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QATAR AIRWAYS

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standard chartered
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amaDEUS
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United Bank for Africa
Sabre

Bronze Sponsors

ZENITH
EVERYMUNDO
Anti-trust Guidelines

The following types of agreements are strictly prohibited:

• Any collective agreement concerning prices or charges for airline services;
• Any collective agreement allocating markets, territories, customers, suppliers or agents;
• Any collective agreement relating to prices or charges to be paid to suppliers, etc.
• Any agreement that is intended to, or in operation is likely to induce airlines or their suppliers or agents to engage in anticompetitive behavior, etc.

Anti-trust Guidelines

The exchange of information of the following types of information is for example prohibited:

• Individual airline rates, charges or surcharges;
• Individual airline costs;
• An individual airline’s intentions regarding increasing, reducing or reallocating aircraft capacity (including entering or exiting routes);
• An individual airline’s intentions regarding charging for certain products or services or changes to the existing charges for such products or services;
• Information on individual airlines customers; and
• Any other sensitive commercial or proprietary information that the company would not disclose in the absence of an express or implied agreement to exchange such information for the purpose of reducing or restricting competition in the airline industry.
Panel: Establishing a Collaborative Safety Environment

Moderator: Blessing Kavai

#IATAFocusAfrica
Panelists

Gabriel Acosta  
Head of Operational Safety  
IATA

Timothy L. Arel  
Chief Operating Officer, Air Traffic Organization, FAA

Akachi Iroezi  
Director, Global Safety & Regulatory Affairs Middle East & Africa, Boeing

Bisrat Dinssa  
Director - Group QMS, SMS, ERP & Compliance, Ethiopian Airlines

Cheikh Diop  
Project Leader Airbus Global Support Strategy for Africa (AGSSA), Airbus

Tariq M. Sugati  
Inspector / POI General Civil Aviation Authority, GACA KSA

#IATAFocusAfrica
Africa – Safety Performance

Gabriel Acosta
Accident Rate (per Million Sectors) by Year * Data source IATA

Accidents and Fatalities Onboard by Year * Data source IATA
AFI Accident profile by End State

Fatal and Non-Fatal

Non-Fatal
<table>
<thead>
<tr>
<th>Year</th>
<th>End States</th>
<th>Subcategories</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All</td>
<td></td>
</tr>
<tr>
<td>2006</td>
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<td></td>
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<tr>
<td>2010</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Main categories**

- Uncontrolled Aircraft States
- Undersized Aircraft States
- Countermeasures

**End States**

- Data source IATA
- IATA vs. Non-IATA
- IODA vs. Non-IODA

**Subcategories**

- Controlled Flight into T...
- Loss of Control in Flight
- Mid-Air Collision
- Runway Overrun
-RWI Excess
- RWI Excess Later
- In Flight Damage
- Ground Damage
- Off Runway Touchdown...
- Overshoot
- Hard Landing
- Landing Gear
- Off Airport Landing / DI
- Other End State

**Countermeasures**

- Communication Environment
- Leadership
- Captain should have...
- FO is imperative when...
- Overall Over-Perform...
- SOPs/Planning
- Risks/Planned
- In-flight decision making...
- Pre-flight: Insight/Doc...
- T/Other: Coordination...
- Monitor/Cross-check...
- Workload Management
- Automation Management
- Theory: Runway
- Other: Evaluation of Plans

**Errors**

- Manual Handling / Flight...
- Automation
- Systems / Fixation / Inv...
- Wrong Aircraft Ref...
- SOP Adherence / SOP...
- Interception
- Unintentional
- Unknown
- Checklist
- Normal Checklist
- Abnormal Checklist
- Cellulitis
- Garnement
- Documentation
- Wrong Weight & Balance...
- Wrong/Uncontrollable
- Incorrect or Missing I...
- ATC/Controller Issue
- Failure to QA/QC...
- Failure to QA/QC...
- Crew to External Comm...

**Latest Conditions**

- Design
- Regulatory Oversight
- Urgent Decisions, inc.
- Safety Management
- Change Management
- Selection Systems
- Ops Planning & Scheduling
- Technology & Equipment
- Flight Operations
- Flight Ops. SOPs & C...
- Flight Ops. Training
- Ground Operations
- Ground Ops. SOPs & C...
- Ground Ops. Training
- Maintenance Operations
- Maintenance Ops. SOPs...
- Maintenance Ops. Tie...
- Dispatch Ops. SOPs & C...
- Dispatch Ops. Training...
- Flight watchkeeping...

**Threats**

- Meteorology
- Thundershowers
- Poor visibility / IMC...
- Wind / Wind/Shear Alert...
- icing Conditions
- Lack of Visual Reference...
- Air Traffic Sequencing...
- Wildlife/Foreign Object...
- Bird...
- Airport Facilities
- Poor spotting lights, items...
- Contaminated runway...
- Instability of equipment...
- Non-Availability...
- Non air traffic control...
- Non-availability of...
- Weather...
- Terrain / Obstacles...
- Environmental Threats...
- Aircraft Weapons/FL...
- Gear / Tire...
- Flight Controls...
### Main categories

#### Subcategories

**End States** *Data source IATA*

<table>
<thead>
<tr>
<th>End States</th>
<th>Data source IATA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Controlled Flight Into Turbulence</td>
<td>1.24%</td>
</tr>
<tr>
<td>Loss of Control in Flight</td>
<td>2.59%</td>
</tr>
<tr>
<td>Runway Damage</td>
<td>0.5%</td>
</tr>
<tr>
<td>Mid-air Collision</td>
<td>0.5%</td>
</tr>
<tr>
<td>RW Excursion Overrun</td>
<td>10.5%</td>
</tr>
<tr>
<td>RW Excursion Lateral</td>
<td>11.0%</td>
</tr>
<tr>
<td>In-flight Damage</td>
<td>0.03%</td>
</tr>
<tr>
<td>Ground Damage</td>
<td>0.02%</td>
</tr>
<tr>
<td>Off Runway Touchdown</td>
<td>0.5%</td>
</tr>
<tr>
<td>Undershoot</td>
<td>0.05%</td>
</tr>
<tr>
<td>Overshoot</td>
<td>0.05%</td>
</tr>
<tr>
<td>Gear Collapse</td>
<td>0.5%</td>
</tr>
<tr>
<td>Tail Strike on Landing gear</td>
<td>0.05%</td>
</tr>
<tr>
<td>Off Airport Landing</td>
<td>4.02%</td>
</tr>
</tbody>
</table>

**Uncontrolled Aircraft States** *Data source IATA*

<table>
<thead>
<tr>
<th>Uncontrolled Aircraft States</th>
<th>Data source IATA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airplane On Ground</td>
<td>1.35%</td>
</tr>
<tr>
<td>Loss of Control in Flight</td>
<td>0.09%</td>
</tr>
<tr>
<td>Runway Damage</td>
<td>0.09%</td>
</tr>
<tr>
<td>Mid-air Collision</td>
<td>0.09%</td>
</tr>
<tr>
<td>RW Excursion Overrun</td>
<td>4.52%</td>
</tr>
<tr>
<td>RW Excursion Lateral</td>
<td>4.02%</td>
</tr>
<tr>
<td>In-flight Damage</td>
<td>0.02%</td>
</tr>
<tr>
<td>Ground Damage</td>
<td>0.02%</td>
</tr>
<tr>
<td>Off Runway Touchdown</td>
<td>0.02%</td>
</tr>
<tr>
<td>Undershoot</td>
<td>0.02%</td>
</tr>
<tr>
<td>Overshoot</td>
<td>0.02%</td>
</tr>
<tr>
<td>Gear Collapse</td>
<td>0.02%</td>
</tr>
<tr>
<td>Tail Strike on Landing gear</td>
<td>0.02%</td>
</tr>
<tr>
<td>Off Airport Landing</td>
<td>0.02%</td>
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**Countermeasures** *Data source IATA*

<table>
<thead>
<tr>
<th>Countermeasures</th>
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<tbody>
<tr>
<td>Communication Device</td>
<td>0.1%</td>
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<tr>
<td>Leadership</td>
<td>0.05%</td>
</tr>
<tr>
<td>Captain should share</td>
<td>1.05%</td>
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<tr>
<td>FO is absent when</td>
<td>0.05%</td>
</tr>
<tr>
<td>Overall Crew Permits</td>
<td>0.05%</td>
</tr>
<tr>
<td>SOP Briefing/Planning</td>
<td>0.05%</td>
</tr>
<tr>
<td>Flights Spaced</td>
<td>2.01%</td>
</tr>
<tr>
<td>In flight decision making</td>
<td>0.05%</td>
</tr>
<tr>
<td>Proactive, In-flight Decision</td>
<td>0.05%</td>
</tr>
<tr>
<td>Re-Air / Cancellation</td>
<td>0.05%</td>
</tr>
<tr>
<td>Monitor / Cross check</td>
<td>0.05%</td>
</tr>
<tr>
<td>Workload Management</td>
<td>0.05%</td>
</tr>
<tr>
<td>Automation Management</td>
<td>0.05%</td>
</tr>
<tr>
<td>Taxonomy / Runway Use</td>
<td>0.05%</td>
</tr>
<tr>
<td>Evaluation of Plans</td>
<td>0.05%</td>
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**Errors** *Data source IATA*

<table>
<thead>
<tr>
<th>Errors</th>
<th>Data source IATA</th>
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<tbody>
<tr>
<td>Manual Handling / Flight Crew</td>
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</tr>
<tr>
<td>Navigation</td>
<td>0.68%</td>
</tr>
<tr>
<td>Automation</td>
<td>0.59%</td>
</tr>
<tr>
<td>Systems / Taxis / Parks</td>
<td>1.01%</td>
</tr>
<tr>
<td>SOP Adherence / SOP Compliance</td>
<td>0.59%</td>
</tr>
<tr>
<td>Intentional</td>
<td>7.54%</td>
</tr>
<tr>
<td>Unintentional</td>
<td>3.02%</td>
</tr>
<tr>
<td>Linkage</td>
<td>1.64%</td>
</tr>
<tr>
<td>Checklist</td>
<td>3.52%</td>
</tr>
<tr>
<td>Normal Checklist</td>
<td>1.01%</td>
</tr>
<tr>
<td>Abnormal Checklist</td>
<td>2.51%</td>
</tr>
<tr>
<td>Document</td>
<td>3.01%</td>
</tr>
<tr>
<td>Wrong Weight &amp; Balance</td>
<td>2.01%</td>
</tr>
<tr>
<td>Wrong ATC or Clearance</td>
<td>0.39%</td>
</tr>
<tr>
<td>Incorrect or Missing</td>
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</tr>
<tr>
<td>Failure to GOA</td>
<td>4.42%</td>
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<tr>
<td>Failure to GOA after</td>
<td>1.01%</td>
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<tr>
<td>Crew to External Comm</td>
<td>1.01%</td>
</tr>
<tr>
<td>Pilot-to-Pilot Comm</td>
<td>2.81%</td>
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</tbody>
</table>

**Latent Conditions** *Data source IATA*

<table>
<thead>
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<th>Latent Conditions</th>
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</thead>
<tbody>
<tr>
<td>Design</td>
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</tr>
<tr>
<td>Regulatory Overload</td>
<td>0.05%</td>
</tr>
<tr>
<td>Mgmt Decisions, incl. SOPs</td>
<td>0.05%</td>
</tr>
<tr>
<td>Safety Management</td>
<td>0.05%</td>
</tr>
<tr>
<td>Change Management</td>
<td>0.05%</td>
</tr>
<tr>
<td>Sensitivity to Stress</td>
<td>0.05%</td>
</tr>
<tr>
<td>Ope Planning &amp; Scheduling</td>
<td>0.05%</td>
</tr>
<tr>
<td>Technology &amp; Equipment</td>
<td>0.05%</td>
</tr>
<tr>
<td>Flight Operations</td>
<td>0.05%</td>
</tr>
<tr>
<td>Flight Ops: SOPs &amp; Ocns</td>
<td>0.05%</td>
</tr>
<tr>
<td>Flight Ops: Training Flight Ops: Ground Ops</td>
<td>0.05%</td>
</tr>
<tr>
<td>Ground Ops: SOPs &amp; Ocns</td>
<td>0.05%</td>
</tr>
<tr>
<td>Maintenance Operations</td>
<td>0.05%</td>
</tr>
<tr>
<td>Maintenance Ope</td>
<td>0.05%</td>
</tr>
<tr>
<td>Dispatch</td>
<td>0.05%</td>
</tr>
<tr>
<td>Dispatch Ops: SOPs &amp; Ocns</td>
<td>0.05%</td>
</tr>
<tr>
<td>Flight weather/Weather</td>
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</tbody>
</table>

**Threats** *Data source IATA*

<table>
<thead>
<tr>
<th>Threats</th>
<th>Data source IATA</th>
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</thead>
<tbody>
<tr>
<td>Weather</td>
<td>13.56%</td>
</tr>
<tr>
<td>Visibility</td>
<td>4.32%</td>
</tr>
<tr>
<td>Rain / Snow</td>
<td>4.32%</td>
</tr>
<tr>
<td>Drones</td>
<td>0.97%</td>
</tr>
<tr>
<td>lakes</td>
<td>0.97%</td>
</tr>
<tr>
<td>Weather</td>
<td>0.97%</td>
</tr>
<tr>
<td>Foreign Object</td>
<td>0.97%</td>
</tr>
<tr>
<td>Inadequate Lighting</td>
<td>2.01%</td>
</tr>
<tr>
<td>Contamination / runway</td>
<td>0.05%</td>
</tr>
<tr>
<td>Ground Controls</td>
<td>0.05%</td>
</tr>
<tr>
<td>Roadway Obstacles</td>
<td>0.05%</td>
</tr>
<tr>
<td>Terrain / Obstacles</td>
<td>0.05%</td>
</tr>
<tr>
<td>RWV Surface Incursion</td>
<td>0.05%</td>
</tr>
</tbody>
</table>
Panelists

Gabriel Acosta
Head of Operational Safety
IATA

Timothy L. Arel
Chief Operating Officer, Air Traffic Organization, FAA

Akachi Iroezi
Director, Global Safety & Regulatory Affairs Middle East & Africa, Boeing

Bisrat Dinssa
Director- Group QMS, SMS, ERP & Compliance, Ethiopian Airlines

Cheikh Diop
Project Leader Airbus Global Support Strategy for Africa (AGSSA), Airbus

Tariq M. Sugati
Inspector / POI General Civil Aviation Authority, GACA KSA

#IATAFocusAfrica
Collaborative Safety Teams

Gabriel Acosta
From the Global Aviation Safety Plan (GASP), ICAO calls States to:

GASP contains an aspirational safety goal to achieve and maintain zero fatalities in commercial operations by 2030 and beyond.

Goal 1: Achieve a continuous reduction of operational safety risks.

Goal 2: Implement the eight critical elements of a safety oversight system.

Goal 3: Fully implement effective State Safety Programs.

Goal 4: Increase collaboration at the regional level to enhance safety.

Goal 5: Expand the use of industry programmes.

Goal 6: Ensure the appropriate infrastructure is available to support safe operations.
From the Global Aviation Safety Plan (GASP), ICAO calls States to:

GASP contains an aspirational safety goal to achieve and maintain zero fatalities in commercial operations by 2030 and beyond.

Goal 1: Achieve a continuous reduction of operational safety risks.
Goal 2: Implement the eight critical elements of a safety oversight system.
Goal 3: Fully implement effective State Safety Programs.

Goal 4: Increase collaboration at the regional level to enhance safety.
Goal 5: Expand the use of industry programmes.
Goal 6: Ensure the appropriate infrastructure is available to support safe operations.
Key success factors

Key success factors in implementing a CST

Non-punitive
Support to the State Safety Programme (SSP) but independent of State Oversight obligations

Collaborative
Establish relationships and build trust towards positive safety culture

Progressive
Adopt a progressive and incremental approach based on context

Transparent
Create clear, predictable and transparent operating processes

Protected
Setup and adapt processes to protect voluntarily shared data

Safety Driven
Actions and decisions driven by the objective of improving aviation safety

1
2
3
4
5
6

CST Success Factors
Collaborative

National Level

Regional Level

Global Level

Government
- Regulator
- Legislator
- Accident investigation
- ANSP, etc.

Industry
- Airlines
- Airports
- Manufacturers
- Personnel, etc.
Collaborative

Co Chair (Regulator)  Steering Committee  Co Chair (Industry)

secretariat

Working Group  Working Group  Working Group
RASG – CASIP Collaboration

**Collective Safety Intelligence**
Contribute system wide safety intelligence to evaluation of local safety issues

**Safety enhancement design**
Help in design and implementation of local safety enhancements

**Performance and Effectiveness**
Report on effectiveness of local safety enhancement strategies

**Elevating issues at regional level**
Share local issues facilitating identification of systemic issues across a region
GUIDANCE MATERIAL FOR IMPLEMENTING A
COLLABORATIVE SAFETY TEAM (CST)

An Introduction
Collaborative Aviation Safety Improvement Program
CASIP - AFRICA
Panelists

Gabriel Acosta
Head of Operational Safety
IATA

Timothy L. Arel
Chief Operating Officer, Air Traffic Organization, FAA

Akachi Iroezi
Director, Global Safety & Regulatory Affairs Middle East & Africa, Boeing

Bisrat Dinssa
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Cheikh Diop
Project Leader Airbus Global Support Strategy for Africa (AGSSA), Airbus

Tariq M. Sugati
Inspector / POI General Civil Aviation Authority, GACA KSA

#IATAFocusAfrica
Presentation + Q&A: Aviation Security Overview

Senior Vice President, MedAire

Hany Bakr
Sudan Crisis

HOW ARE WE SUPPORTING THE AVIATION INDUSTRY
24/7 GLOBAL RESPONSE
SUDAN CRISIS AT A GLANCE

EVENTS
- Trigger event: RSF mobilised troops to Khartoum and Merowe 13.04
- Clashes reported 15.04
- Multiple ceasefire announced, ceasefire violations recorded, essential supplies reach critical low

Time
- 13.04
- 14.04
- 15.04
- 16.04
- 17.04
- 18.04
- 19.04
- 20.04
- 21.04
- 22.04
- 23.04
- 24.04
- 25.04
- 26.04
- 27.04
- 28.04
- 29.04
- 30.04
- 01.05
- 02.05
- 03.05
- 04.05

Phase
- Planning & Monitoring
- Incident Response
- Recovery & Implications

INTELLIGENCE, ASSESSMENT & ADVICE
- Fri 14.04: RSF movement confirmed
- Sat 15.04: Advisory
- Mon 17.04: Evacuation level raised
- 15.04 – 04.05.2023 Daily CMT meetings – 34 security alerts, 21 party lines issued

SECURITY, MEDICAL AND LOGISTICS ASSISTANCE
- Thu 13.04: Advisory Issued
- Fri 14.04: Internal Escalation
- Sat 15.04: Special Advisory, Crisis Management Team
- Mon 17.04: Evacuation level raised

146 Security, Medical and Operation Assistance Cases
- 5 Special Advisories
- 21 Alerts
- 21 Party Lines
- 7 Audio Updates
- 2 Road evac convoys for over 70 people, length of convoys 900km/17h and 22h

Port Sudan | 26.04 – 04.05 support vehicles on retainer
Port Sudan | 26.04 – 27.04 1st maritime transportation
Port Sudan | 23.04 – ongoing hotel rooms for evacuees

Client-specific security cases (RFIs & RFAs) handled by 24/7 Regional Security Centres
Client-Specific Security & Health Consulting

Alerts sent
## Sudan Crisis

**Our Security & Logistics Team Deployed to the Dubai and KSA to Support the Crisis**

<table>
<thead>
<tr>
<th>Location</th>
<th>Designation</th>
<th>Dubai/ Remote</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington</td>
<td>Security Director, US South Atlantic</td>
<td>Dubai</td>
</tr>
<tr>
<td>Delhi</td>
<td>Head of Information &amp; Analysis, Asia</td>
<td>Dubai</td>
</tr>
<tr>
<td>London</td>
<td>Director of Operations, Worldwide</td>
<td>Dubai</td>
</tr>
<tr>
<td>Philadelphia</td>
<td>Security Director, Assistance</td>
<td>Dubai</td>
</tr>
<tr>
<td>London</td>
<td>Lead Security Analyst, Maghreb and Sahel</td>
<td>Dubai</td>
</tr>
<tr>
<td>Frankfurt</td>
<td>Regional Security Manager, Germany &amp; Austria</td>
<td>Dubai</td>
</tr>
<tr>
<td>Philadelphia</td>
<td>Senior Security Specialist Intelligence &amp; Assistance</td>
<td>Dubai</td>
</tr>
<tr>
<td>Sydney</td>
<td>Security Director, Information &amp; Analysis and Assistance</td>
<td>Dubai</td>
</tr>
<tr>
<td>London</td>
<td>Regional Network Consultant</td>
<td>Dubai</td>
</tr>
<tr>
<td>Paris</td>
<td>Assistant Operations Manager</td>
<td>Dubai</td>
</tr>
<tr>
<td>Philadelphia</td>
<td>Senior Client Services Executive</td>
<td>Dubai</td>
</tr>
<tr>
<td>London</td>
<td>Director of Medical and Security Assistance Air Transport Services, Worldwide</td>
<td>Dubai</td>
</tr>
<tr>
<td>Delhi</td>
<td>Lead Security Analyst, North Asia</td>
<td>Dubai</td>
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<tr>
<td>Singapore</td>
<td>Security Manager, Assistance</td>
<td>Dubai</td>
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<tr>
<td>London</td>
<td>Security Specialist, Information &amp; Analysis</td>
<td>Remote</td>
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<tr>
<td>London</td>
<td>Network Manager</td>
<td>Remote</td>
</tr>
<tr>
<td>Egypt</td>
<td>Senior Vice President Aviation &amp; Maritime Security</td>
<td>KSA &amp; Remote</td>
</tr>
</tbody>
</table>

### Additional Notes:
- **Worldwide Reach, Human Touch**
- Additional support from various locations including Dubai and KSA as well as other cities globally.
The Sudan crisis security team is supported by our 200-strong dedicated security professionals and 37 Centres and further supported by access to over 200 security partners in over 250 countries.
SUDAN ASSISTANCE – IN NUMBERS

24/7 INTEGRATED SUPPORT TO CLIENTS

150+ ASSISTANCE CASES) IN SUDAN AND NEIGHBOURING COUNTRIES SINCE 13th APRIL 2023

- 150+ security, logistics and medical cases managed in the period between 13th April – 5th May in Sudan

- 2 bus convoys with secure vehicle escorts from Khartoum to Port Sudan.

- 70+ adults and children successfully moved from Khartoum to Port Sudan.

Each person choosing to self-evacuate received risk assessment advice and journey management considerations.
MEDAIRE SECURITY SUPPORT TO SUDAN CRISIS

- Provide risk assessments and analysis
- Supply drops to various locations
- Evacuation planning and execution (Maritime, Air and Land)
- Collaboration with many air carriers
- Engagement at ministerial, high-profile government and CAA officials
- Risk Assessment and Insurance support to air carriers’ operation into Sudan
- Post evacuation support - IMT
MEDAIRE EXPERTISE

35+ YEARS PROVIDING INTELLIGENCE, ADVICE & ASSISTANCE TO

PRIVATE AVIATION

COMMERCIAL AVIATION

LUXURY YACHTS

COMMERCIAL MARITIME

75%
OF FORTUNE’S TOP 100 COMPANIES’ CORPORATE AIRCRAFT

67%
OF WORLD’S TOP COMMERCIAL AIRLINES

50%
OF WORLD’S SUPERYACHTS

13+
P&I CLUBS THAT WE HAVE STRONG WORKING RELATIONSHIPS with

TRUSTED BY LEADING AVIATION REGULATORS GLOBALLY
35+ YEARS PROVIDING INTELLIGENCE, ADVICE & ASSISTANCE TO

PRIVATE AVIATION
4800+ AIRCRAFT

COMMERCIAL AVIATION
180+ AIRLINES

CAA, AIR FORCE & GOVERNMENTS

EXPERT CARE, EVERYWHERE.
GLOBAL CAPABILITIES
EXPERT CARE, EVERYWHERE.

- 27 Assistance Centres
- 8 Regional Security Centres
- 2 Aviation Security Centres
- 200 Security Professionals & 2000 Security Providers
- 103,000+ Accredited Providers

MedAire Office
International SOS 24/7 Assistance Centre & Office
International SOS Office
Medical Supply Fulfilment Centre
Security Intelligence & Operations Centre
Security Operations (dedicated security analysts)

EXPERT CARE, EVERYWHERE.
GLOBAL CHALLENGES TO AVIATION

MEDICAL AND SECURITY ISSUES FACING A MOBILE WORKFORCE

NATURAL DISASTERS  FLU  PETTY CRIME

EMOTIONAL DISTRESS

AIRLINE CATASTROPHES

AIR QUALITY

LANGUAGE AND CULTURAL BARRIERS

IMPRISONMENT UNTRAINED WORKFORCE

TERRORISM  LAWLESSNESS

EXPERT CARE, EVERYWHERE.
AVIATION SECURITY CHALLENGES

- Airport infrastructure and challenged facilities
- Airspace and overflight challenges
- Lack of security culture
- Political and economic instability
AVIATION SECURITY CHALLENGES

- Attraction and retention of talent
- Aviation Security standards of some key airports
- Lack of robust risk assessments
- Lack of modern aviation security training

FOCUS ON AFRICA
<table>
<thead>
<tr>
<th>Departure Country</th>
<th>Departures</th>
<th>Growth vs Prev Yr</th>
<th>Growth vs 2Y ago</th>
<th>Growth vs 3Y ago</th>
<th>Growth vs 4 Yrs ago</th>
</tr>
</thead>
<tbody>
<tr>
<td>Egypt</td>
<td>19,118</td>
<td>37.0%</td>
<td>122.7%</td>
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<td>Morocco</td>
<td>14,526</td>
<td>32.7%</td>
<td>148.3%</td>
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<td>-16.2%</td>
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<tr>
<td>Ethiopia</td>
<td>12,438</td>
<td>31.6%</td>
<td>42.9%</td>
<td>66.5%</td>
<td>29.3%</td>
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<tr>
<td>Algeria</td>
<td>8,649</td>
<td>246.9%</td>
<td>862.1%</td>
<td>89.4%</td>
<td>8.3%</td>
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<td>France</td>
<td>8,101</td>
<td>120.6%</td>
<td>408.2%</td>
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<td>-1.4%</td>
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<td>6,489</td>
<td>24.7%</td>
<td>149.2%</td>
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<td>Saudi Arabia</td>
<td>5,538</td>
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<td>202.1%</td>
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<td>2,070</td>
<td>65.3%</td>
<td>135.0%</td>
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<td>United Arab Emirates</td>
<td>1,959</td>
<td>7.8%</td>
<td>13.5%</td>
<td>94.0%</td>
<td>29.5%</td>
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<td>Germany</td>
<td>1,711</td>
<td>36.1%</td>
<td>270.3%</td>
<td>177.3%</td>
<td>54.6%</td>
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<td>Spain</td>
<td>1,638</td>
<td>11.7%</td>
<td>126.2%</td>
<td>50.7%</td>
<td>-25.9%</td>
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<tr>
<td>Belgium</td>
<td>1,558</td>
<td>-4.7%</td>
<td>24.6%</td>
<td>30.9%</td>
<td>30.5%</td>
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<tr>
<td>Turkey</td>
<td>1,377</td>
<td>51.2%</td>
<td>165.3%</td>
<td>125.7%</td>
<td>57.9%</td>
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<tr>
<td>Tanzania</td>
<td>1,350</td>
<td>22.5%</td>
<td>98.5%</td>
<td>204.1%</td>
<td>243.5%</td>
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<tr>
<td>South Africa</td>
<td>1,348</td>
<td>26.7%</td>
<td>65.8%</td>
<td>72.4%</td>
<td>15.9%</td>
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<tr>
<td><strong>Grand Total</strong></td>
<td><strong>115,685</strong></td>
<td><strong>46.5%</strong></td>
<td><strong>117.7%</strong></td>
<td><strong>100.4%</strong></td>
<td><strong>20.3%</strong></td>
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</table>
## GROWTH BY AIRLINES

<table>
<thead>
<tr>
<th>Operator / Airline</th>
<th>Flights</th>
<th>Growth vs Prev Yr: Flights</th>
<th>Growth vs 2Y ago: Flights</th>
<th>Growth vs 3Y ago: Flights</th>
<th>Growth vs 4Y ago: Flights</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ethiopian Airlines</td>
<td>30,763</td>
<td>30.4%</td>
<td>36.3%</td>
<td>60.5%</td>
<td>28.8%</td>
</tr>
<tr>
<td>Egypt Air</td>
<td>26,569</td>
<td>21.5%</td>
<td>84.8%</td>
<td>137.9%</td>
<td>33.5%</td>
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<tr>
<td>Royal Air Maroc</td>
<td>24,398</td>
<td>35.9%</td>
<td>154.4%</td>
<td>71.1%</td>
<td>-13.8%</td>
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<tr>
<td>Air Algerie</td>
<td>15,683</td>
<td>248.1%</td>
<td>1,037.3%</td>
<td>82.7%</td>
<td>2.0%</td>
</tr>
<tr>
<td>Kenya Airways</td>
<td>10,658</td>
<td>34.0%</td>
<td>141.6%</td>
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<td>81.3%</td>
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<tr>
<td>Air Cairo</td>
<td>7,614</td>
<td>145.6%</td>
<td>852.9%</td>
<td>1,026.3%</td>
<td>169.2%</td>
</tr>
<tr>
<td>Grand Total</td>
<td>115,685</td>
<td>46.5%</td>
<td>117.7%</td>
<td>100.4%</td>
<td>20.3%</td>
</tr>
</tbody>
</table>

Data by wingx
AIRPORT SECURITY RISK ASSESSMENTS

Assess and score risks specific to airports

- Ability of the airport to securely protect aircraft
- Ability for the aircraft to safely remain unattended
- Ability of the aircraft to safely operate to the location
- Availability of suitable lodging and transportation for crew
- Availability of mitigation services in constrained environments
Outline the risks at different altitudes within an FIR based on the following information about weaponry present within that region:

- Availability
- Portability
- Lethality
- Ease of Use
- Civilian vs Military
- Intent for Use by Govt or Militant Groups
STRENGTH OF AVSEC RISK MANAGEMENT

1. Powered by Human Intel and technology
2. Provides assessments & countermeasures
3. Airport, City, Country, FIR analysis
4. Predictive, proactive and reactive
5. AI & human driven Alerts
6. Route risk visuals
7. Aircraft tracking risk visuals

Aircraft tracking risk visuals

Route risk visuals

AI & human driven Alerts

Predictive, proactive and reactive

Airport, City, Country, FIR analysis

Provides assessments & countermeasures

Powered by Human Intel and technology
KEY MESSAGES

- Effective security risk management framework
- Promote positive aviation security culture
- Upskill the workforce on aviation security
- Build robust aviation security risk mitigation strategy
OPEN DISCUSSION
Coffee Break
Presentation + Q&A:
Passenger Experience – Biometrics and Security

Regional Director,
Operations, Safety & Security AME, IATA

Kashif Khalid
Customer Experience & Facilitation

How biometrics and digital identity can transform customer experience
Why the industry needs One ID

Manual **paper document** based processes are not sustainable or secure.

Airport congestion – processing time has more than **doubled** in some cases.

Airline staff or border agents cannot cope with an **array of documents** in a reasonable timeframe.

Airlines and authorities are facing **skilled staff shortage**.

**Urgent need to move the processes off-airports:** Getting to ‘**ready-to-fly**’ status.
Using Digital Identity technologies to transform the customer experience with:

- **Contactless** travel through biometric enabled identification
- Digitalization of admissibility in advance of travel

Arrive at the airport **Ready to Fly**
What is IATA trying to do with One ID?

Define the **vision** and end-state process

Provide the **right tools** – standards, recommendations and guidance

Enable the **environment** – infrastructure and regulations – to be **compatible** with the IATA One ID concept

Status: Done

Status: In progress

Status: In progress
Key Principles for One ID

- Process is **paperless**
- Passengers **own and control** their data
- Verifying parties should request **only the minimum data** required to complete the transaction
- **Biometric recognition** systems should allow the passengers to be recognized throughout the process
- Passengers can opt in to **advance sharing** of digital identity information and/or have a biometric-enabled end-to-end digital experience
- Passengers must have the ability to **opt out** at any stage for manual processing
One ID – Contactless Travel

Passenger is offered a Contactless Travel experience for their journey.

Passenger has or is issued Trusted Digital Identity*, Live Face Biometric and Journey Details Verifiable Credentials (VCs) to their digital identity wallet.

Passenger shares required data from digital wallet directly to relying party (airline, airport or authority).

Relying party verifies the data as trusted and prepares for the Contactless Travel Journey.

Passenger’s identity is verified using biometric recognition at contactless airport touchpoints.

* Once stored in the digital identity wallet, the credentials can be re-used for their validity unless revoked.
Passengers send all required documentations to State authorities in **advance** of travel.

States issue a **notification of admissibility** to passenger digital identity wallet as a Verifiable Credential.

Passenger **shares** notification of admissibility from digital wallet **directly** to airline.

Airline verifies the data as **trusted**, and that the passenger meets the requirements for travel.

Passenger is **checked in** and is issued their boarding pass, they are **Ready to Fly!**

**and/or** States advise airline via iAPI that passenger is **OK to travel**

*On the assumption that all other check in conditions are met*
Passenger uses an app to derive proof from government issued documents (e.g. passport, visa) that are issued to the passenger’s digital identity wallet as verifiable credentials (VCs).

Passenger shares required information as VCs from digital identity wallet directly to airline as part of check in process (e.g. online in advance or at a kiosk in airport).

Airline verifies the data as trusted and confirms that the passenger meets the requirements for travel through digital document checking.

Passenger is checked in* and is issued their boarding pass, they are Ready to Fly!

*On the assumption that all other check in conditions are met
Current One ID Standards

RP1701o (update) One ID Contactless Travel

- The RP provides recommendations for an open trust framework and contactless travel processes, which include the issuance of verifiable credentials to passengers based on a recent live facial image which is bound to an accepted identity document, and verifiable credentials based on the journey details.

- The RP does not include the process taking place after the biometric and journey details credentials are received by the verifying parties. It will be the scope for another new RP planned, Biometric Handling in Contactless Travel.

  - With PSC ballot for Q2 2023

RP1701p (new) One ID Digitalization of Admissibility

- The passenger can digitally obtain all necessary authorizations to travel directly from governments and demonstrate to airline(s) the admissibility to travel without disclosing unnecessary personal data.

- The process for Digitalization of Admissibility is approached in phases – in the interim, the process around preparing the travel documents remains unchanged and passengers can derive the proof in a VC form from these documents. The BRD developed in 2022 focuses only on this interim state.

  - Effective September 2022 (to be published in the PSCRM in June 2023)
 Planned One ID Standard

RP1701q (new) Biometric Handling in Contactless Travel

• The RP will aim to provide recommendations on the process taking place after verifiers receive biometric image VC and journey details to offer a contactless travel experience.

• The RP will be developed based on the BRD Biometric Handling in Contactless Travel.
The One ID alpha technical specifications for the implementation of Digitalization of Admissibility are available for testing.
One ID Working Group

• IATA works with One ID Working Group to develop industry standards/guidance materials.

• IATA member airlines, ACI member airports, Governments, International Organizations and IATA Strategic Partners can join.

• Experience with biometric trials/ implementations is preferred, but it is not a condition to join the group.

• WG is requested to participate in developing and reviewing draft standards/guidance materials documents.

• For stakeholders interested in joining One ID WG, contact Youn Kim at kimy@iata.org.
‘eVisa’ – The Challenge
Harmonization of Travel Authorization

Three digital process towards automation and seamless

- Specifications for DTA issued by ICAO
- Provide the means for issuing harmonized credentials to passengers and achieving interoperability
- Airline staff can perform an easier manual verification and leads to automated or digitized verification
  - In One ID ecosystem, digitalization of admissbility provides for the means for passengers to digitally demonstrate their compliance with airlines in advance of travel (remotly)

Interactive Advance Passenger Information (iAPI)
ICAO Digital Travel Authorization (DTA)
Digital Travel Authorization (DTA)

DTA Technical Report available on icao.int
Panel: Creating a Data Rich Environment for Aviation Safety in Africa

Moderator: Edward Jumi

#IATAFocusAfrica
Panelists

Lawrence Amukono
Chief, National Continuous Monitoring Coordinator, Kenya CAA

Hellen Ndichu
Director Safety, RwandAir
Lunch Break
THANK YOU TO OUR SPONSORS

Host Airline: Ethiopian

Platinum Sponsor: QATAR AIRWAYS

Gold Sponsors: Hitit, flutterwave, standard chartered, Zemen BANK

Silver Sponsors: AIRBUS, amadeus, Ecobank, UBA, Sabre

Bronze Sponsors: ZENITH, EVERYMUNDO
Panel: AIM-ing for a Solid Safety Foundation

Moderator: Lindi-Lee Kirkman

#IATAFocusAfrica
Panelists

Oscar Centeno  
Training Deputy Officer, Group EAD

Roseline Mumbo  
Vice President, IFAIMA

Christine Groos  
Aviation Data Supplier Management Specialist, Boeing

Carsten Skrybeck  
Source Liaison, Jeppesen/Boeing

Moderated by Lindi-Lee Kirkman

#IATAFocusAfrica
AIMing for a Solid Safety Foundation
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## NOTAM Proliferation

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<tbody>
<tr>
<td>Europe (L+E+B)</td>
<td>117.560</td>
<td>305.851</td>
<td>308.226</td>
<td>360.574</td>
<td>410.998</td>
<td>432.464</td>
<td>368%</td>
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<tr>
<td>Pacific (A+N+Y)</td>
<td>16.919</td>
<td>42.058</td>
<td>45.367</td>
<td>42.354</td>
<td>39.909</td>
<td>46.296</td>
<td>274%</td>
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<tr>
<td>Asia (R+V+W+Z)</td>
<td>30.452</td>
<td>69.344</td>
<td>113.364</td>
<td>150.124</td>
<td>165.652</td>
<td>165.506</td>
<td>543%</td>
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<tr>
<td>Russia + Central Asia (U)</td>
<td>3.817</td>
<td>15.534</td>
<td>41.587</td>
<td>152.022</td>
<td>165.370</td>
<td>151.892</td>
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<tr>
<td>Africa (D+F+G+H)</td>
<td>12.242</td>
<td>23.290</td>
<td>29.342</td>
<td>29.630</td>
<td>29.282</td>
<td>29.890</td>
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<tr>
<td>Mid Asia (O)</td>
<td>5.571</td>
<td>13.800</td>
<td>15.520</td>
<td>21.202</td>
<td>19.494</td>
<td>18.586</td>
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<tr>
<td>North America (C+K+P)</td>
<td>78.897</td>
<td>306.744</td>
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<td>South + Central America (M+S+T)</td>
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</table>
### Old and Very Old NOTAM

#### NOTAM Age Distribution

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<tr>
<th>Region</th>
<th>Current</th>
<th>Old</th>
<th>Very old</th>
</tr>
</thead>
<tbody>
<tr>
<td>APAC</td>
<td>84.4%</td>
<td>5.6%</td>
<td>10.1%</td>
</tr>
<tr>
<td>ESAF</td>
<td>73%</td>
<td>6.7%</td>
<td>19.3%</td>
</tr>
<tr>
<td>EUR/NAT</td>
<td>91.4%</td>
<td>4.1%</td>
<td>4.5%</td>
</tr>
<tr>
<td>MID</td>
<td>85.6%</td>
<td>7.6%</td>
<td>6.8%</td>
</tr>
<tr>
<td>NACC</td>
<td>79.3%</td>
<td>13.4%</td>
<td>7.3%</td>
</tr>
<tr>
<td>SAM</td>
<td>77.7%</td>
<td>12.8%</td>
<td>9.5%</td>
</tr>
<tr>
<td>WACAF</td>
<td>43.1%</td>
<td>12.6%</td>
<td>44.4%</td>
</tr>
</tbody>
</table>

- **Total NOTAM**: 493
- **Old NOTAM**: 33 (6.7%)
- **Very Old NOTAM**: 100 (20.3%)

#### NOTAM per month

- **Total NOTAM**: 423
- **Old NOTAM**: 53 (12.5%)
- **Very Old NOTAM**: 188 (44.4%)
AIMing for a Solid Safety Foundation
Acknowledgments, References, and Thank You

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- Roseline Mumbo

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- Stephane Dubet
- Sahil Dawany

**Panel members and our “agent” in the audience**
- Roseline Mambo
- Christine Groos
- Carsten Skrybeck
- Oscar Centeno
- Chris Michalakis
AIMing for a Solid Safety Foundation

The Time is NOW

If It Is To Be It Is Up To Me
Panel: Operational Efficiency, Resilience and Sustainability

Moderators: Protus Seda
             Fiona Omondi

#IATAFocusAfrica
Panelists

**Gilbert Macharia Kibe**
Managing Director, Air Transport Consulting Ltd

**Mathew Pwajok**
Director of Operations, NAMA

**Chris Michalakis**
Captain (Pilot), Delta Air Lines

**Capt. Irene Koki Mutungi**
B787 Captain – Kenya Airways
Board member Flight Safety Foundation

**Fiona Omondi**
Chief Strategy Officer,
Tradewinds Aviation Services

Moderated by Protus Seda & Fiona Omondi

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THANK YOU
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