



3rd National Safety Seminar 2009
The State of Aviation Safety in Africa
Johannesburg, South Africa, 16 October 2009

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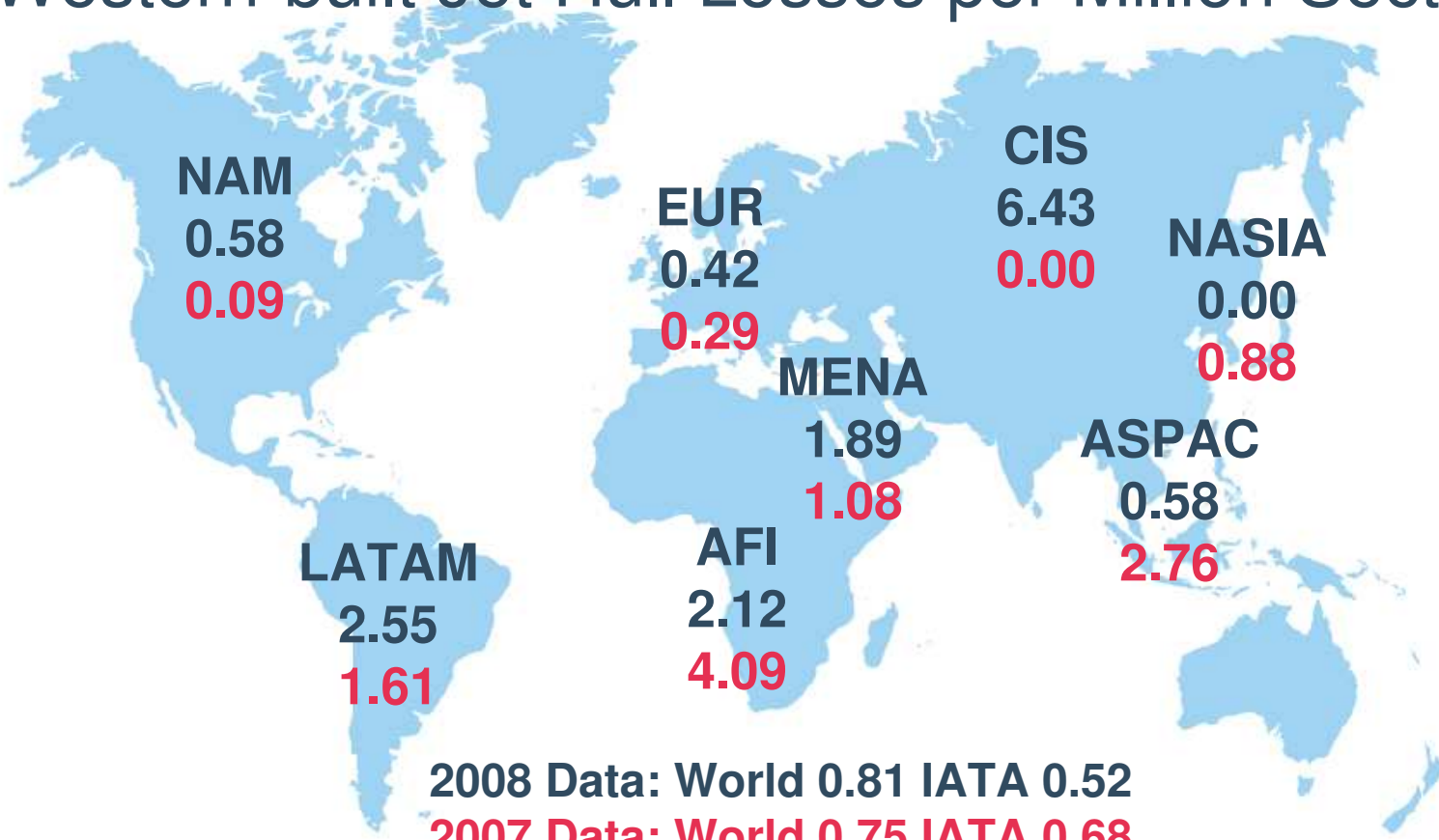
Highlight

- IATA 2008 Safety Report
- Analysis of Accidents involving AFI Operators



Accident Rates for 2008

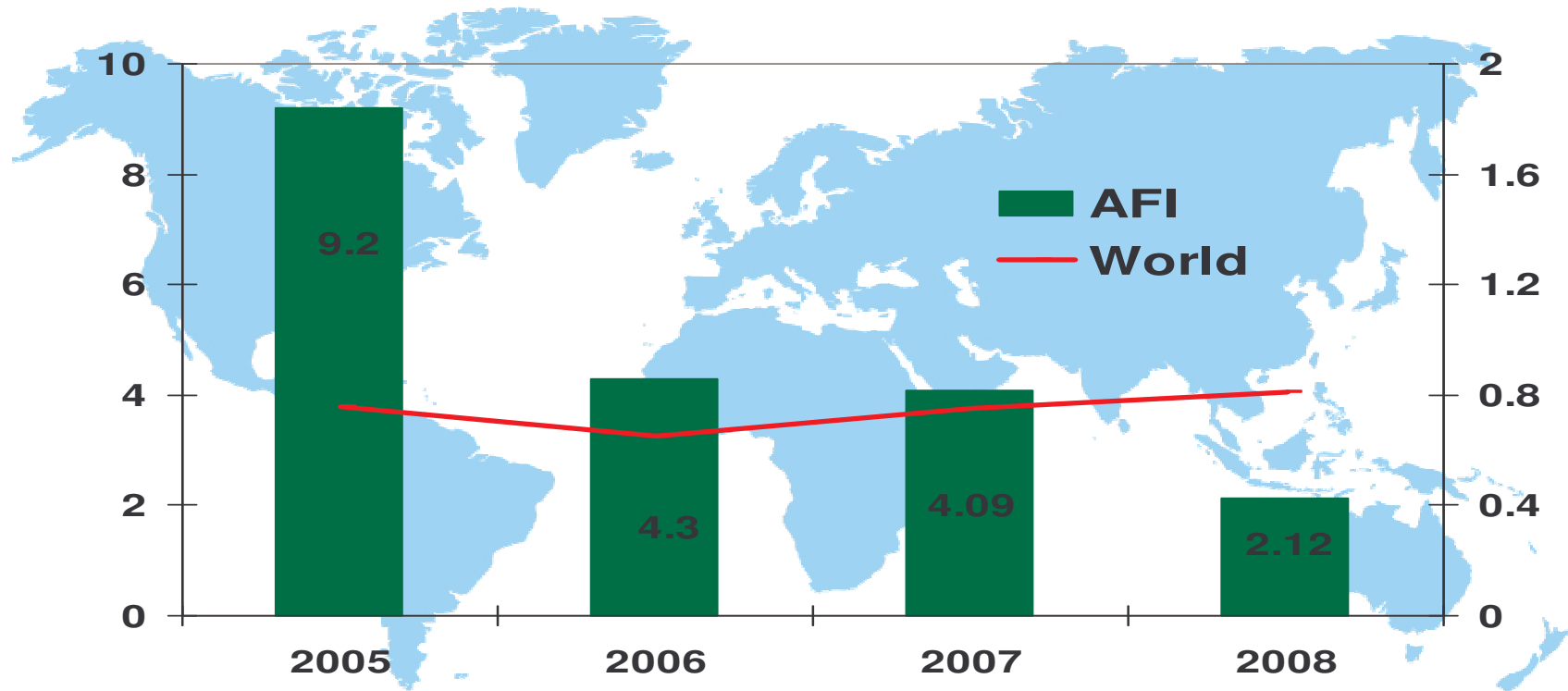
Western-built Jet Hull Losses per Million Sectors



2008 Data: World 0.81 IATA 0.52

2007 Data: World 0.75 IATA 0.68

Accident Rates from 2005 to 2008



WB Jet Hull losses World: 0.81 AFI:2.12 & AFI/IATA: 0



IATA Safety Initiatives

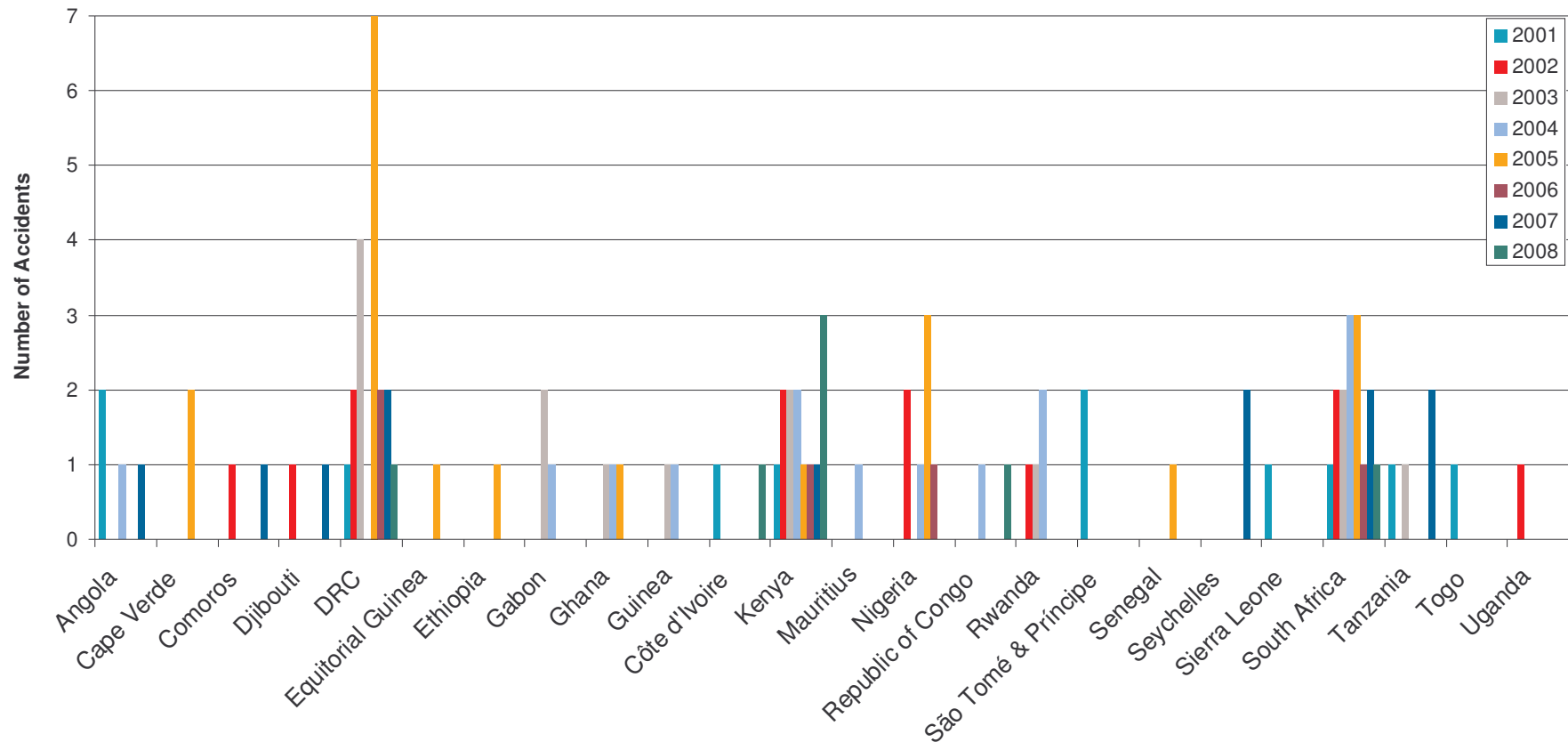
- IATA Operational Safety Audits – **IOSA**
 - IOSA registered airlines are IATA Members
- IATA Safety Audit for Ground Operations – **ISAGO**
 - 2009 Target: 80 Audits
- IATA Safety Trend Evaluation, Analysis & Data Exchange System - **STEADES**
- Implementation Programme for Safe Operations in Africa - **IPSOA**
- Global Safety Information Center – **GSIC**



Background on Analysis

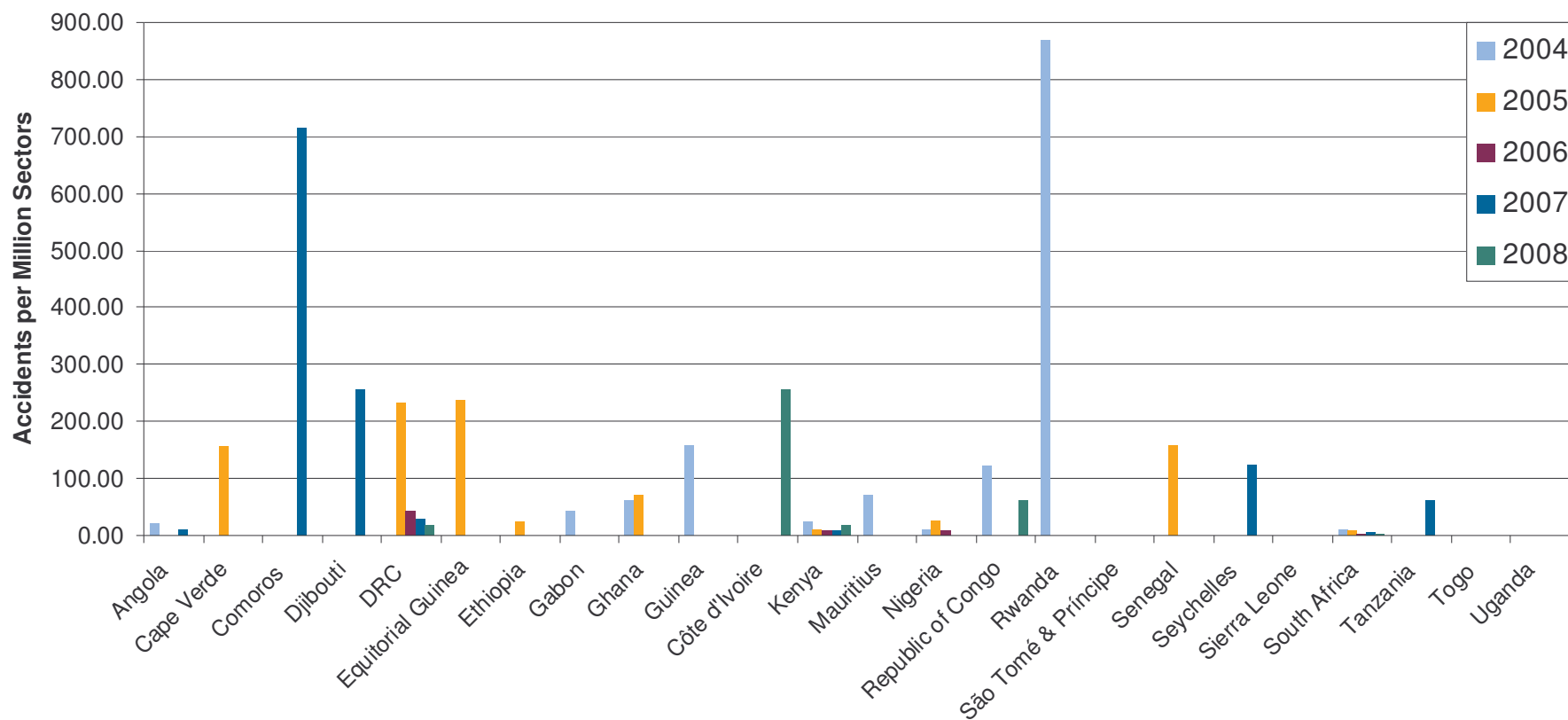
- Analysis of accidents involving operators located in sub-Saharan African States
- Occurring between 01 Jan 2001 and 31 Dec 2008
- Commercial air transport only
 - Excludes military operations, humanitarian relief, illegal flights, crop dusting / agricultural flights, experimental / test flights, business and private aviation
- Jet and turboprop aircraft only (western and eastern-built)
- Security-related events (e.g. hijackings) are excluded
- Accidents involving foreign operators in Africa are excluded
- Overall, 95 accidents met these criteria

Number of Accidents by State (2001-2008)

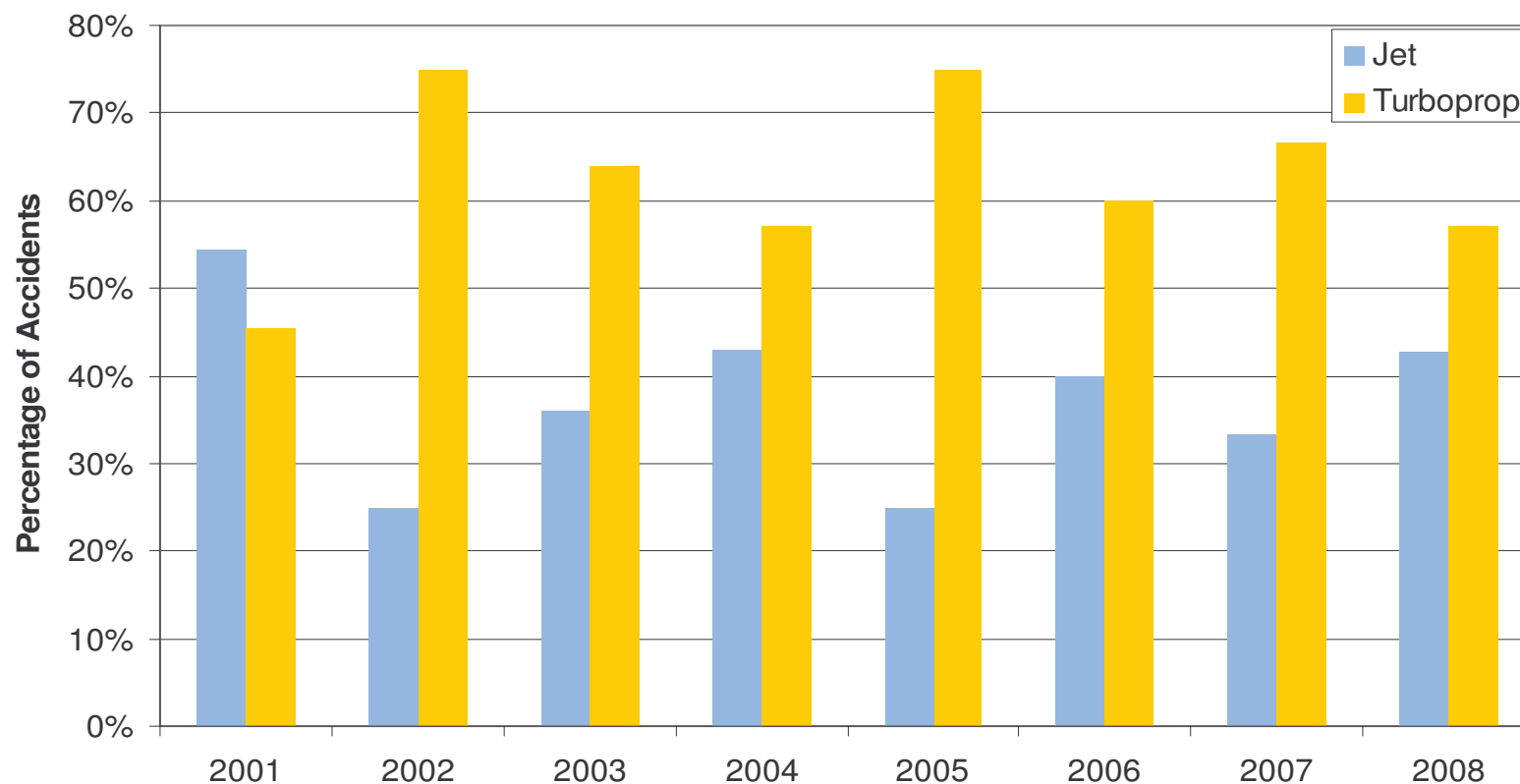




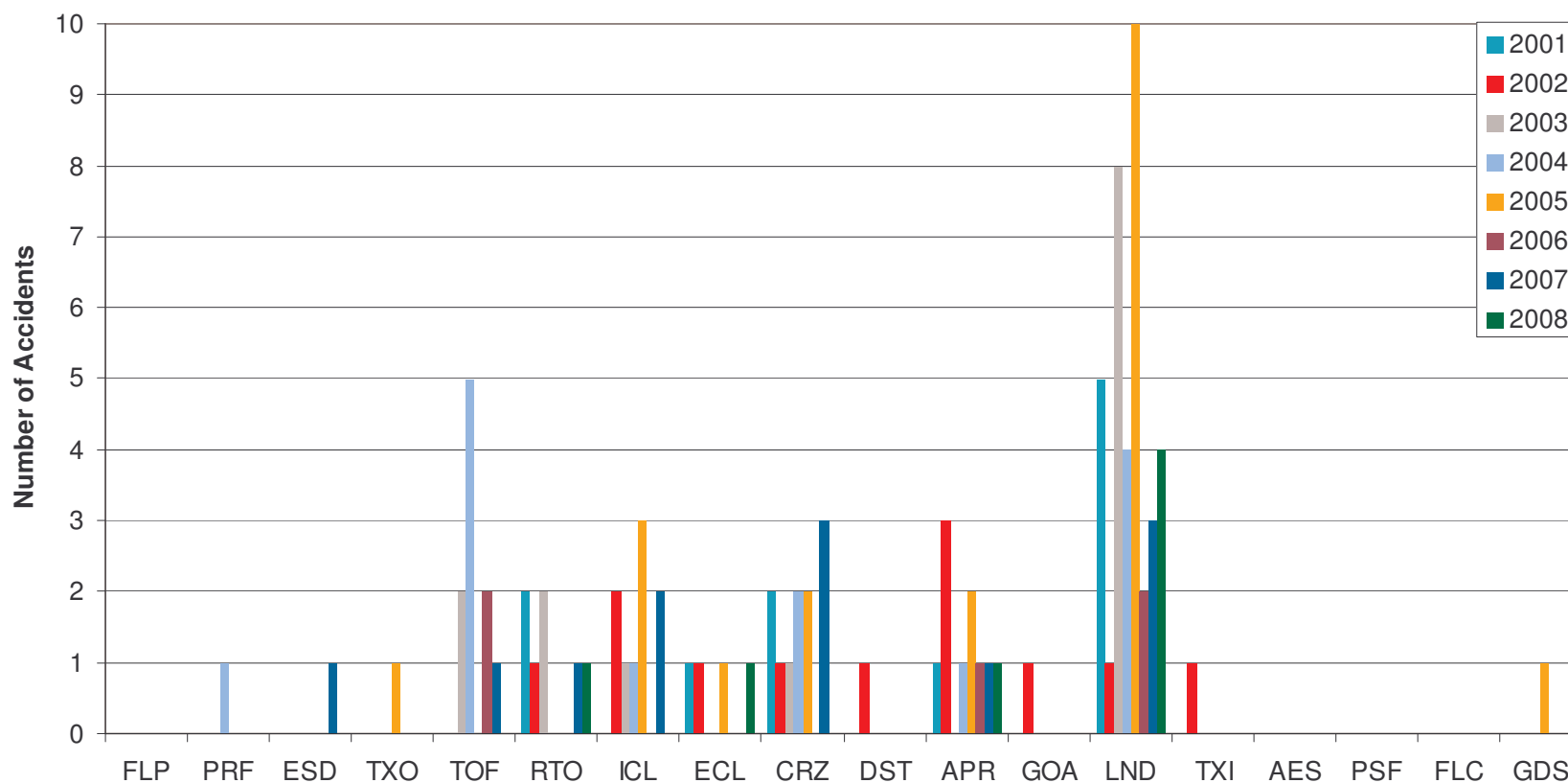
Accident Rates by State (2004-2008)



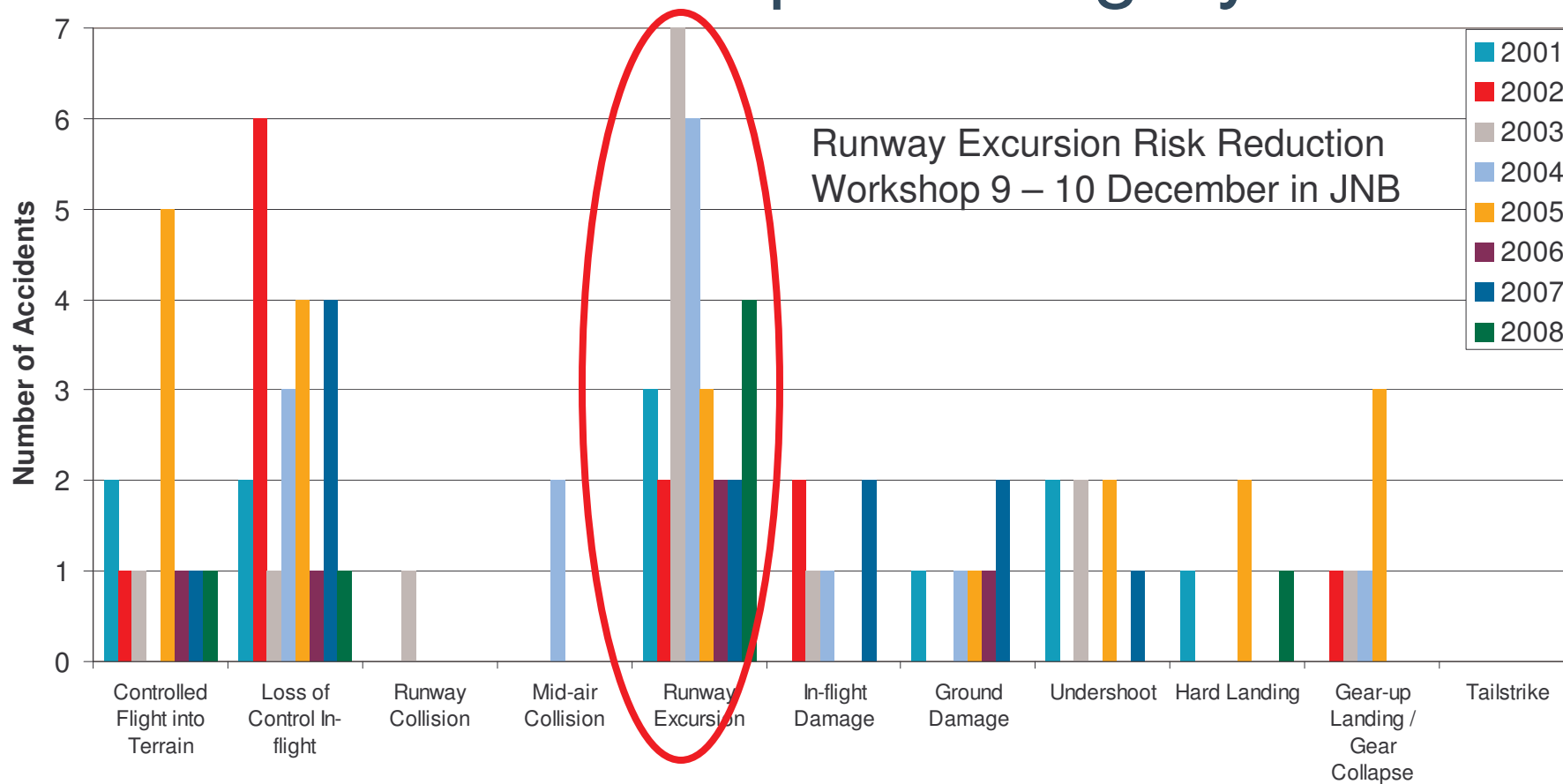
Accidents per Type of Aircraft



Accidents per Phase of Flight



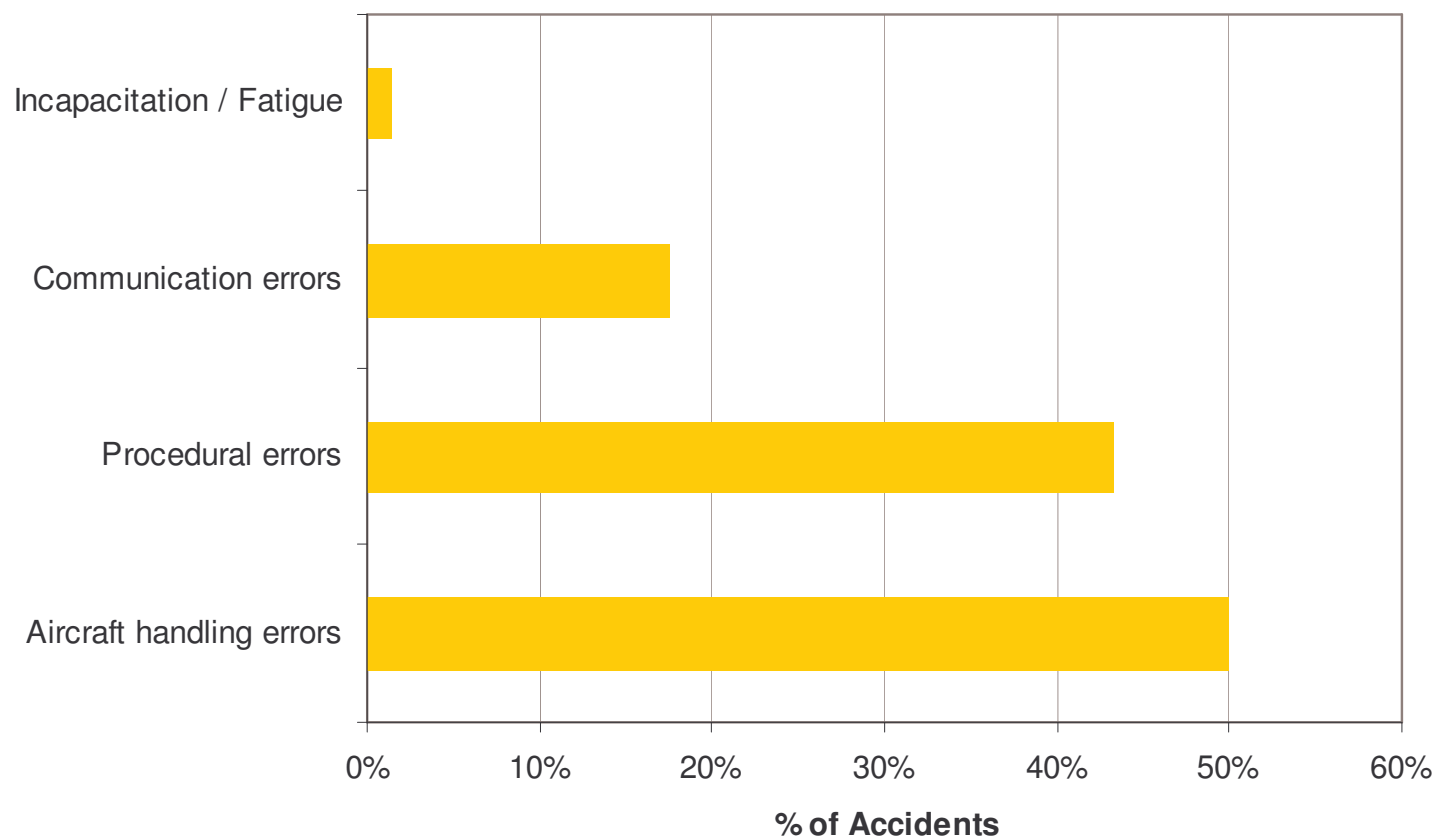
Accidents per Category



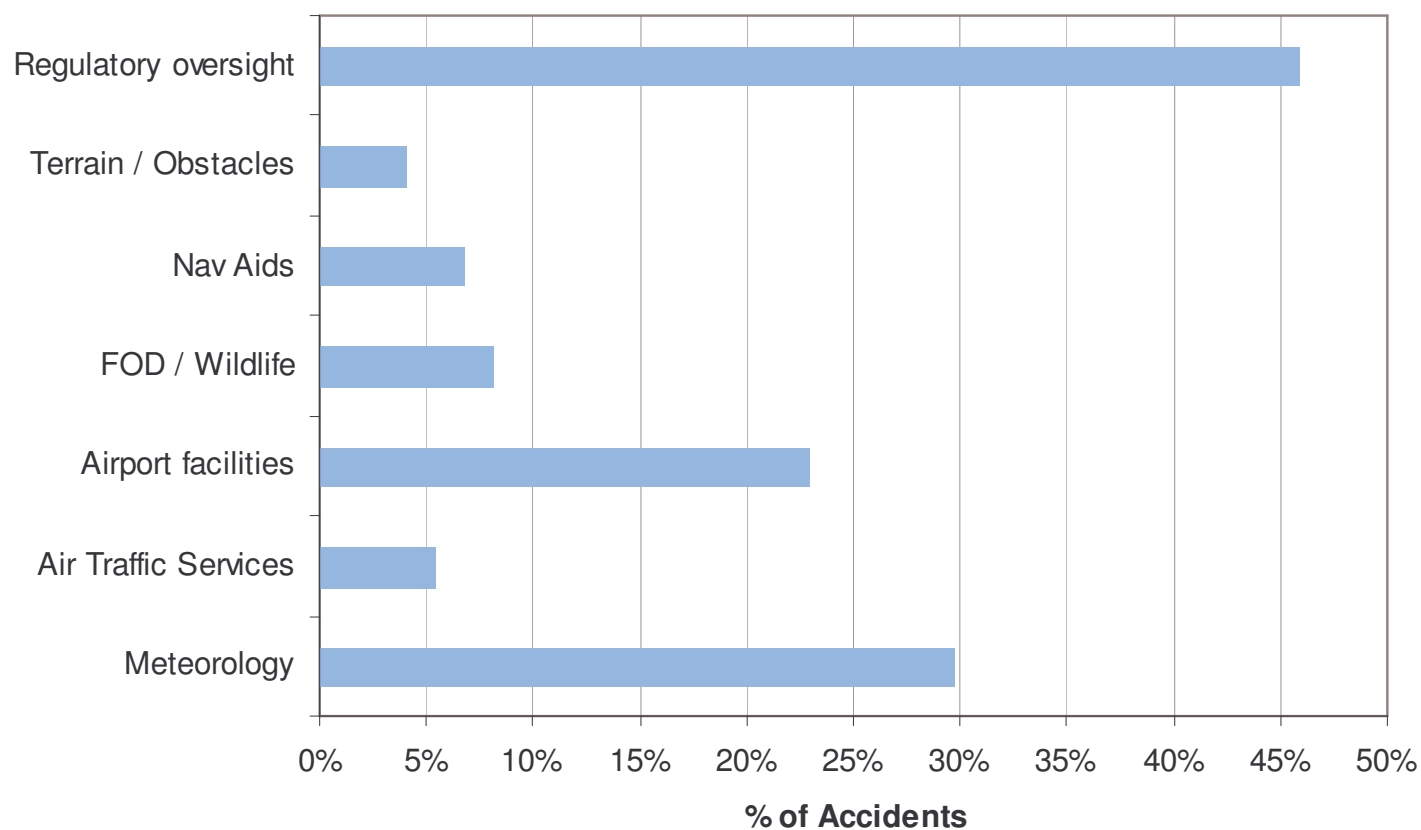
Analysis of Contributing Factors

- Out of the 95 accidents, 74 were analyzed
 - The remaining 21 did not contain sufficient information
- Accidents were analyzed to determine contributing factors:
 - Human (for flight crew involved in the accident)
 - Environmental (operational environment for the airline / crew)
 - Organizational (the airline involved in the accident)
 - Technical (malfunctions of the aircraft involved)

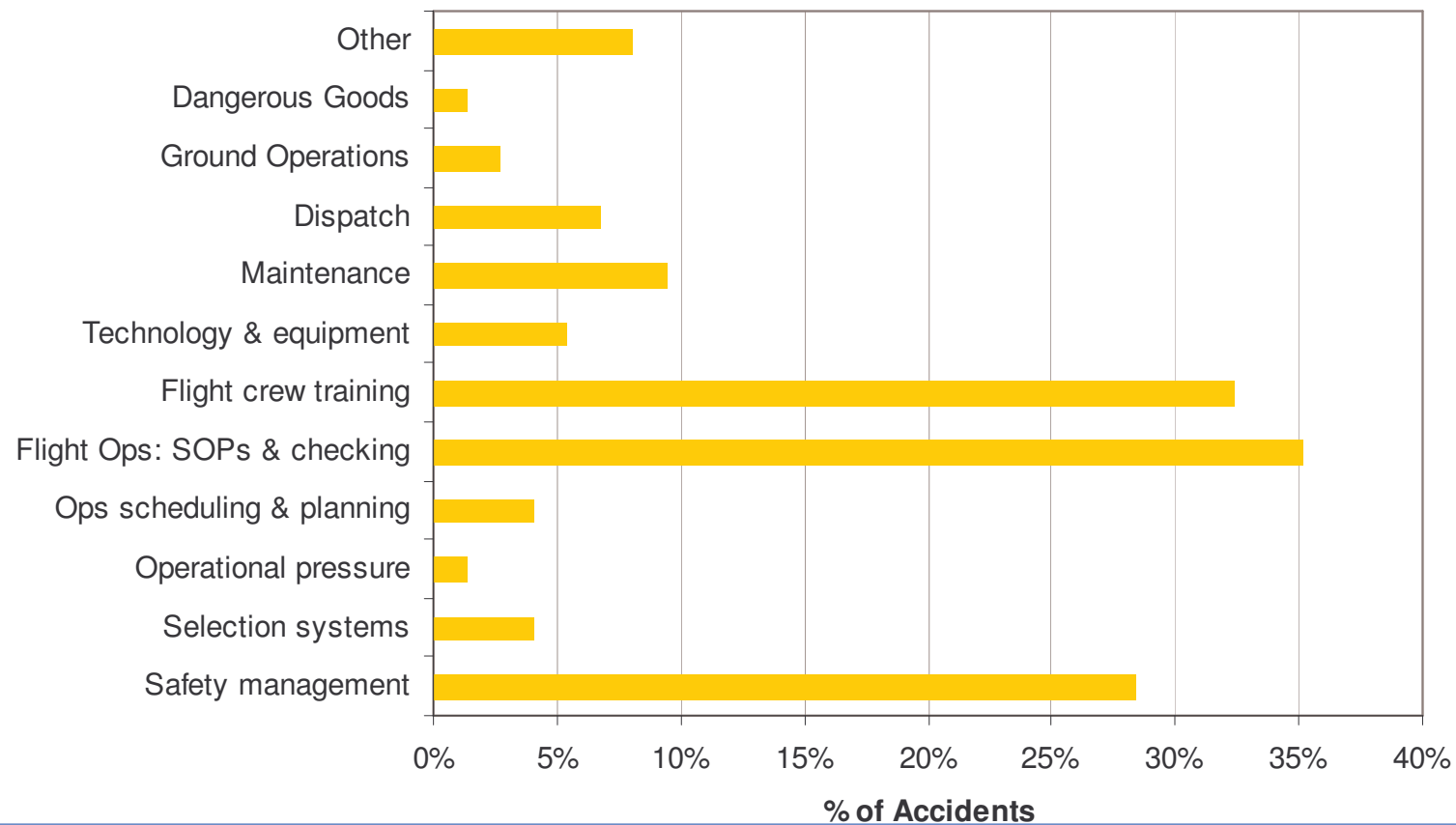
Human Factors



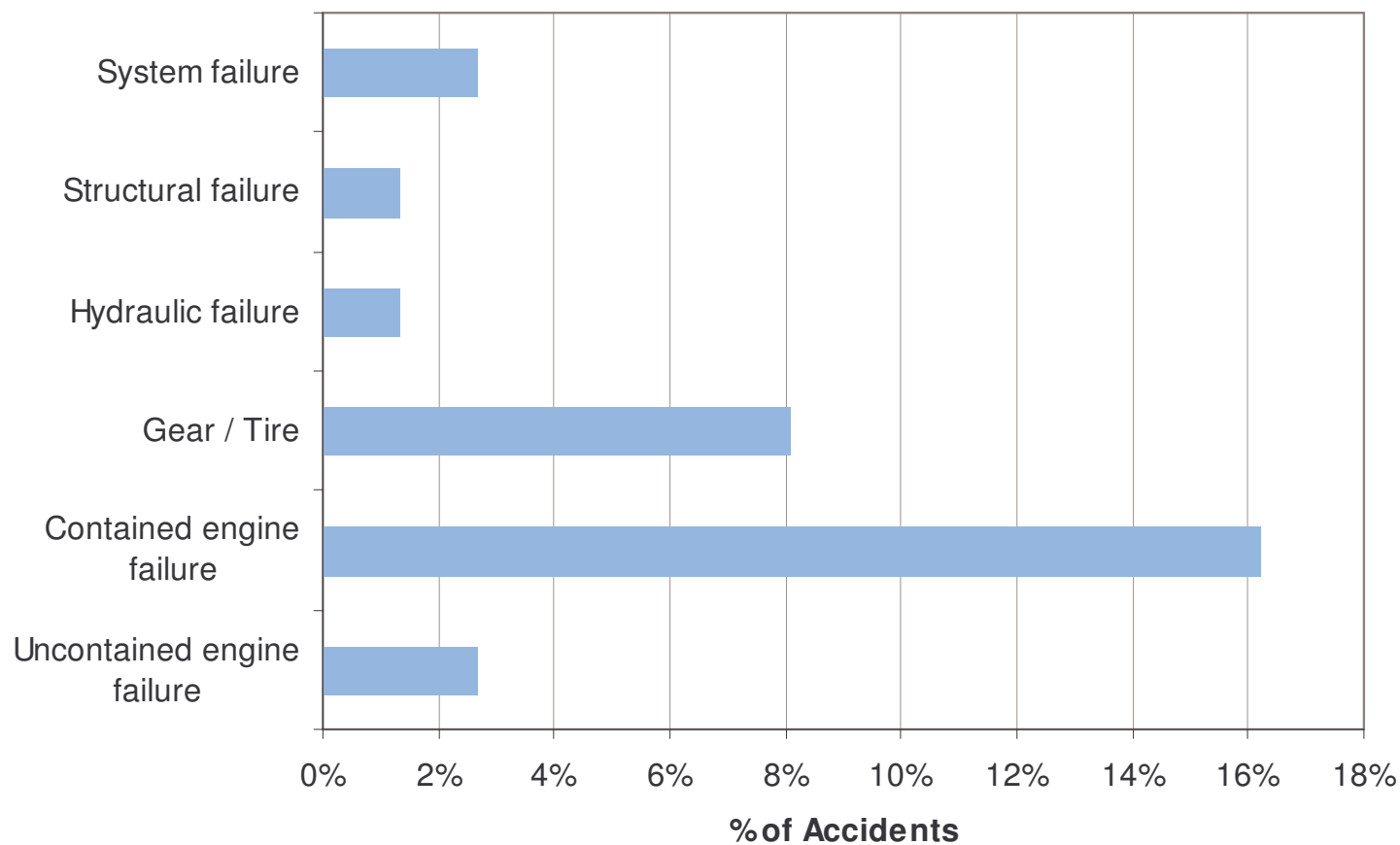
Environmental Factors



Organizational Factors



Technical Factors

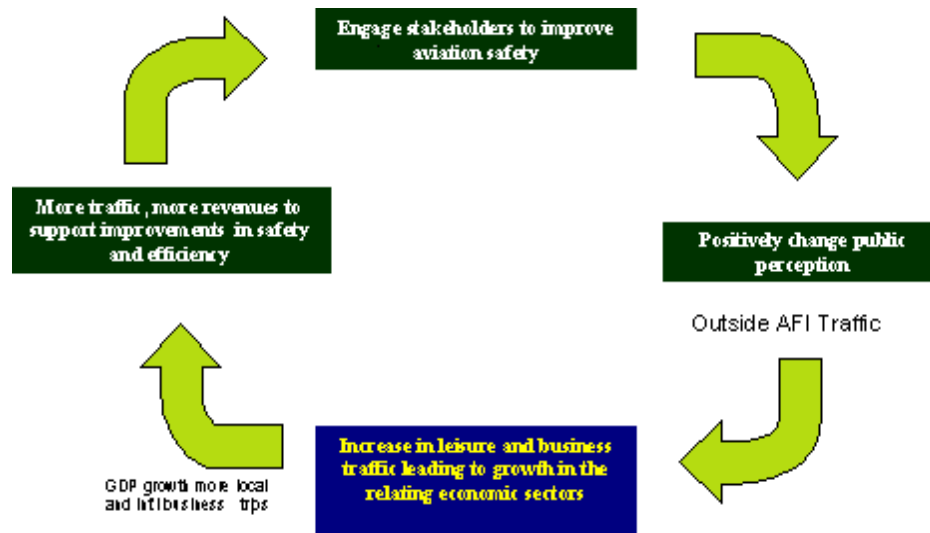


Findings of Analysis

- 2004-2008 accidents involved AOC holders of 24 States
- Most accidents occurred during the landing phase
- Runway excursion and loss of control in flight were main types of accidents
- Top contributing factors in accidents included:
 - **Deficient regulatory oversight by the States of the operators**
 - Deficiencies in the airline's flight operations and training systems
 - Flight crew aircraft handling and procedural errors
- Safety is improving in Africa
- IATA 2009 specific actions to support improving safety in Africa
 - Implementation Programme for Safe Operation in Africa - IPSOA
 - RERR Workshop 9 - 10 December 09 in Johannesburg

Aviation Safety

for Africa Sustainable Economic Development





THANK YOU

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