



Special Pre-IOSA Safety Training Programme for Airlines in Africa

July – November 2006

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FLIGHT OPERATIONS MANAGEMENT 4 – 8 SEPTEMBER 2006 NAIROBI

OPENING ADDRESS

BY
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AFRAA SECRETARY GENERAL

FATAL ACCIDENT STATISTICS FOR 2006
UP TO END OF AUGUST

Mr. Joao Jorge, the Pratt & Whitney representative,
Mr. James Andrianalisoa, the IATA representative,
Capt. Ron Mahan, Instructor for this important course,
Distinguished Participants,
Ladies and Gentlemen ...

It gives me great pleasure to see so many faces from the 16 airlines represented at this important course on “Flight Operations Management”. My first words will be to welcome you all to Nairobi “the City in the Sun”, and to express my heartfelt gratitude to IATA and Pratt & Whitney for the continued co-operation that we have established over the years which has allowed us to put together this course.

The African Airlines Association is privileged and honoured to host at its headquarters this important course which will contribute towards building the capacity of African airlines to improve safety as well as meeting the requirements for IOSA certification. I wish to take the opportunity of the large attendance of many airlines from all corners of the continent to share ideas with you, the African Airlines Association’s views and positions on air transport safety issues and update you on the actions that your association has undertaken to address the issues.

As you may be aware, the African continent in the decade up to 2005, has consistently maintained safety levels which were way below world standards. I’m aware that the airlines represented here have always registered commendable safety levels which are up to world class standards. The main culprits for the high

accident rates on the continent are those unscheduled airlines and informal entities outside the registry of ICAO, IATA and AFRAA. AFRAA has and continues to lobby and call upon Governments and Civil Aviation Authorities to carry out stringent safety oversight on these small or on-request carriers, charter and cargo operators. These operators are actually the ones responsible for the bad safety image of the continent.

Having said this, Ladies and Gentlemen, it is my pride to inform you that so far this year, the accident rates of the African continent have tremendously improved as it shows on the world accident table below.

	Date	Aircraft Type	Airline	Location	No. of Fatalities
1	22 Aug	Tupolev 154	Pulkovo	Near Donetsk (Russia)	170
2	9 July	A310	Sibir Airlines	Irkutsk Airport, (Russia)	124
3	3 May	A320	Armania	Near Adler/Sochi Airport (Russia)	113
4	27 Aug	Canadair Regional Jet	Comair/Delta Connection	Lexington	49
5	10 July	Fokker F-27	Pakistan Intl. Airlines	Pakistan	45
6	31 Mar	Let 410	TEAM	Near Saquarema, RJ (Brazil)	19
7	3 Aug	Antonov-28	TRACEP	Bukavu (DRC)	17
8	21 Jun	DHC-6 Twin Otter	Yeti Airlines	Near Jumla Airport (NEPAL)	9
9	27 Apr	Convair CV-580	LAC-Sky Cargo	Amisi Airport (DRC)	8
10	7 July	Antonov 12	Mango Airlines	Goma (DRC)	6
11	29 July	DHC-6 Twin Otter	Quantum Leap Skydiving	Sullivan Regional Airport	6
12	16 Feb	Citation 1	Hasit Trockenmortel	Near Buschin (Iraq)	5
13	24 Mar	Cessna 208	ATESA	Near Cuena-Maris (Ecuador)	5
14	5 May	IAI Arava	Venezuela ANG	Near Caracas	5
15	23 May	DHC-6 Twin Otter	Air Sao Tome	Near Sao Tome Island	4
16	23 Apr	Antonov 2	Rosto Shahty	Near Tersky (Russia)	4
17	24 Jan	Citation V	Goship Air	Carlsbad (USA)	4
18	2 Jan	BAe 125	Evolga	Near Icharkov Airport (Ukraine)	3

19	5 Feb	Shorts 360	Air Cargo Carriers	Near Watertown (USA)	3
20	28 Apr	Cessna 208	UN WFP (Cargo)	Margarita Mountain (Uganda)	3
21	21 Jan	Cessna 208	Sonic Blue Airways	Canada	3
22	13 Aug	Lockheed L-100-30 Hercules	Air Algerie	Near Piacenza (Italy)	3
23	2 Jun	Learjet 35	Robertson Asset Management	Near New London – Groton Airport (USA)	2
24	28 Mar	Cessna 208	Cessna Aircraft	Near Oak Glen, CA (USA)	2
25	18 Mar	Beech 99	Ameriflight (Cargo)	Near Butte (USA)	2
26	19 July	Cessna 560	Tomco II	Oxford University Airport (USA)	2
27	8 Feb	Fokker F-27	Tri Coastal Air	Near Paris	1
28	16 Apr	Fokker F27	TAM (Bolivia)	Guayara Merin	1
29	10 June	Cessna 208	Naturelink Charters	Vilanculos Airport (Mozambique)	1
30	4 Aug	Embraer 110P 1 Bandeirante	Airnow	Birmingham Airport (USA)	1
31	12 Aug	Antonov 2	Orlan 2000	Kazakhstan	1
	Total				620

Up to the end of August 2006, there were 31 civil aircraft fatal accidents in the world with 620 fatalities of which 6 accidents with 39 fatalities were from Africa. This represents 6.3 percent of the total fatalities. So far, the African continent is more-or-less in line to achieving world-class standards in 2006 in terms of the rate of accidents if the present trend continues.

Although the year has not yet come to an end, this low accident trend is encouraging. Different factors and stakeholders contributed to achieving this result. In this regard, we ought to mention the following:

- a. For the last three years, the African Airlines Association has relentlessly raised the alarm on the unacceptable level of the continent's accident rates. AFRAA disclosed openly the list of the countries affected by the high rate of accident occurrence as well as

the types of aircraft involved and recommended that the latter be banned from importation to African countries as Angola and Nigeria did in due course.

- b. AFRAA, IATA together with many other industry stakeholders, jointly created in 2003, the AFI Region Safety Enhancement Team (ASET) with the objective of reducing Africa accident rate to the level of the world average rate by the year 2008.
- c. At the request of AFRAA, AFCAC and the African Union Commission, the African Ministers responsible for Civil Aviation met in Sun City (South Africa) in May 2005 and in Libreville (Gabon), in May 2006 to endorse these safety objectives and call on African States and Governments to undertake the necessary actions in order to quickly reduce Africa accident rates to the world average rates.
- d. The implementation of IOSA, actively promoted by AFRAA along side with IATA, is assisting airlines to strengthen and enhance their safety oversight activities. It is at the same time, a waking call to the States to exercise more accurately their safety oversight responsibilities.

In countries like Nigeria where there are several small private airlines whose safety records are sometimes questioned, the Government has resolved to ensure that all the airlines are IOSA certified by 2008 and this is having a positive effect on the safety culture of airlines in that

country. This is also the case in countries such as Egypt and may be extended throughout the continent.

- e. The stipulation by ICAO that they will start publicising ICAO safety audits is also spurring States to take their safety oversight responsibilities seriously and this can only be good for safety and security in African airline operations.

Training

Ladies end Gentlemen, sustainable compliance with world-class safety standards requires putting in place the necessary capacity, expertise and competence. These requirements can only be met through continued training of our airlines' staff.

It is for this reason that AFRAA has strongly embarked on training. With our partners, we are actually involved in several training programmes focused on safety. So far, this year alone, AFRAA, on its own and in partnership with IATF, CFM International and Pratt & Whitney has conducted 10 courses related to safety. **A record number of 163 airline staff members benefited from these courses.**

As IOSA audits are set to be passed every other year, it is critical that African airlines have their own safety internal auditors to help them maintain their compliance with the standards.

In addition, the formation of an African IOSA Audit company will assist in reducing the audit costs.

AFRAA is taking steps to find funding so as to train African auditors for the airlines as well as for the African IOSA audit company. Your Association is actually currently applying for funding from the African Development Bank and from “Pro-Invest” a European and ACP Fund, in order to implement the above two projects.

BLACKLISTING AIRLINES

As you are aware, the European Union published a blacklist of airlines in 2006 that are not allowed to fly to the European Union. AFRAA has lobbied against such unilateral and unhelpful actions by the European Union. However, the publication of this blacklist has highlighted the need for some specific civil aviation authorities in Africa to take their safety oversight responsibilities more seriously.

AFRAA has in his programme to visit the concerned Civil Aviation Authorities together with AFCAC and AU Commission representatives. We are confident that together, we will assess accurately the safety situation and needs of each one and pave the way forward for practical solutions.

CONCLUSION

Before I conclude, I wish to say that AFRAA is very appreciative of the support by the International Airline Training Fund, Pratt & Whitney and CFM International who are active partners in our joint desire and efforts to improve safety on the African continent. We look forward to strengthening and expanding this partnership for the benefit of the African airline industry.

I did not intend to make a long speech but it's good to take the opportunity to share with you AFRAA's views and action agenda on some of the issues that are of great concern to your airlines.

Ladies and Gentlemen, all that is now left to do is to welcome our instructor, Captain Ron Mahan, who will take you through the paces during the course of the week. I can see from his impressive CV that there is a lot of wisdom to be gained from his vast expertise and experience. I urge you all to actively participate and share your experiences with your colleagues. AFRAA is ready to give any assistance to support the commendable training efforts.

At the end of this course, I would like to urge you to spend some time enjoying what this beautiful city and country of Tourism has to offer. With these few words, I would like to once again welcome you to AFRAA and wish you a successful course.

I now declare this course open for the whole week. Thank you for attention.