



COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SAFETY IN AFRICA (AFI PLAN)

NINETEENTH AFI PLAN STEERING COMMITTEE MEETING

(Gaborone, Botswana, 23 May 2017)

Agenda Item 1.3: Report on the revised Abuja Safety Targets and Incorporation of Air Navigation Services Performance Indicators and Targets

(Presented by AFCAC)

EXECUTIVE SUMMARY

This paper presents the revised Abuja Safety Targets as proposed by AFCAC and ICAO in conjunction with the other Stakeholders and in accordance with the recommendations of the African Union Commission (AUC) Specialized Technical Committee (STC) meeting on Transport, Infrastructure, Energy and Tourism.

The revised Abuja Safety Targets include the AFI Air Navigation Services Performance Indicators (ANS PI) and Targets and also take into consideration, the Safety Performance Indicators of the GASP.

Action: The Steering Committee is invited to:

- a) Note the information contained in the paper and its attachments;
- b) Adopt the proposed targets and new timeframes;
- c) Urge African States to provide the safety data required for the monitoring of the implementation of the Abuja Safety Targets by AFCAC ;
- d) Direct the AFI Plan Secretariat to communicate the reformulated ANS PIs and Targets to the APIRG 21 for endorsement; and
- e) Provide further guidance to the meeting.

References: STC Meeting Report, 2012 Abuja Declaration and GASP

1. INTRODUCTION

1.1 The Aviation Safety Targets for Africa, known as the “Abuja Safety Targets” were adopted by the African Ministers responsible for civil aviation at the Ministerial

Conference on Aviation Safety in Africa, which was held in Abuja, Nigeria from 16 – 20 July, 2012 through the Declaration on Aviation Safety.

1.2 After being mandated to monitor and report on the status of the implementation of the Abuja Safety Targets, AFCAC in conjunction with ICAO developed a mechanism to collect and analyze safety data from African States for this purpose.

1.3 The status of the implementation of the Abuja Safety Targets have been regularly presented to Stakeholders since the end of 2012. By the end of 2016, a number of the safety targets had been met. However, these good trends need to be reinforced, as some of the safety targets relating to the improvement of the effective implementation of the ICAO Standards and Recommended Practices (SARPs) and aerodrome certification are yet to be met by many African States.

1.4 Furthermore, the rate of aircraft accidents in member States of the African Union is 6.79 per million departures over the 5 preceding years while the global accident rate is 3.2 per million departures over the 5 preceding years.

1.5 Also, there are issues with respect to the implementation timeframes, as all the deadlines of the Abuja Safety Targets have passed and new challenges are emerging in Safety in the areas of the provision of Air Navigation Services (ANS) in Africa.

1.6 Consequently, AFCAC and ICAO were requested to undertake necessary coordination meetings with stakeholders and the African States to finalize and propose new safety targets.

2. **DISCUSSION**

2.1 The authorization which was required from Ministers responsible for Air Transport to revise in conjunction with ICAO, the current targets and propose new ones, was obtained from the AUC Specialized Technical Committee (STC) on Infrastructure, Transport, Tourism and Energy at its meeting which was held in Lomé, Togo from 13 to 17 March 2017.

2.2 In this regard, AFCAC and ICAO have undertaken necessary coordination meetings with stakeholders and some States to finalize and propose the new Safety Targets, taking into consideration the Global Aviation Safety Plan (GASP), the Global Air Navigation Plan (GANP) and regional safety initiatives.

2.3 The revised Targets presented as **Attachment A** to this working paper were discussed and finalized by the 3rd RASG-AFI Steering Committee meeting (RASC/3) held in Dakar from 19 to 20 April 2017.

3. CONCLUSION

The Steering Committee is invited to:

- a) Take note of the information provided;
- b) Adopt the proposed targets and new timeframes;
- c) Urge African States to provide the safety data required for the monitoring of the implementation of the Abuja Safety Targets by AFCAC;
- d) Direct the AFI Plan Secretariat to communicate the reformulated ANS PIs and Targets to the APIRG 21 for endorsement; and
- e) Provide further guidance and orientation as necessary.

-END-

ABUJA SAFETY TARGETS	Re-formulated Abuja Safety Targets	Revised Deadline
<p>3. As a matter of urgency, States resolve ALL identified Significant Safety Concerns created by a State in allowing the holder of an authorization or approval, to exercise the privileges attached to it without meeting the minimum requirements of the State and ICAO.</p> <ul style="list-style-type: none"> ▪ Existing by July 2013; ▪ Any newly identified within 12 months from identification. 	<p>3. States resolve:</p> <ul style="list-style-type: none"> ▪ Existing SSCs by December 2017; ▪ Newly identified SSCs within 6 months from the date of its official publication by ICAO. 	<p>By end of 2017</p>
<p>4. States abide by the timelines and provide resources for implementation of ICAO/State Plans of Action by July 2013.</p>	<p>4. States abide by the timelines and provide resources for implementation of ICAO/State Plans of Action</p> <ul style="list-style-type: none"> ▪ All States to have accepted ICAO Plans of Action by 2019 and ▪ abide by the timelines and provide resources for their implementation. 	<p>By end of 2019 By end of 2022</p>
<p>5. Progressively increase the Effective Implementation (EI) score of ICAO's USOAP results to no less than 60% (35% or 19 States of all African States by the end of 2013, 70% or 38 States of all African States by the end of 2015 and 100% or 54 of all African States by the end of 2017).</p>	<p>5. States progressively increase the Effective Implementation (EI) percentage under the ICAO USOAP such that States with:</p> <ul style="list-style-type: none"> ▪ $EI < 60\%$ attain 60% by 2020; ▪ $60\% \leq EI \leq 70\%$ attain 80% by 2022; ▪ $70\% < EI$ attain 95% by 2028. 	<p>By end of 2022</p>

ABUJA SAFETY TARGETS	Re-formulated Abuja Safety Targets	Revised Deadline
<p>6. Implement State Safety Programmes (SSP) and ensure that all Service Providers implement a Safety Management System (SMS) by the end of 2015.</p>	<p>6. For the purposes of SSP/SMS Implementation, all States:</p> <ul style="list-style-type: none"> ▪ to have a Sustainable SSP established, addressing all pre-requisites; ▪ to have an Effective SSP with appropriate maturity level established; ▪ to contribute information on safety risks, including SSP SPIs, to the RASG-AFI; ▪ with a safety margin of at least 10%, and an Effective SSP, to actively engage in RASG-AFI safety risk management activities (analysis of safety risks, design and implementation of risk mitigation actions). ▪ All Service Providers to use globally harmonized indicators as part of their SMS. 	<p>By end of 2022</p> <p>By end of 2025</p> <p>By end of 2022</p> <p>By end of 2022</p> <p>By end of 2020</p>
<p>7. Certify all International Aerodromes by the end of 2015.</p>	<p>7. All International Aerodromes to be certified by 2022,</p> <ul style="list-style-type: none"> • At least one international aerodrome in every State to be certified; • All airport operators to participate in the ICAO recognized industry assessment programme for airports (APEX) • At least one international aerodrome in every State to establish a Runway Safety Team (RST). 	<p>By end of 2020</p> <p>By end of 2020</p> <p>By end of 2020</p>
<p>8. Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification by the end of 2015.</p>	<p>8. Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification:</p> <ul style="list-style-type: none"> ▪ All States to establish an appropriate framework for recognition of IATA operational safety audit (IOSA) and IATA Standard Safety Assessment (ISSA) as effective safety mechanisms; ▪ All African airlines to obtain IOSA or ISSA certification, as appropriate, by the end of 2020. 	<p>By end of 2020</p>

APIRG/20 DECISIONS (AFI ANS Targets)	Re-formulated ANS PIs and Targets	Revised Deadline
<p>9. All States to establish effective and operational SAR organization (by:</p> <ul style="list-style-type: none"> • Developing SAR National Plan; and • Concluding SAR Agreements/MoUs). 	<p>9. All States to establish an effective and operational SAR organization:</p> <ul style="list-style-type: none"> • Development of a National SAR Plan by end of 2018; • Conclusion of SAR Agreements/ MoUs with all neighbouring States by end of 2018; • Organisation of multi-agency, multi-State and combined Regional SAR exercises to test SAR systems in place involving as many SAR units as practicable by end of 2019. 	<p>By end of 2019</p>
<p>10. States to implement the transition from AIS to AIM.</p>	<p>10. All States to implement the transition from AIS to AIM:</p> <ul style="list-style-type: none"> • Development of a National Action Plan By end of 2018; • Implementation of the National Action Plan in accordance with the ASBU Block 0 D-ATM by end of 2020. 	<p>By end of 2020</p>
<p>11. All States to implement PBN procedures for all instrument runways.</p>	<p>11. All States to implement PBN procedures for all instrument runways.</p> <ul style="list-style-type: none"> • 75% of Instrument Runways to have PBN procedures by end of 2020; • 100% of Instrument Runways to have PBN Procedures by end of 2025. 	<p>By end of 2025</p>
<p>12. All States to reduce airproxes due to loss of separation.</p>	<p>12. All States to continuously reduce the rate of aircraft proximity (AIRPROX) occurrences in their managed airspace to attain and maintain a level of zero (0) Airprox.</p>	<p>By end of 2020</p>
<p>13. All States to establish seamless Air Navigation Services.</p>	<p>13. All States to establish seamless Air Navigation Services.</p> <ul style="list-style-type: none"> ▪ All States to Increase harmonization and seamless ANS along major air traffic flows (AFI Seamless Sky) by 2024. 	<p>By end of 2024</p>
<p>14. All States to implement ASBU B0 Modules</p>	<p>14. All States to implement ASBU B0 Modules:</p> <ul style="list-style-type: none"> ▪ All States to develop National ASBU Plan by end of 2018. 	<p>By end of 2020</p>

15. States to develop and implement a National Plan for the reduction of CO ₂ emissions due to international civil aviation	15. All States to develop and implement a National Plan for the reduction of CO ₂ emissions due to international civil aviation: <ul style="list-style-type: none"> ▪ develop a National Plan for CO₂ reduction by end of 2020; ▪ full implementation of the National Plan by 2022 	By end of 2022
16. All ANSPs to participate in the Africa ANSP Peer Review Programme	16. All ANSPs to effectively participate in the African ANSP Peer Review Programme by 2019. <ul style="list-style-type: none"> ▪ All ANSPs to Implement the African ANSP Peer Review recommendations by 2022. 	By end of 2022

AIR TRANSPORT (New Target)	Targets	Deadline
<p>17. All States to complete the process for solemn Declaration of commitment for the establishment of a Single African Air Transport Market (Yamoussoukro Decision).</p>	<p>17. All States to complete the process for solemn Declaration of commitment for the establishment of a Single African Air Transport Market (Yamoussoukro Decision):</p> <ul style="list-style-type: none"> ▪ to sign the solemn Declaration of commitment to the full implementation of the Yamoussoukro Decision (YD) and the Single African Air Transport Market (SAATM). ▪ to meet the ICAO technical safety requirements by 2020; 	<p>By end of 2020</p> <p>By end of 2017</p>