFI-CIS Team Leaders Induction Workshop will take place at the AFCAC Headquarters in Dakar, Senegal, with the following objectives to:

a)   provide induction training to Team Leaders in all audit areas;
b)   impart required knowledge of AFI-CIS processes;
c)   provide refresher training on the ICAO USOAP CMA audit process;
d)   enhance leadership skills, and team building techniques required to conduct effective AFI-CIS missions;
e)   develop and implement mission workplan; and
f)   provide further guidance on AFI-CIS administrative procedures, development and implementation of Corrective Action Plans (CAP) in response to findings of ICAO USOAP CMA activities, and State Specific briefings for AFI-CIS assistance missions.

Table 5: Summary of status of EI for African States (2012 Vs 2023).
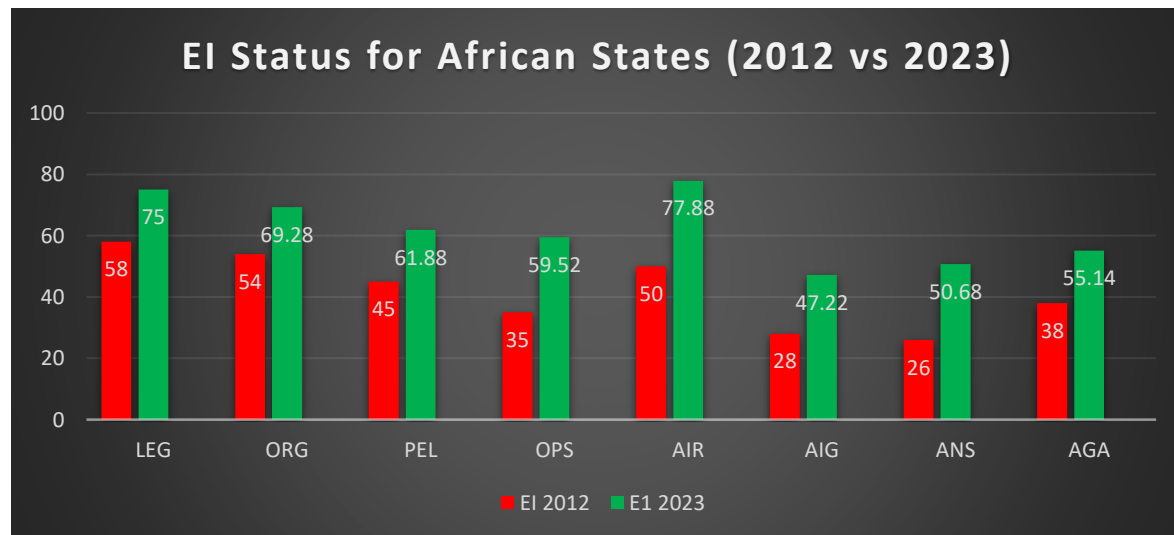
Source: ICAO iSTARS

3.2.3.7.3 Technical Assistance Missions

Following the project approach to member States assistance, AFCAC planned and executed a number of technical assistance missions as follows:

a) AFI-CIS Mission to Namibia - Second physical mission:

The second physical mission of the AFI-CIS to the Republic of Namibia was conducted following a request by the Namibia CAA for technical support in conducting Phase 4 of the certification process involving the Namibia Air Navigation Services Provider. The mission took place from 23 October to 3 November 2023. The Certification Project required adherence to the five-phase process comprising, the pre-application; formal application; document evaluation; demonstration and inspection; and the certification phases. The scope of this specific mission includes the following service delivery areas:

a) Air Traffic Services (ATS);
b) Aeronautical Information Services (AIS) /Aeronautical Information Management (AIM);
c) Communication, Navigation and Surveillance (CNS);
d) Procedures for Air Navigation Services- Aircraft Operations (PANS-OPS);
e) Search & Rescue Services (SAR); and
f) Aeronautical Cartography

Table 6: AFI-CIS targeted States with EI below 60 percent

Beneficiary State	Missions Conducted in 2023	Funding	Outcomes of the missions	EI Status (Dec. 2023)	
Eswatini	2 (Feb/July 2023)	EU-ASA	• Amendment of text for the specific operating regulations; • Updated Human Resources Manual; -organizational structure; - inspector training programme; - inspector recruitment and retention policy • Amendment of text to the Rulemaking Process; • Revised AGA organogram in line with ICAO Doc 9774 guidance.	35.16%	35.16%

Sierra Leone	13 – 22 Feb 2023	EU-ASA	• Finalized the civil aviation Act • Developed aviation service level standards • Finalized Inspector Handbooks and Procedures Manuals	16.03%	72.66%
Central African Republic	27 Mar – 7 April 2023		• Finalized draft amendment to the primary legislation • Drafted amendment text to regulations; • Established minimum qualification for examiners; • Procedure for control and distribution of technical documents; • Mechanism on accessibility of inspectors to aircraft manufacturers' technical information (MMEL, TCDS, AFM, etc.).	7.72%	7.72%
Zimbabwe	24 - 28 April 2023	AfDB/ EU-ASA	• Finalized technical guidance material in all audit areas except AIG; • Finalized service level standards in all areas; • The State got an SSC in ANS.	54.29%	68.5%
South Sudan	1(May 2023)	EU-ASA	• Draft Civil Aviation Regulations (Personnel Licensing, Operations of Aircraft, Fatigue Management, Safe Transport of Dangerous Good by Air, Aerial Work, Commercial Air Transport by Foreign	-	-

			Air Operators, Communication Systems, Surveillance and Collision Avoidance systems, etc.); • Policy and Procedures Manuals (Exemptions, Enforcement, etc.) • Advisory Circular on Development of Technical Guidance Materials; • Order on Coordination of ICAO State Letters for Notification and Filing of Differences. • The State has never received an ICAO USOAP CMA Activity yet due to political instability over the years.		
Lesotho	1(June 2023)	EU-ASA	• Generic regulations for all audit areas provided for possible adoption/adaptation by the State. • Developed job descriptions for sections that did not have job descriptions, these were developed based on ICAO TGMs. • Developed training programmes for each of the domains that were being assisted.	21.3%	21.3%
Namibia	2 (July and Oct 2023)	EU-ASA/Boeing	Completed Phase 4 and 5 of ANSP certification project.	57.16%	57.16%

Chad	1 (Oct-2023)	EU-ASA	• Amendment of text to - - législation, - specific operating regulations – all audit areas, - Inspectors' handbooks for all audit areas ; - the personnel qualification and training programme for all audit areas.	45.13%	45.13%

3.2.3.8 Strategic Plan and Roadmap for the Strengthening of AFI Regional Safety Oversight Organizations (RSOOs)

As a follow-up on the Africa-Indian Ocean region (AFI) study for the strengthening of RSOOs in the region, the Second RSOO Forum on Global Aviation Safety jointly organized by ICAO and the European Union Aviation Safety Agency (EASA), held in Nairobi, Kenya, from 10 to 12 October 2024, discussed about harmonization on establishment and operationalization of AFI RSOOs and Regional Accident and Incident Investigation Organizations (RAIOs) and gave some insight and experience to make the RSOOs/RAIOs sustainable. Accordingly, the AFI Plan stakeholders and partners discussed strategies to support the implementation of the AFI RSOO Strategic Plan, in line with the RSOOs' priorities and objectives, including the optimal number and size of AFI RSOOs/RAIOs in the region.

The AFI Forum recommended that:

a) With regards to funding mechanisms and optimization of the number and size of RSOOs and RAIOs, ICAO AFI Plan in collaboration with stakeholders and partners, review and update the AFI RSOOs/RAIOs Strategic Plan and Roadmap.

b) ICAO AFI Plan, in collaboration with stakeholders and partners, conduct an in-depth feasibility analysis, taking into account the pros and cons of the different options of the AFI RSOO/RAIO Strategic Plan with the objective of facilitating its final adoption by decision-makers.

c) ICAO, in collaboration with AFCAC and AUC, present the revised, and validated Strategic Plan and Roadmap, together with the in-depth feasibility analysis for consideration and approval by the African Ministers responsible, as a follow-up to the Ezulwini Ministerial Declaration of March 2017.

To this effect, EASA under the EU-ASA project, supported the AFI-RSOO Strategy and Roadmap feasibility study targeted to:

a) review the RSOO Study Strategy and Roadmap, in particular, on issues related to establishment, membership and funding;
b) prioritize the different options with a ranking taking into account the changeability impact;
c) propose feasible RSOOs sustainable funding mechanisms with various options;
d) provide alternative progressive streamline of the number and size of RSOOs in the AFI Region relative to the availability and distribution of resources;
e) establish a feasible implementation plan with clear timelines, responsibilities and costs; and
f) develop Model MOUs and service level agreement documents (as may be required) for delegation of tasks and functions to an RSOO; and accreditation of experts by its member /partner States.

A request for service has been launched and a consultant selected for the conduct of the feasibility study.

3.2.3.9 ICAO Civil Aviation Master Planning (CAMP) Training

The ICAO ESAF and WACAF Regional Offices, together with the ICAO Global Aviation Training Unit (GAT), coordinated and facilitated six CAMP training sessions held in Nairobi, Kigali, Luanda, Gaborone, Abidjan, and Nouakchott. The sessions were delivered under the auspices of the ICAO's Civil Aviation Master Planning (CAMP) training course scholarship program funded by the Government of China, aimed at providing senior and middle managers of the State's Civil Aviation Authorities (CAAs) with the competencies required to develop, implement, and update a civil aviation master plan (CAMP), including the recovery from the impacts of COVID-19, in accordance with the relevant ICAO provisions. More than 140 participants from both the ESAF and WACAF Regions attended the training.

3.2.4 IATA Operational Safety Audit (IOSA)

The IATA Operational Safety Audit (IOSA) is the benchmark for global safety management in airlines and is an internationally recognized and accepted evaluation system designed to assess the operational management and control systems of an airline.

IOSA scope covers eight (8) areas, which include: Organization and Management (ORG), Maintenance (MNT), Cargo (CGO), Security (SEC), Flight Operations (FLT), Dispatch (DSP), Cabin Safety (CAB) and Ground Handling Operations (GRH).
IATA launched the Risk Based IOSA (RBI) model with a transition plan that commenced with a handful of trial audits in 2022 and a further 25 audits conducted globally in 2023. Out of the 25 audits conducted in 2023, 4 of those were in RASG-AFI.

In order to assist all registered airlines as well as regulators adequately prepare for audits, two RBI workshops were conducted in Africa as follows:

- Airline Session -   from 5 to 6 June, 2023 - Cairo
- Regulator Session -   from 7 to 8 June, 2023   - Cairo
- Airline Session -   from 12 to 13 June, 2023   - Kigali
- Regulator Session -   from 14 to 15 June, 2023   - Kigali

Source: IOSA Program Office

3.2.5 IATA Safety Audit for Ground Operations (ISAGO)

IATA and its member airlines welcome ICAO's initiatives on ground handling and the publication of Doc 10121, Manual on Ground Handling. The ICAO Doc recognizes that there are well-established industry-developed and implemented standards for the management and operation of ground handling services as well as standardized operational procedures, and an associated audit program. It also points out that ad-hoc implementation of non-harmonized standards and procedures not only hinders global standardization but may also create additional safety risks, and inefficient operations.

The manual also mentions that the established industry safety initiatives and best practices such as AHM, IGOM, ISAGO etc. are recommended guidelines for ground operations.   As a result, these programs can be used to strengthen States' oversight, as recommended in Doc 10004, Global Aviation Safety Plan 2020-2022.

IATA and its member airlines support risk based « SMART » regulation and are in favour of the establishment of performance-based safety rules for ground handling operations that support the use and implementation of existing industry standards, best practices, and programs.

IATA and its member airlines are not in favour of any prescriptive regulatory rules that will prevent the ground handling industry from developing new standards and recommended practices at the pace necessary to remain abreast of changes in the market and advances in innovation.

Any additional regulation must be driven by data and supported by a cost analysis that prove the overall benefits in terms of safety, efficiency, and risk reduction in ground operations, whilst recognizing the existing liability that airlines have with regard to outsourced services.

However, acknowledging that in some instances the regulation is unavoidable or already in place, IATA, and its member airlines request that States recognize IATA's initiatives and programs as an Acceptable Means of Compliance (AMC) to any State regulation on ground handling.

IATA and its member airlines are ready to work with the States, to develop and propose regulations, and ensure a balance between flexibility risks, controls, and impact.

Call to Action: IATA and its member airlines are asking to renew the commitment to working together, taking a risk-based and data-driven approach, where aviation stakeholders and regulators can improve safety and efficiency and obtain recognition for IATA's global standards, best practices, and ground operations audit programs in lieu of regulation or as AMC to regulatory requirements.

IATA and its member airlines call on industry stakeholders to collaborate effectively to:

- Improve Safety through implementation of harmonized global standards;

- Modernize ground operations process and infrastructure through innovative technology and sustainable operations.

IATA and its member airlines stand ready to collaborate and assist any State and ICAO in the implementation of the IATA's industry best practises.

3.3 Predictive Safety Information

3.3.1 Status of Implementation of State Safety Programmes (SSPs)

The GASP and AFI–RASP outline three targets within Goal 3 aimed at achieving effective State Safety Programmes (SSPs). Target 3.1 mandates States to implement SSP Foundation Protocol Questions (FPQs) by 2023; Target 3.2 requires States to publish their National Aviation Safety Plan by 2024, and Target 3.3 expects States to progress towards an effective SSP, reaching a level of maturity as "Present" by 2025 and "Present and effective" by 2028.

In 2023, the overall implementation of the Foundation PQs for the RASG-AFI States reached **67.53%**. Regarding the Corrective Action Plans (CAPs) associated with the unsatisfactory FPQs, the USOAP CMA OLF data indicated that 27% of CAPs were in progress, 25% had not started, 20% had not been reviewed and 28% had been completed. For Target 3.2, only 19% (9) of States published their NASP, specifically 13% (3) of ESAF and 25% (6) of WACAF States. Regarding Target 3.3, information from the USOAP CMA Online Framework (OLF) indicated that only four States (Benin, Burundi, Kenya, Zambia) had initiated the SSP PQ Self-Assessment. Furthermore, based on the information provided by States on the iSTARs SSP GAP-Analysis app, 23% of States were at **Level 0 (L0)** - Not started a GAP analysis, 27% were at **Level 1 (L1)** - Started a GAP analysis, 17% were at **Level 2 (L2)** - Gap Analysis Completed, 31% reported **Level 3 (L3)** -Implementation Plan Defined, and 2% reported **Level 4 (L4)** - Fully implemented the SSP.

Figure 10:   RASG-AFI States' Safety Programme Implementation (SSP) Progress.
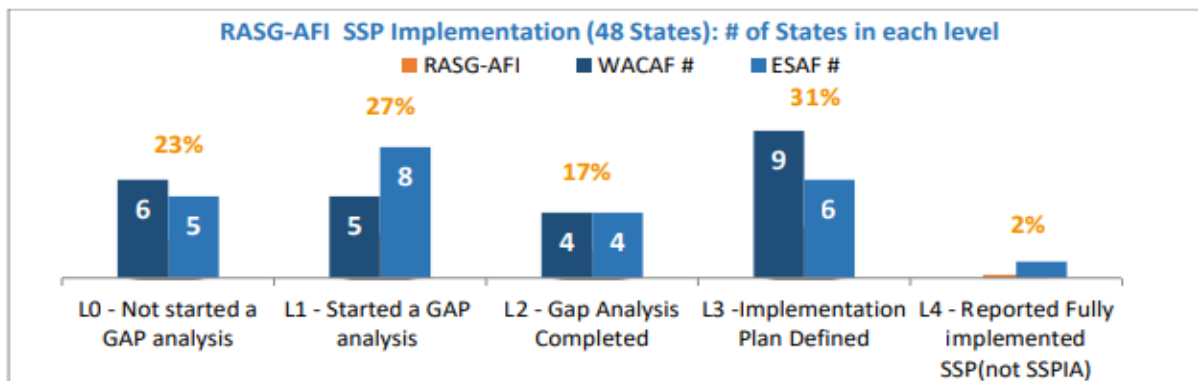
Safety Enhancement Initiative: Support SSP implementation in the RASG-AFI region.

To support the implementation of an effective State Safety Program (SSP) in the RASG-AFI Region, the WACAF and the ESAF Regional Offices introduced a new approach for the AFI Plan SSP project. This new approach was endorsed by the twenty-fifth meeting of the AFI Plan Steering Committee, held in Abuja, Nigeria, in May 2022. The project aims to support AFI States in implementing the SSP through a progressive

approach. This approach ensures States first establish the foundation of an SSP, followed by the implementation of SSP components and elements, and ultimately advancing towards an effective SSP.

In 2023, a collaborative mechanism was established to facilitate the coordination, cooperation, and exchange of safety information among RASG-AFI States. This included the establishment of a group of SSP/SMS experts from the WACAF and ESAF member States and the launching of an online platform for sharing SSP/SMS resources. The group of experts developed a series of generic documentation, comprising SSP/SMS legislative provisions, regulations, procedures, and tools to support the States and project implementation. These resources were then evaluated by the WACAF and ESAF member States' SSP coordinators through validation workshops. Additionally, the project established a schedule of assistance activities to provide member States with support on the SSP implementation activities. SSP technical assistance under the AFI-Plan SSP project was provided to Madagascar and Ethiopia, which involved subject matter experts nominated to support the project. Through the regular programme, SSP technical assistance was also provided to Djibouti, Malawi and Mozambique. As part of the continued support, the States benefited from:

1. The Safety Intelligence and Safety Performance Management workshop conducted in the WACAF and EASAF regions. This workshop equipped participants with insights and practical expertise on leveraging data for safety management and decision-making, formulating a safety intelligence approach, and overseeing safety performance; and

2. ICAO State Safety Programme (SSP) training conducted for ESAF States aimed at providing the participants with the competencies required to develop and implement State Safety Programs in their respective States as per the provisions of the relevant Annexes to the Chicago Convention and applicable State rules. Twenty-five participants from ESAF States and RSOOs attended the training.

Table 7: Implementation Status of the States Safety Programme for the RASG-AFI in 2023

Code	State Name	Progress	Level(up%)
AGO	Angola	Gap Analysis Started	L1 / 54.8% L2
BEN	Benin	Implementation Plan Defined	L3 / 04.8% L4
BWA	Botswana	Gap Analysis Completed	L2 / 54.8% L3
BFA	Burkina Faso	Gap Analysis Completed	L2 / 81% L3
BDI	Burundi	Implementation Plan Defined	L3 / 50% L4
CPV	Cabo Verde	Implementation Plan Defined	L3 / 28.6% L4
CMR	Cameroon	Gap Analysis Completed	L2 / 92.9% L3
CAF	Central African Republic (the)	Gap Analysis Not Started	L0
TCD	Chad	Gap Analysis Not Started	L0
COM	Comoros (the)	Gap Analysis Started	L1 / 07.1% L2
COG	Congo (the)	Implementation Plan Defined	L3 / 11.9% L4
CIV	Côte d'Ivoire	Implementation Plan Defined	L3 / 19% L4
COD	Democratic Republic of the Congo (the)	Gap Analysis Started	L1 / 61.9% L2
DJI	Djibouti	Gap Analysis Completed	L2 / 83.3% L3
GNQ	Equatorial Guinea	Gap Analysis Started	L1 / 02.4% L2
ERI	Eritrea	Gap Analysis Not Started	L0
SWZ	Eswatini	Implementation Plan Defined	L3 / 47.6% L4
ETH	Ethiopia	Gap Analysis Completed	L2 / 92.9% L3
GAB	Gabon	Implementation Plan Defined	L3 / 19% L4
GMB	Gambia (the)	Implementation Plan Defined	L3 / 19% L4
GHA	Ghana	Gap Analysis Completed	L2 / 97.6% L3

Code	State Name	Progress	Level(up%)
GIN	Guinea	Gap Analysis Not Started	L0
GNB	Guinea-Bissau	Gap Analysis Not Started	L0
KEN	Kenya	Implementation Plan Defined	L3 / 69% L4
LSO	Lesotho	Gap Analysis Not Started	L0
LBR	Liberia	Gap Analysis Not Started	L0
MDG	Madagascar	Gap Analysis Completed	L2 / 95.2% L3
MWI	Malawi	Implementation Plan Defined	L3 / 16.7% L4
MLI	Mali	Implementation Plan Defined	L3 / 21.4% L4
MRT	Mauritania	Gap Analysis Completed	L2 / 97.6% L3
MUS	Mauritius	Implementation Plan Defined	L3 / 64.3% L4
MOZ	Mozambique	Implementation Plan Defined	L3 / 35.7% L4
NAM	Namibia	Implementation Plan Defined	L3 / 50% L4
NER	Niger (the)	Gap Analysis Started	L1 / 50% L2
NGA	Nigeria	Gap Analysis Completed	L2 / 35.7% L3
RWA	Rwanda	SSP Implementation Completed	L4 / 100% L4
STP	Sao Tome and Principe	Gap Analysis Not Started	L0
SEN	Senegal	Gap Analysis Started	L1
SYC	Seychelles	Gap Analysis Started	L1 / 07.1% L2
SLE	Sierra Leone	Gap Analysis Started	L1 / 28.6% L2
SOM	Somalia	Gap Analysis Completed	L2
ZAF	South Africa	Implementation Plan Defined	L3 / 88.1% L4
SSD	South Sudan	Gap Analysis Not Started	L0
TGO	Togo	Implementation Plan Defined	L3 / 88.1% L4

Code	State Name	Progress	Level (up%)
UGA	Uganda	Implementation Plan Defined	L3 / 83.3% L4
TZA	United Republic of Tanzania (the)	Implementation Plan Defined	L3 / 52.4% L4
ZMB	Zambia	Implementation Plan Defined	L3 / 59.5% L4
ZWE	Zimbabwe	Gap Analysis Completed	L2 / 97.6% L3

Source: ICAO iSTARS

4.0 Conclusions and Recommendations

4.1 Conclusions

Based on the analyses of the available data for 2023, the following conclusions are drawn:

A. Achievements registered:

1) Zero CFIT and LOC-I related accidents maintained from 2020 to 2023.
2) Significant improvement in the overall EI scores after USOAP CMA activities in: Angola (from 48.35% to 62.02%), Djibouti (from4.32% to 50.74%), Democratic Republic of Congo (from50.0% to 64.07%), Sierra Leone (from 16.03% to 72.66%), South Africa (from 87.39% to 91.11%), Uganda (from 59.93% to 72.42%), Zimbabwe (from 53.14% to 68.5%).

3) The average USOAP Overall EI for States in the RASG-AFI region has improved from 57.11 percent in 2022 to 59.49% at the end of 2023, which is below the world average of 69.16 percent.
4) Publication of the Regional Aviation Safety Plan for Africa-Indian Ocean (AFI-RASP 2023-2025 Edition).

B. Challenges encountered:

1) Identification of two SSCs in two States (Democratic Republic of Congo, Zimbabwe) making a total of three SSCs in three States (Democratic Republic of Congo, Liberia, Zimbabwe) in the area of ANS, relating to non-calibration of Navigational Aids and non-validation of Instrument Flight Procedures.
2) Runway Excursion (RE) remained the most predominant High Risk Category of Occurrence and continues to be one of the main priorities for Safety Enhancement Initiatives (SEI) in the RASG-AFI Region;
3) Constraints in conducting USOAP CMA on-site activities or remote assistance to some States due to unsafe political situations or lack of/unreliable internet systems.

4) Although additional two States had progressed to Level 3 in 2023, the pace of SSP implementation remains slow, with only one State having reported full implementation of SSP (Rwanda).

4.2 Recommendations:

1) With an increasing emergence of SSCs in Air Navigation Services (related to non-calibration of Navaids and non-validation of Instrument Flight Procedures) identified by USOAP CMA activities conducted in the region, RASC should device a mechanism to support States proactively address this phenomenon.

2) States identified with SSCs should demonstrate strong commitment in resolving them. Where internal capacity is lacking, they should seek support from RSOOs, other States and stakeholders to resolve the SSCs, in addition to addressing the safety deficiencies identified by the USOAP CMA activities.

3) With the publication of the AFI-RASP, States should prioritize the development of their National Aviation Safety Plans (NASPs) by December 2025, to be aligned with the Regional Plan; and implement them accordingly.

4) ICAO, in collaboration with States and other stakeholders, should establish a mechanism for monitoring the effectiveness of the established Runway Safety Teams (RSTs), identify challenges and formulate measures for addressing such challenges.

5) The rate of implementation of the various projects identified for the region (i.e. FSO, SSP, etc.) should be accelerated to ensure that targets stipulated therein are achieved in a timely manner to the extent feasible.

6) Considering the steps taken so far in revising the Abuja Safety and Air Navigation Targets in a bid to align them with the Global Plans and Regional Aviation Plans covering the African States in AFI, EUR and MID regions, AFCAC in collaboration with ICAO and other relevant stakeholders, should pursue the alignment process with the objective of migrating to the Regional Plans by December 2025.

Appendix – 1: List of the 48 Member States of the RASG-AFI (Alphabetic order in the English language)

Angola

Benin

Botswana

Burkina Faso

Burundi

Cabo Verde

Cameroon

Central African Republic

Chad

Comoros

Congo

Côte d'Ivoire

Democratic Rep. of Congo

Djibouti

Equatorial Guinea

Eritrea

Eswatini

Ethiopia

Gabon

Gambia

Ghana

Guinea

Guinea-Bissau

Kenya

Lesotho

Liberia

Madagascar

Malawi

Mali

Mauritania

Mauritius

Mozambique

Namibia

Niger

Nigeria

Rwanda

Sao Tome and Principe

Senegal

Seychelles

Sierra Leone

Somalia

South Africa

South Sudan

Togo

Uganda

United Republic of Tanzania

Zambia

Zimbabwe

Appendix – 2: List of Permanent Partners of RASG-AFI

Airports Council International (ACI)

African Civil Aviation Commission (AFCAC)

African Airlines Association (AFRAA)

Airbus Aircraft Manufacturer (AIRBUS)

Agence pour la Sécurité de la Navigation Aérienne en Afrique et à Madagascar (ASECNA)

Boeing Commercial Airplane Company (BOEING)

Civil Air Navigation Services Organization (CANSO)

Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs)

European Aviation Safety Agency (EASA)

Federal Aviation Administration – United States of America (FAA-USA)

Flight Safety Foundation (FSF)

International Air Transport Association (IATA)

International Federation of Airline Pilots Association (IFALPA)

International Federation of Air Traffic Controllers Association (IFATCA)

Regional Safety Oversight Organizations (RSOOs)

Regional Aircraft Accident and Incident Investigation Organizations (RAIOs)

World Food Programme - United Nations (WFP-UN)

Appendix – 3: List of Eleven (11) RASG-AFI States that had an Effective Implementation (EI) of the Critical Elements of a State's Safety Oversight System of 75% and greater under the ICAO USOAP CMA by 31 December 2023.

1. South Africa (**91.11**%)
2. Ghana (**88.62**%)
3. Ethiopia (**88.59**%)
4. Togo (**84.67**%)
5. Cabo Verde (**82.43**%)
6. Botswana (**80.1**%)
7. Cote d'Ivoire (**79.84**%)
8. Rwanda (**79.29**%)
9. Mauritania (**78.3**%)
10. Madagascar (**77.35**%)
11. Kenya (**75.41**%)

Appendix - 4: Acknowledgement

The RASG-AFI acknowledges the invaluable works of the following RASG-AFI Annual Safety Report Team (ASRT) Members who contributed to the productions of the *RASG-AFI Annual Safety Reports; and all those who in one way or the other, contributed inputs to the Reports:*

From Left to Right:
Mr. Kebba L. Jammeh, ICAO Rep. (Secretary); Mrs. Nancy Vachon, BOEING Rep. (Member); Mr. James Danga, AFCAC Rep. (Member); Mr. Blessing T. Kavai, IATA Rep. (Chairperson);

Mr. Maury Seck, AIRBUS Rep. (Member) was absent with regrets, due to unavoidable circumstances.

The ASRT Members during the working sessions.

RASG-AFI Civil Aviation Safety Partners