



AFRICAN CIVIL AVIATION COMMISSION (AFCAC)

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

NINETEENTH STEERING COMMITTEE MEETING
Gaborone, Botswana, 23 May 2017

Revision of Abuja Safety Targets and Incorporation of ANS Performance Indicators

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OUTLINE

- ▶ Introduction
- ▶ Abuja Safety Targets as revised by the Third RASG-AFI Steering Committee Meeting
- ▶ Recommendations

INTRODUCTION

- ▶ The “Abuja Safety Targets” were adopted by the African Ministers responsible for civil aviation at the Ministerial Conference on Aviation Safety in Africa, from 16 - 20 July, 2012 through the Abuja Declaration on Aviation Safety
- ▶ Issues related to the implementation timeframes, as all the deadlines have passed and targets are not met
- ▶ New challenges are emerging in Safety in the areas of the provision of Air Navigation Services (ANS) in Africa
- ▶ There were needs to:
 - ❖ **Revise the Abuja Safety Targets, and**
 - ❖ **Incorporate ANS Performance Indicators and Targets**

INTRODUCTION

- ▶ Authorization of the revision was required from the Ministers responsible for of Air Transport
- ▶ The AUC Specialized Technical Committee (STC) meeting on Infrastructure, Transport, Tourism and Energy, held in Lomé, Togo from 13 to 17 March 2017, agreed on the necessity of the revision
- ▶ AFCAC and ICAO undertook necessary coordination meetings with the stakeholders 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

ABUJA SAFETY TARGETS

No	Targets	2012	2013	2014	2015	2016	2017
1	Reduce Runway related accident and serious incident by 50%						
2	Reduce CFIT related accident and serious incident by 50%						
3	Establish autonomous CAAs or delegate to RSOO or other African States						
4	Resolve existing SSCs						
5	Implement ICAO Plans of Actions						
6	Increase EI score to no less than 60% by 19 States						
7	Increase EI score to no less than 60% by 38 States						
8	Increase EI score to no less than 60% by 54 States						
9	Implement SSP and SMS						
10	Certify all international aerodromes						
11	Require African airlines obtain IATA-IOSA						

GASP TIMELINES

Effective safety oversight	SSP implementation	Predictive risk management
RASGs and other fora: mechanisms for sharing of safety information	RASGs: mature regional monitoring and safety management programmes	All States: implement advanced safety oversight systems, including predictive risk management
States with EI > 60%: SSP implementation	All States: SSP implementation	
All States: achieve 60% EI of CEs		
2017 (near term)	2022 (mid term)	2028 (long term)

REVISED ABUJA SAFETY TARGETS

ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
<p><input type="checkbox"/> 2. Establish and strengthen autonomous CAAs with independent regulatory oversight, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry or delegate their functions to RSOOs or other African States by the end of Dec 2013</p>	<p><input type="checkbox"/> 2. All States establish and strengthen autonomous CAAs with independent regulatory oversight, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry by 2020.</p> <p><input type="checkbox"/> States effectively exercise the safety oversight functions with a positive safety margin of at least 10% in all areas by 2022.</p> <p><input type="checkbox"/> States to delegate certain safety oversight functions to RSOOs or other States, by the end of 2022 in areas with safety margins below zero, and as appropriate.</p>	<p>By end of 2022</p>

REVISED ABUJA SAFETY TARGETS

ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
<ul style="list-style-type: none"> <input type="checkbox"/> 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. <input type="checkbox"/> Existing by July 2013; <input type="checkbox"/> Any newly identified within 12 months from identification. 	<ul style="list-style-type: none"> <input type="checkbox"/> 3. States resolve: <ul style="list-style-type: none"> <input type="checkbox"/> Existing SSCs by December 2017; <input type="checkbox"/> Newly identified SSCs within 6 months from the date of its official publication by ICAO. 	<p>By end of 2017</p>

REVISED ABUJA SAFETY TARGETS

ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
<ul style="list-style-type: none"> <input type="checkbox"/> 4. States abide by the timelines and provide resources for implementation of ICAO/State Plans of Action by July 2013. 	<ul style="list-style-type: none"> <input type="checkbox"/> 4. States abide by the timelines and provide resources for implementation of ICAO/State Plans of Action <ul style="list-style-type: none"> <input type="checkbox"/> All States to have accepted ICAO Plans of Action by 2019; and <input type="checkbox"/> abide by the timelines and provide resources for their implementation by 2022. 	<p>By end of 2022</p>

REVISED ABUJA SAFETY TARGETS

ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
<ul style="list-style-type: none"> <input type="checkbox"/> 5. Progressively increase the Effective Implementation (EI) score of ICAO's USOAP results to no less than 60% <ul style="list-style-type: none"> <input type="checkbox"/> 35% or 19 States of all African States by the end of 2013, <input type="checkbox"/> 70% or 38 States of all African States by the end of 2015; and <input type="checkbox"/> 100% or 54 of all African States by the end of 2017. 	<ul style="list-style-type: none"> <input type="checkbox"/> 5. States progressively increase the Effective Implementation (EI) percentage under the ICAO USOAP such that States with: <ul style="list-style-type: none"> <input type="checkbox"/> EI < 60% attain 60% by 2020; <input type="checkbox"/> 60% ≤ EI ≤ 70% attain 80% by 2022; <input type="checkbox"/> 70% < EI attain 95% by 2028. 	<p>By end of 2022</p>

REVISED ABUJA SAFETY TARGETS

ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
<p><input type="checkbox"/> 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><input type="checkbox"/> 6. For the purposes of SSP/SMS Implementation, all States:</p> <ul style="list-style-type: none"> <input type="checkbox"/> to have a Sustainable SSP established, addressing all pre-requisites; <input type="checkbox"/> to have an Effective SSP with appropriate maturity level established; <input type="checkbox"/> to contribute information on safety risks, including SSP SPIs, to the RASG-AFI; <input type="checkbox"/> 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). <input type="checkbox"/> 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>

REVISED ABUJA SAFETY TARGETS

ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
<ul style="list-style-type: none"> <input type="checkbox"/> 7. Certify all International Aerodromes by the end of 2015. 	<ul style="list-style-type: none"> <input type="checkbox"/> 7. All International Aerodromes to be certified by 2022 <input type="checkbox"/> At least one international aerodrome in every State to be certified; <input type="checkbox"/> All airport operators to participate in the ICAO recognized industry assessment programme for airports (APEX) <input type="checkbox"/> At least one international aerodrome in every State to establish a Runway Safety Team (RST). 	<ul style="list-style-type: none"> By end of 2022 By end of 2020 By end of 2020 By end of 2020

REVISED ABUJA SAFETY TARGETS

ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
<ul style="list-style-type: none"> <input type="checkbox"/> 8. Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification by the end of 2015. 	<ul style="list-style-type: none"> <input type="checkbox"/> 8. Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification: <ul style="list-style-type: none"> <input type="checkbox"/> 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; <input type="checkbox"/> All African airlines to obtain IOSA or ISSA certification, as appropriate, by the end of 2020. 	<p>By end of 2020</p>

GANP TIMELINES



REVISED ABUJA SAFETY TARGETS

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS TARGETS	REVISED DEADLINE
<p><input type="checkbox"/> 9. All States to establish effective and operational SAR organization by:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Developing SAR National Plan; and <input type="checkbox"/> Concluding SAR Agreements/ MoUs). 	<p><input type="checkbox"/> 9. All States to establish an effective and operational SAR organization:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Development of a National SAR Plan by end of 2018; <input type="checkbox"/> Conclusion of SAR Agreements/ MoUs with all neighbouring States by end of 2018; <input type="checkbox"/> <i>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.</i> 	<p>By end of 2019</p>

REVISED ABUJA SAFETY TARGETS

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS TARGETS	REVISED DEADLINE
<input type="checkbox"/> 10. States to implement the transition from AIS to AIM.	<input type="checkbox"/> 10. All States to implement the transition from AIS to AIM: <ul style="list-style-type: none"> <input type="checkbox"/> Development of a National Action Plan By end of 2018; <input type="checkbox"/> Implementation of the National Action Plan in accordance with the ASBU Block 0 D-ATM by end of 2020. 	By end of 2020

REVISED ABUJA SAFETY TARGETS

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS TARGETS	REVISED DEADLINE
<ul style="list-style-type: none"> <input type="checkbox"/> 11. All States to implement PBN procedures for all instrument runways. 	<ul style="list-style-type: none"> <input type="checkbox"/> 11. All States to implement PBN procedures for all instrument runways. <input type="checkbox"/> 75% of Instrument Runways to have PBN procedures by end of 2020; <input type="checkbox"/> 100% of Instrument Runways to have PBN Procedures by end of 2025. 	<p>By end of 2025</p>

REVISED ABUJA SAFETY TARGETS

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS TARGETS	REVISED DEADLINE
<input type="checkbox"/> 12. All States to reduce airproxes due to loss of separation.	<input type="checkbox"/> 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.	By end of 2020

REVISED ABUJA SAFETY TARGETS

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS TARGETS	REVISED DEADLINE
<input type="checkbox"/> 13. All States to establish seamless Air Navigation Services.	<input type="checkbox"/> 13. All States to establish seamless Air Navigation Services. <input type="checkbox"/> All States to Increase harmonization and seamless ANS along major air traffic flows (AFI Seamless Sky) by 2024.	By end of 2024

REVISED ABUJA SAFETY TARGETS

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS AND TARGETS	REVISED DEADLINE
<input type="checkbox"/> 14. All States to implement ASBU B0 Modules	<input type="checkbox"/> 14. All States to implement ASBU B0 Modules: <input type="checkbox"/> All States to develop National ASBU Plan by end of 2018.	By end of 2020

REVISED ABUJA SAFETY TARGETS

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS TARGETS	REVISED DEADLINE
<input type="checkbox"/> 15. States to develop and implement a National Plan for the reduction of CO2 emissions due to international civil aviation	<input type="checkbox"/> 15. All States to develop and implement a National Plan for the reduction of CO2 emissions due to international civil aviation: <ul style="list-style-type: none"> <input type="checkbox"/> develop a National Plan for CO2 reduction by end of 2020; <input type="checkbox"/> full implementation of the National Plan by 2022 	By end of 2022

REVISED ABUJA SAFETY TARGETS

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS TARGETS	REVISED DEADLINE
<input type="checkbox"/> 16. All ANSPs to participate in the Africa ANSP Peer Review Programme	<input type="checkbox"/> 16. All ANSPs to participate in the Africa ANSP Peer Review Programme <input type="checkbox"/> All ANSPs to effectively participate in the African ANSP Peer Review Programme by 2019. <input type="checkbox"/> All ANSPs to Implement the African ANSP Peer Review recommendations by 2022.	By end of 2022

PROPOSED RECOMMENDATIONS

The 19th AFI Plan SC Meeting is invited to:

- ▶ Adopt the proposed targets and new timeframes;
- ▶ Consider the AFI ANS Targets adopted by APIRG/20, as reformulated in view of their consolidation with the revised Abuja Safety Targets;
- ▶ Recommend that the revised ANS Targets be referred to APIRG for endorsement and necessary alignment;
- ▶ Urge the African States to provide the safety data required for the monitoring of the implementation of the Abuja Safety Targets by AFCAC; and
- ▶ Provide further guidance and orientation as necessary.



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Thank you