



# ENHANCING AIR SAFETY IN AFRICA & INDIAN OCEAN REGION

ICAO ESAF Regional Office

Presented by: D. Labrosse

# ABOUT ICAO



- The Council of ICAO elected Roberto Kobeh Gonzalez (Mexico) as its President, beginning 1<sup>st</sup> August 2006.
- He has been re-elected on 19 November 2007 for a three-year term.

# ABOUT ICAO



- The Secretary General, Mr Raymond Benjamin, is head of the Secretariat, Chief Executive Officer of the Organization and the Secretary of the Council.
- The Secretary General of ICAO is appointed by the Council for a three-year term.

# ABOUT ICAO



- ICAO Headquarters in Montreal moved in October 1996 to a dedicated 15 storey building.
- The facility has the capacity to accommodate 540 Secretariat staff plus delegates and representatives from Contracting States and organizations.
- It has an assembly hall that can seat 900 people.

# ABOUT ICAO



## REGIONAL OFFICES

- **Bangkok:** Asia and Pacific (APAC) Office
- **Cairo:** Middle East (MID) Office
- **Dakar:** Western and Central African (WACAF) office
- **Lima:** South America (SAM) Office
- **Mexico:** North American, Central American and Caribbean (NACC) Office
- **Nairobi:** Eastern and Southern African (ESAF) Office
- **Paris:** European and North Atlantic (EUR/NAT) Office
  
- **Contracting States:** 190

# ABOUT ICAO



## Strategic Objectives 2005-2010

- **Safety** – Enhance global civil aviation safety
- **Security** – Enhance global civil aviation security
- **Environmental Protection** – Minimize the adverse effect of global civil aviation on the environment
- **Efficiency** – Enhance the efficiency of aviation operations
- **Continuity** – Maintain the continuity of aviation operations
- **Rule of law** – Strengthen law governing international civil aviation

# ICAO KEY ACTIVITIES



- Aviation Safety
- Aviation Security
- Environment
- Flight Safety Information
- PBN Programme
- Safety and Security Audits

# HISTORY OF DEFICIENCIES

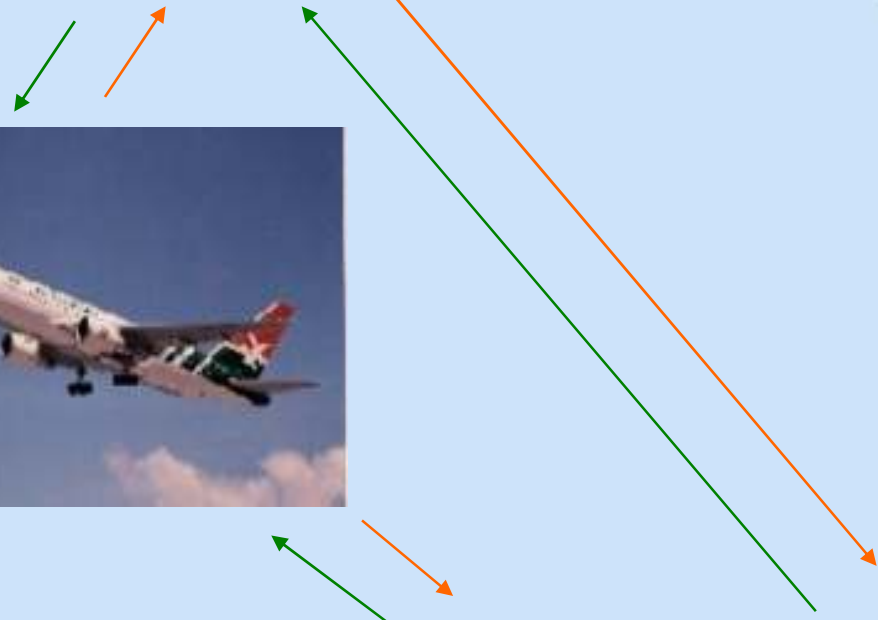
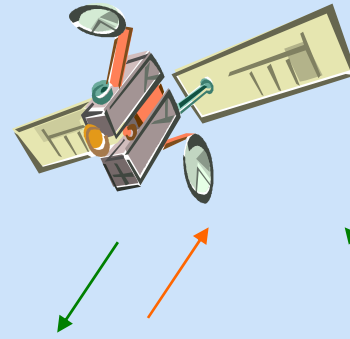


Field	No of States	Remarks
ATS Direct Speech	13	ATS/DS Circuit
Nav aids	30	VOR, DME: 28 not impl; 2 unserviceable
AFTN	17	Circuit disconnected, interconnection, no VSAT
AMS	8	VHF radios not installed
ATM	11	Non impl of 10 mins sep, lack of surveillance
AIM	4	Statistic to be reviewed
SAR	49	Legislation, SAR Agreements, SAREX
MET	23	Lack of TAF, VIS, RVR, SPECI, METAR
AOC/Airworth	12	6 with SSCs and 12 under review by ICAO



# HOW IS THIS PROCESS BEING MANAGED ?

- COORDINATED AND HARMONISED APPROACH  
IN ORDER TO AVOID DUPLICATION OF  
EFFORTS
- EFFECTIVE SYNERGY





# ICAO INITIATIVES

# PIRG MECHANISM



- Responsible for the planning and implementation of air navigation systems;
- Review and assess the status of implementation of ANP requirements;
- Review aircraft accidents and incidents to detect systems or procedure deficiencies;
- Review air navigation services user reports, including reports from IATA and IFALPA.

# DGCA MECHANISM



→ APIRG14 Meeting in June 2003 adopted  
Conclusion 14/53:

***ESTABLISHMENT OF A MECHANISM FOR AIR  
NAVIGATION SAFETY IN THE AFI REGION***

## DGCA MECHANISM (Cont)



- High level meeting of DGCAAs (formalised) to address air navigation safety related issues for States within AFI Region,
- The DGCA meeting to consistently and regularly provide update and resolution of deficiencies;

# DGCA MECHANISM (Cont)



## → Task of DGCA Meetings

1. Evaluate, validate, monitor and follow-up on deficiencies;
2. Develop and promote appropriate and timely remedial action at the highest level;
3. Assist States in identifying resources to resolve urgent deficiencies in order to enhance safety.

# ICAO UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP)



- Covers 16 safety related Annexes;
- Experience from USOAP shows close relationship between safety oversight findings and operational deficiencies

**YOU CANNOT ENHANCE SAFETY IF YOU DO NOT KNOW  
WHERE THE DEFICIENCIES ARE**

# OBJECTIVE AND MISSION OF USOAP BEYOND 2010



- Promote global aviation safety through continuously monitoring States' safety oversight capabilities and measuring State safety performance levels at the appropriate time;
- Enhance States' safety oversight and safety management capabilities, by:
  - Identifying safety deficiencies;
  - Assessing associated safety risks;
  - Developing strategies for mitigation; and
  - Re-evaluating States' safety performance levels achieved (at the appropriate time)



## UNIFIED STRATEGY FOR RESOLVING SAFETY-RELATED DEFICIENCIES

- Mindful of States difficulties in solving safety-related deficiencies, the 35<sup>th</sup> Session of ICAO Assembly in 2004 adopted Resolution A35-7, requesting ICAO to implement a unified strategy, based on principles of transparency, cooperation and assistance and to foster where appropriate partnership among States, users, ANSPs, industry, financial institutions and other stake holders to analyse causes, establish and implement sustainable solutions in order to assist States in resolving safety related deficiencies.



# ATS INCIDENT ANALYSIS GROUP (AIAG)

- Established to provide a forum to various aviation organizations and stakeholders to review reported incidents and formulate recommendations in order to prevent similar incidents from recurring.
- (ICAO, IATA AFCAC, AFRAA, ASECNA, ATNS, IFALPA & IFATCA)

# AFI TACTICAL ACTION GROUP (TAG)



- Established by SP AFI/08 RAN meeting in November 2008 to carry out on-going safety assessment of the operational environment in the AFI airspace;
- Action taken by States/ Services Providers on safety deficiencies are reviewed monthly by the group;
- Letters are issued as appropriate.

# ARMA SCRUTINY GROUP



- Established by SP AFI/08 RAN Meeting to monitor and analyze the safety of operations in the AFI region in a formal basis, mainly in RVSM.
- The scrutiny group utilizes safety management principles outlined in Doc 9859 in order to analyze operational errors and deviations and propose mitigation measures to control them, as part of a safety enhancement process.

# AFI COMPREHENSIVE IMPLEMENTATION PROGRAMME (ACIP)



- Aimed at sustained improvement in aviation safety throughout the African Continent;
- APIRG16 considered that ACIP represents the most coordinated and inclusive effort to address the “very serious” safety challenges facing Africa.

# ACIP ACTIVITIES (2009-2010)



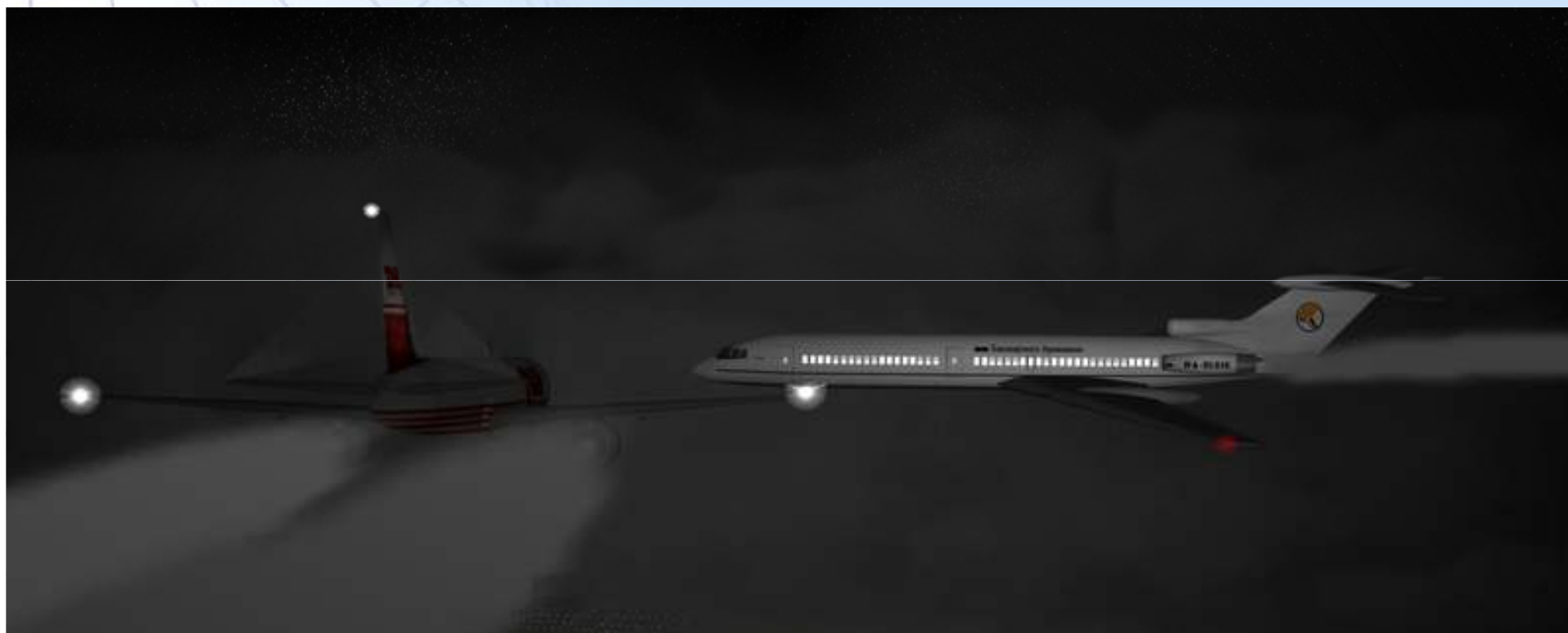
- Provide training in SMS/SSP (**16 States**)
- Hold seminars/workshops (Safety Oversight, aircraft airworthiness & Mtce, transportation of dangerous goods, etc) (**13 States**)
- Do Gap Analysis (**46 States since 2008**)
- Development of Action Plans



# WHY ENHANCE SAFETY ?



# LESSONS LEARNED













**THANK YOU FOR YOUR ATTENTION**

