

# PRESENTATION 4

## “Collaborative Safety Enhancement Initiatives and AFRAA and UTD joint MRO venture”



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SOLUTIONS

- Safety, Aviation 1<sup>st</sup> Priority
  - 2020 Safety Results
  - Current Runway Safety Trends
- Abuja Safety Targets
- Improving Operational Safety in SAATM Framework
- AFRAA UTD MRO Joint Venture

# SAFETY AVIATION 1<sup>ST</sup> PRIORITY



- Safety remains Aviation first priority; according to IATA Safety Report 2020
  - Continued 10-year trend of fatal accident rates and fatality risks
- COVID-19 disrupted air transports growth
  - 22.2 million flights (the 90s' traffic levels) operated in 2020 worldwide
  - Only 0.61 million flights recorded for Africa
- Though the number of accidents decreased, the accident rate increased from 1.11 in 2019 to 1.71 per million departures in 2020 worldwide
- Africa's accident rates increased even more from 6.01 in 2019 to 9.83 in 2020 because of Africa's operated less than a million flights,
- In term of frequency, runway excursion was the most frequent category with 9 occurrences out of 38 accidents worldwide
- Worldwide and in Africa, non-IOSA registered airline accident rate was four time higher than for IOSA registered airlines in 2020



# ABUJA SAFETY TARGETS

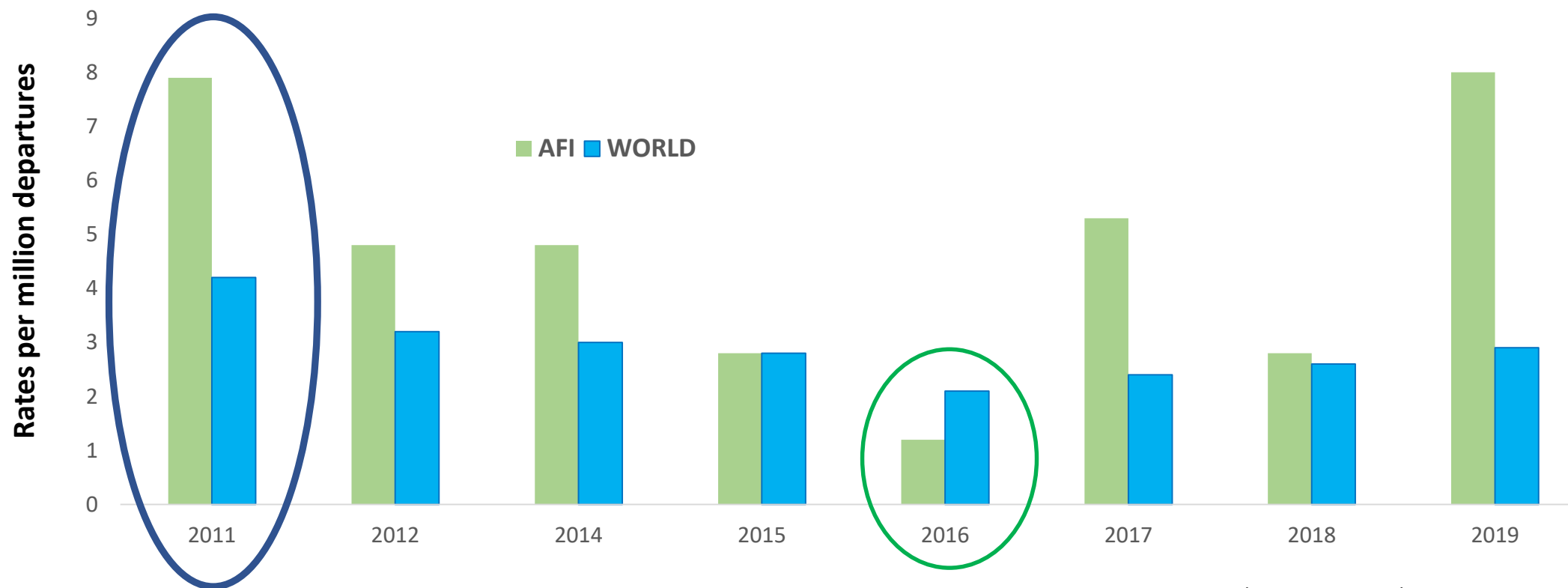
*"Building Blocks for the Air Transport Industry Recovery"*

# ABUJA SAFETY TARGETS



- In 2011:
  - Africa **7.9** and the world average **4.2** per million departures
- In 2012, at Abuja, Africa recognized the Regional unacceptable safety performance.
  - Highest Accident rate insinuating the risk level of accident in Africa at about twofold of the world average
  - Hence the initial 2012 Abuja Safety targets and the 2017 revised ones were set to improve aviation safety over time
  - Progressively reduce the African accident rate to be in line with the global average.
  - With focus on reducing the accidents of three accident categories:
    - runway related accidents, controlled-Flight-Into-Terrain (CFIT) and Loss of Control – In-flight (LOC-I)
- In 2012, the status of runway safety related accidents was:
  - 10-year-average was **17** runway safety related events **per year**
  - Initially, the Abuja set target for runway safety related accidents was to reduce runway related accidents to no more than **8** by **2015**

# ACCIDENT RATE EVOLUTION WORLD AND AFRICA



Source ICAO and RASG AFI Annual

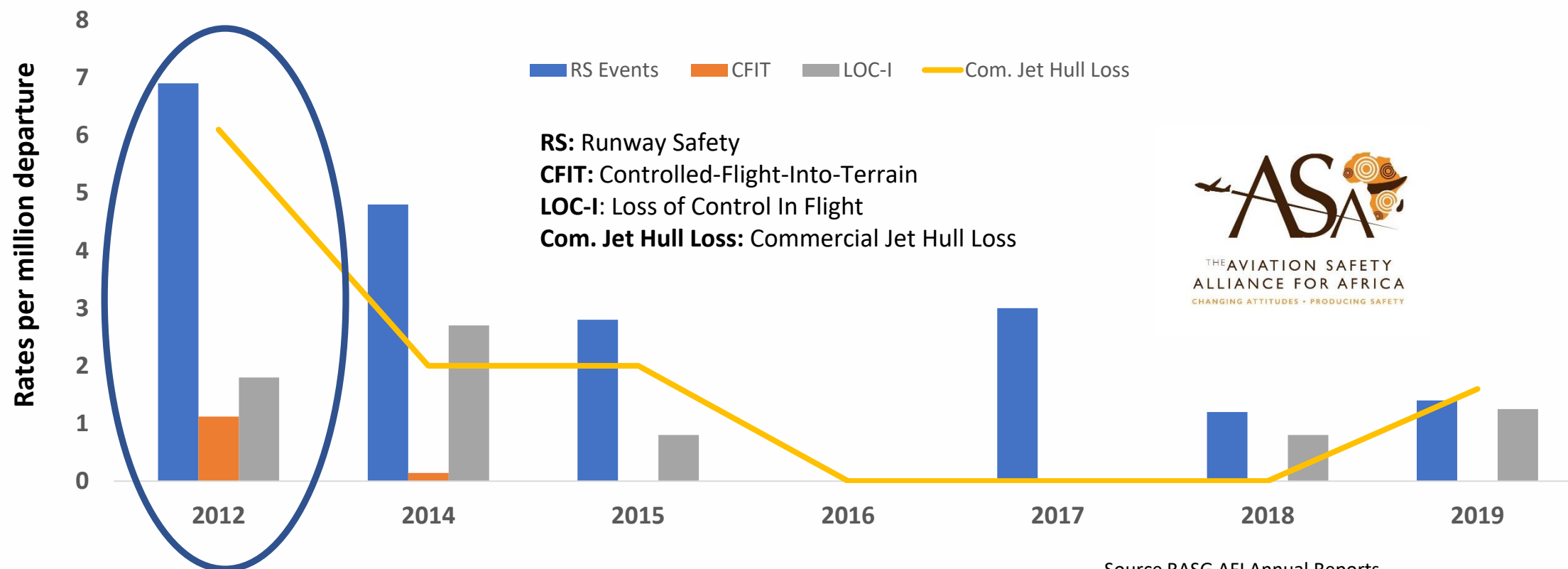




# SAFETY INITIATIVES

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# EVOLUTION OF ACCIDENT RATES PER CATEGORY

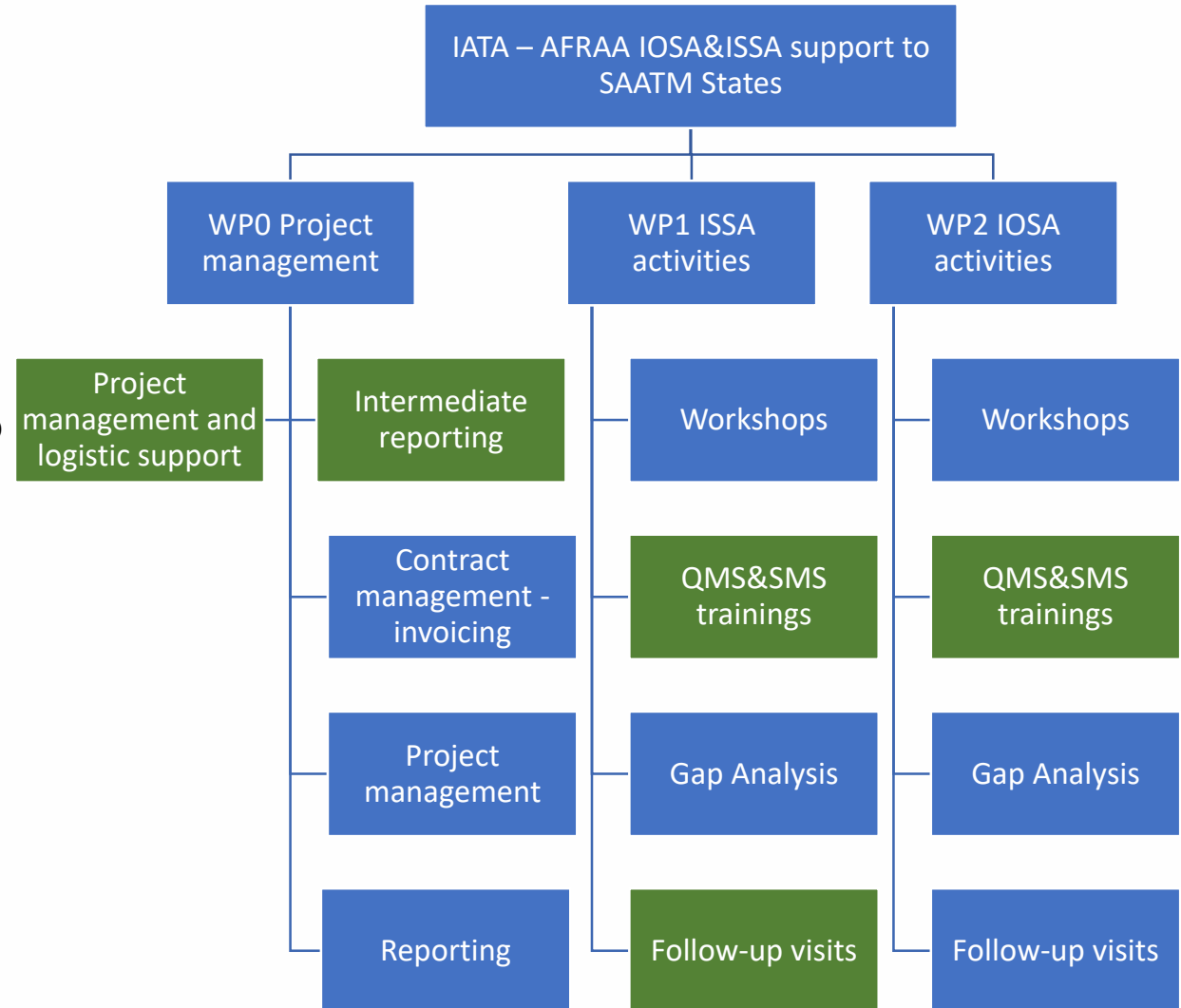




# SAFETY INITIATIVE – SAATM FRAMEWORK



- SAATM is Africa's flagship liberalisation programme;
- AfDB institutional support to AFCAC in SAATM implementation framework;
- AFCAC, IATA and AFRAA joined forces to improve operational safety in SAATM States;
- the initiative objective is to:
  - Assist African airlines in SAATM States to achieve and maintain IOSA/ISSA certification by:
    - Conducting IOSA/ISSA awareness workshops
    - Conducting QMS/SMS courses
    - Carrying out gap analyses and
    - Assisting airline beneficiaries in bridging the gaps.
- Hence the well-prepared air carriers will go through the relevant ISSA or IOSA processes.



# SAFETY HIGHLIGHTS WITHIN AFRICA



- **Since 2012,**
  - Africa safety improved gradually toward the world Average in 2016
  - From 2017, the Region accident rates remained above the world average
  - CFIT and LOC-I accidents are decreasing continuously, RS occurrences are still prominent;
- **Currently,**
  - Runway Safety events are preponderant worldwide and in Africa, volunteers took a partnership approach to promote the establishment of effective Runway Safety Teams at airports in Africa
  - With AfDB support, AFCAC, AFRAA and IATA are joining forces to prepare African airlines for ISSA or IOSA to further improve Africa safety performance.

AFRAA and UTD concluded a joint venture with two objectives:

1. To provide the opportunity to African **MROs** with **FAA or EASA approvals** to contribute in the enhancement of the American fleet **safety** through **continuous airworthiness** and;
2. To bring to these MROs a brand **new line of revenues** to these MRO when their workshops and technical staff are idle.

# 4 MAJOR COVID-19 IMPACTS TO AVIATION MAINTENANCE AND SUPPLY CHAIN

1. AMT SHORTAGE
2. BROKEN SUPPLY CHAIN
3. HIGH REPAIR COST
4. WORKFORCE DEVELOPMENT

# THE BROWN CONDOR INITIATIVE (BCI)



01



## SKILLED WORK-FORCE

- Over 5,000 skilled
- FAA/EASA Certified Technicians
- Young Demographic

02



## STRONG SUPPLY CHAIN

- VMI Marketplace
- Increase Sales, Reduce Inventory
- 46 African Airline End Users

03



## SUSTAINED INTELLIGENCE

- BCI Aviation Academy
  - Hololens for collaborative training
- Increase Next Gen of AMT's and Aviators

04



## LOWER REPAIR COST

- Guaranteed TAT
- Guaranteed Best Price
- Wide Range ATA Capabilities



# THANK YOU

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