



Championing regional safety coordination for Better Skies in Africa



Safety is one of the priority strategic objectives of AFRAA. That is one of the reasons why AFRAA is championing the regional safety coordination for Better Skies in Africa.

In the late 90s and early 2000s, Aviation watched the increases in air traffic and accident rates in Africa with concerns. In 2007, ICAO Assembly passed Resolution A36-1: Comprehensive Regional Implementation Plan for Aviation Safety in Africa, known as AFI PLAN. Several individual States, International Organizations, and Industry Stakeholders

pledged support to the AFI Plan coordinated by ICAO.

At the regional level, Africa analysed the past trends of its safety performances. It set the Abuja Safety Targets in 2012, with the primary goal of bringing Africa's accident rates to the range of the World average. To work towards the said objective, Aviation stakeholders decided to focus on three accident categories, namely, runway excursion (RE), loss of control in flight (LOC-I), control flight into terrain (CFIT), and strengthening the safety oversight capacity of African States.

Africa safety status

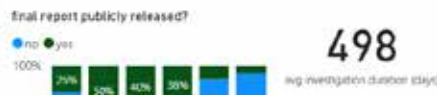
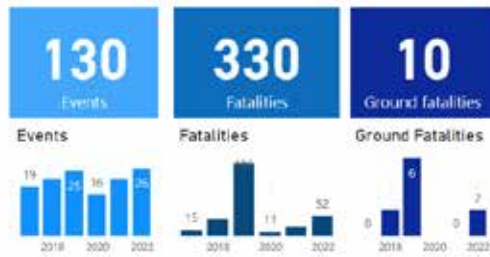
However, since 2012, the activities have concentrated on reinforcing the safety oversight weakness of African States. Yet, out of the 55 African States, the number of States with a safety oversight effective implementation (EI) rate of 60% or greater passed from 14 in 2012 to 28 in 2022. From 2012 to 2022, African safety results recorded a slow downtrend; in 2016, no accidents occurred in commercial air transport. Apart from 2016, the regional safety performance remained worse than the world average; while CFIT and LOC-I events have decreased, runway safety remains a serious safety risk in African flight operations. There is a need to focus the aviation stakeholders' collective efforts on operator's sensitisation through an annual safety and operations summit.

A buddy system between European Union Aviation Safety Agency (EASA) inspectors and those of the AFCAC AFI-CIS (Africa and Indian Ocean – Cooperative Inspectors Scheme) could make a positive difference in increasing the number of African States achieving the relevant Abuja Safety Targets. The EU banned list of African Airlines remains a concern for AFRAA.



ESAF/WACAF Safety Dashboard 2017-2022

Accident and incident data from Aviation Safety Network (ASN), an exclusive service by The Flight Safety Foundation

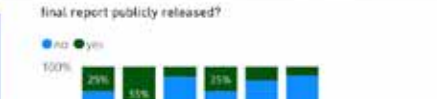
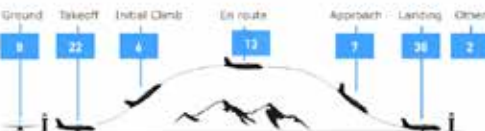
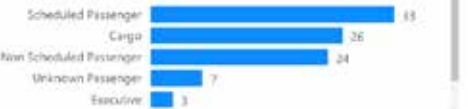


link to ASN	date	type	location	country	fatalities	final report?	cat
🔗	Saturday, March 10, 2017	de Havilland Canada DHC-8-400	90 NM from Port Harcourt	Nigeria	0	yes	F-NE
🔗	Tuesday, March 06, 2018	de Havilland Canada DHC-8-400	81 km E of Accra	Ghana	0	yes	Unkn
🔗	Saturday, December 17, 2007	DHC-8-400	Abulwak Airstrip	Somalia	0	no	RE
🔗	Sunday, November 23, 2021	Boeing 737-300	Abuja-Nnamdi Azikiwe International Airport (NNAI)	Nigeria	0	no	GCOL
Total					330		



Flight Safety Foundation, Aviation Safety Network (ASN)

AFRICA SAFETY DASHBOARD 2017-2022



url	date	type	country	fatalities	cat	ICAO category
🔗	Monday, January 02, 2017	Let L-410	D.R. Congo	0	AC	RE
🔗	Monday, March 20, 2017	Antonov An-26	South Sudan	0	AC	
🔗	Saturday, April 01, 2017	Let L-410	South Sudan	0	AC	RE
🔗	Sunday, April 30, 2017	Boeing 737-700	Angola	0	AC	SCF-NP
🔗	Tuesday, May 30, 2017	Dornier 328	Somalia	0	AC	ARC
🔗	Saturday, June 03, 2017	Fokker F-27 Friendship	Somalia	0	AC	SCF-NP
🔗	Saturday, June 17, 2017	de Havilland Canada DHC-6 Twin Otter	Angola	0	AC	RE
🔗	Monday, August 28, 2017	Antonov An-26	South Sudan	0	AC	RE
Total					320	



Flight Safety Foundation has created an interactive dashboard of the Foundation's Aviation Safety Network (ASN) data that displays all ASN accident and incident data relative to the African region. The safety dashboard depicts the accidents and serious incidents in the region over a six-year period and provides the ability to parse and filter results a variety of different ways, including by aircraft type, type of operation, ASN and ICAO accident categories, country of occurrence, and phase of flight. The dashboard also reflects the status of the accident report and provides links to the ASN reports on each accident of incident.

AFRAA regional safety approach

To address public perception about the safety of African operators, aviation stakeholders need to continue with their coordinated efforts to safeguard the commendable performance achieved from 2016 to 2018.

The requirement of safety oversight rate of 60% Effective Implementation (EI) to participate in the Single African Air Transport Market (SAATM) implementation underlines Africa's commitment to maintaining safety as the first aviation priority in the region.

Therefore, AFRAA articulates its safety strategy based on the five pillars towards the strengthening of safety in flight operations in Africa. These include:

- Cooperative approach in safety improvement in Africa – Abuja safety targets;
- Operational compliance of African carriers with international standards;
- Data-driven Safety Management;

- Infrastructure safety and;
- Fleet Modernisation.

Pillar 1: Cooperative approach in safety improvement in Africa – Abuja safety targets

AFRAA urges States to ensure the implementation of all the Abuja Aviation Safety Targets. AFRAA keeps abreast of all aspects of Africa's safety improvement through its participation in Regional Aviation Safety Group (RASG-AFI) activities and other regional safety initiatives. In the framework of its Technical, Operations, and Training Committee, AFRAA coordinates with operators and disseminates their challenges at the regional meetings, and encourages the sharing of safety data among operators.

Pillar 2: Operational compliance of African carriers with international standards

AFRAA requires a successful IATA Operational Safety Audit (IOSA) or IATA

Standard Safety Assessment (ISSA) for any airline to be admitted as a member or an associate member of the Association. Therefore, AFRAA assists African airlines for IOSA or ISSA preparedness. As the number of African airlines on both IOSA and ISSA Registries increases, the safety standards and performance on the continent are enhanced.

AFRAA extends associate membership to African airlines operating small aircraft that are not eligible for IOSA.

In order to further enhance safety in the operations of African airlines, AFRAA is committed to promoting IOSA, ISSA, IATA Safety Audit for Ground Operations (ISAGO), and IATA Ground Operations Manual (IGOM).

Beyond IATA initiatives, AFRAA encourages airports, air navigation service providers, and CAAs to improve their respective compliance with international standards through the relevant assessments.



Pillar 3: Data-driven safety management

AFRAA believes that its members need to embrace the industry trend related to the utilisation of 'big data and artificial intelligence.' AFRAA has established a data department in the Secretariat to facilitate air transport analyses, including safety.

To introduce the data-driven decision-making process in the industry, AFRAA plans and conducts courses on Quality Management System (QMS) and Safety Management System (SMS) every year. It is AFRAA's view that the consistent practice of SMS, including Flight Data Monitoring and Analysis (FDMA), will enhance operational safety performance in Africa.

Pillar 4: Infrastructure safety

Africa and Indian Ocean (AFI) Air Traffic Service (ATS) Incident Analysis Group (AIAG) is a multi-stakeholder collaboration aimed at identifying and addressing the causal factors for aviation safety occurrences resulting in the loss of separation in the AFI Region.

AFRAA urges its members to report ATS incidents in the Flight Information Regions (FIRs) where they occur and send copies of these reports to the IATA Regional Office in Johannesburg to populate the regional ATS incident database. AFRAA Secretariat is engaged in the multi-stakeholder collaboration annual activities to participate in the continuous improvement of infrastructure safety in Africa.

In the framework of its Technical, Operations, and Training Committee, AFRAA collects ground operation safety challenges with the view to conveying



the same to the airports. Due to the prominence of runway related accidents in Africa, the Secretariat urges member airlines to participate in Runway Safety Teams (RST) at various airports.

Pillar 5: Fleet modernisation

Backed by the Cape Town Convention, African airlines have access to modern fleet through the exploration of the “African Development Bank (AfDB) Framework and Guidelines to Support the Aviation Sector,” the existing Export Credit Agencies (ECA), and aircraft lessors.

AFRAA urges member airlines to engage in fleet modernisation in efforts towards the improvement of public perception of their image and enhance their operational performance.

Launch of the 1st ever African Safety and Operations Summit

With the overall objective of enhancing safety level in the African region and sharing of operational best practices, AFRAA, in partnership with in partnership with Flight Safety Foundation (FSF) will organise the first-ever African Safety and Operations Summit. The event will take place back-to-back with AFRAA's Aviation Stakeholders Convention from

12-15 May 2024 in Addis Ababa, Ethiopia hosted by Ethiopian Airlines.

Why attend the AFRAA-FSF Aviation Safety & Operations Summit?

I. Continuous improvement of safety

The main objective is to enhance safety in the civil aviation sector of the region. By sharing information on incidents and accidents, identifying trends, and discussing best practices, participants can collaborate to identify areas for improvement and implement more effective safety measures. Participants also can hear from safety experts, accident investigators, airline representatives, and other stakeholders, which increases awareness of the risks and challenges faced by the industry. This knowledge exchange contributes to improving operational safety and reducing risks in aviation.

II. Promotion of safety culture

The summit plays a crucial role in promoting a safety culture. It highlights the significance of safety as the industry's top priority and encourages active participation from all involved in identifying and mitigating risks. It reinforces that safety is everyone's

responsibility, from top executives to operational staff, and raises awareness of safety best practices.

III. Updates on regulations and operational safety standards

The summit is a vital means of updating participants on the latest regulations and safety standards. Regulatory authorities and international organisations often present the latest regulatory updates, guidelines, and recommended practices during the event. This enables stakeholders to stay up-to-date and comply with constantly evolving safety and operational requirements.

IV. Learning and professional development

The summit offers a variety of lectures, panels, and workshops delivered by prominent experts. These sessions provide valuable insights, market trends, and best practices that can be applied in daily work. Participating in these conferences can contribute to attendees' professional development by expanding their knowledge and skills.

V. Exposure to innovative products and services

The summit includes exhibitions showcasing companies' latest products, services, and technologies. This allows participants to explore new solutions, learn about technological advancements, and discover potential suppliers and partners. Exposure to these innovations can help companies improve their efficiency, competitiveness, and performance. [📍](#)

