INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI AVIATION WEEK – EIGHTH EDITION

(Nairobi, Kenya 21 - 25 August 2023)

Twenty-Sixth Meeting of the Steering Committee of the AFI Plan

Agenda Item 2: Implementation of the Abuja Safety Targets

(Presented by AFCAC Secretariat)

SUMMARY

This Working Paper presents the status of alignment and implementation of the Abuja Safety Targets (ASTs) up to June 2023. The paper highlights challenges encountered by States that hinder the successful implementation of the Targets. It also highlights the proposed interventions to address the identified challenges and the need for increased allocation of financial and human resources towards implementation of the Targets. In order to promote more efficient allocation of resources and to simplify monitoring of progress, there is a need for improved reporting by Member States to ensure all problem areas are identified in a timely manner.

Action Requested

The Meeting is invited to:-

a) Note status of implementation of the Abuja Safety Targets;
b) Urge member States to increase the rate of implementation of the Abuja Safety Targets;
c) Urge ICAO and international partners to increase allocation of financial and human resources towards implementation of the targets; and
d) Request the AFI Plan Steering Committee to consider the revised Abuja Safety Targets and endorse their approval by the Specialised Technical Committee on Transport, Transcontinental and Interregional Infrastructure, and Energy (STC-TTIIE

REFERENCE(S):

- Abuja Declaration on Aviation Safety in Africa;
- Abuja Safety Targets incorporating Performance Indicators;
- ICAO GASP and GANP;
- AFCAC Funding Proposal

1. Introduction

1.1. Consistent with the Abuja Declaration on Aviation Safety in Africa, AU/EXP/AT/Decl. (IV) of 16-20 July 2012, a mechanism was developed by AFCAC to monitor the progress of implementation of the ASTs. Consistent with the mechanism, on-line questionnaires are regularly sent to member States to provide

feedback meant to assist AFCAC to periodically determine the status of implementation of the Abuja Safety Targets. In addition, AFCAC's objective *inter alia,* is to coordinate civil aviation matters in Africa and to cooperate with ICAO and all other relevant organizations and other bodies which are involved in the promotion and development of civil aviation in Africa. It's on this premise that AFCAC is required to support Member States in the effective implementation of the Abuja Safety Targets.

1.2. In-line with Decision SC22 /Rec 10 of the 22nd AFI Plan Steering Committee meeting held on the 15th of May 2019 in Kampala Uganda, AFCAC supplements data from States with relevant information from relevant IATA and ICAO databases i.e. IATA reports, ICAO iSTARS, USOAP CMA OLF etc. Consistent with outcomes of the on-line questionnaires, reporting is done in terms of average performance for all member States.

1.3. The following programs are used to provide needed resources to Member States to improve their level of implementation of the Abuja Safety Targets: -

- AFI Plan;
- EU-ASA Project;
- AFI CIS program;
- SAATM - AfDB;
- ANSP Peer Review program etc.

All these programs provide needed resources targeted at specific domains to assist member States.

2. Discussion

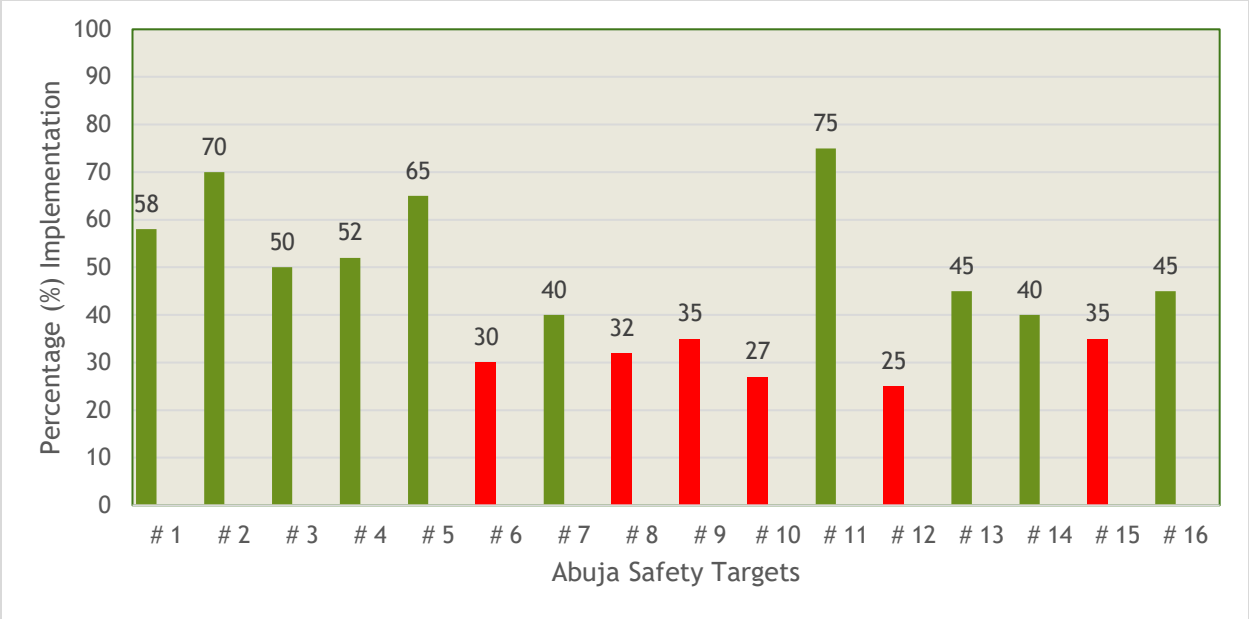
Implementation status

2.1. Through cooperation and collaboration with international organizations and partners, resources were allocated to assist member States to implement the Abuja Safety Targets. The ICAO AFI Plan, funding from EU-ASA and AfDB and partnership with AFRAA, have contributed significantly towards member States compliance. These interventions resulted in increased level of implementation amongst various member States and greater improvement was realized in safety related targets as a result of technical assistance missions provided by combined efforts from AFCAC, RSOOs and ICAO.

2.2. AFCAC in collaboration with ICAO and relevant stakeholders were mandated to revise the Abuja Safety Targets as indicated in Attachment D to this Working Paper, in order to align them with the ICAO GASP and GANP. The revision was initiated and will be considered by the relevant organs.

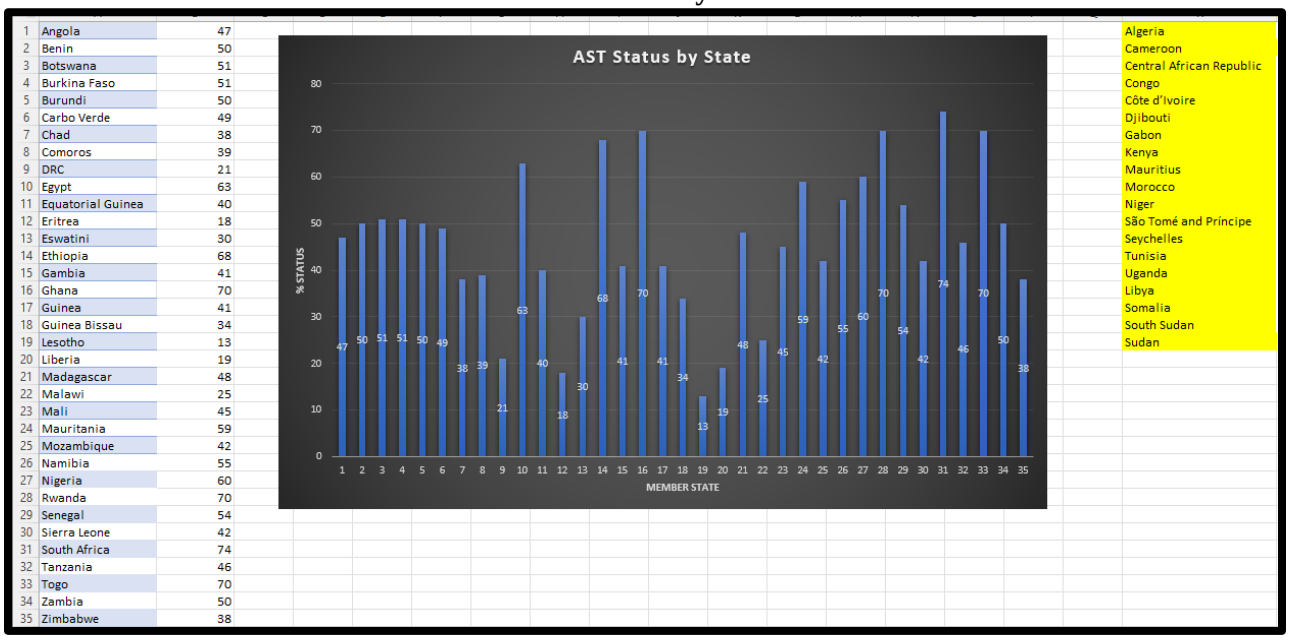
2.3. Consistent with AFI Plan Steering Committee Decision SC22/ Rec 10: of the AFI Plan Steering Committee, ASTs status of implementation report was compiled using on-line information provided by Member States and supplementary data from IATA and ICAO iSTARS resulting in the observations based on average performances as shown in Attachment C to this Working Paper and the figure below:-

Overall AST Status by Target



2.4. The performance analysis for each State for the period 2021-2022 is indicated in the figure below. Results of the analysis showed that most States that have low level of implementation of the Abuja Safety Targets also have low EI score according to the USOAP CMA audit results, hence a direct co-relation between the level of implementation of the Abuja Safety Targets and the EI in the compliance with ICAO SARPs. Twenty-one (21) member States are below 50% level of implementation of the targets.

Overall AST Status by State



1	Angola	47
2	Benin	50
3	Botswana	51
4	Burkina Faso	51
5	Burundi	50
6	Carbo Verde	49
7	Chad	38
8	Comoros	39
9	DRC	21
10	Egypt	63
11	Equatorial Guinea	40
12	Eritrea	18
13	Eswatini	30
14	Ethiopia	68
15	Gambia	41
16	Ghana	70
17	Guinea	41
18	Guinea Bissau	34
19	Lesotho	13
20	Liberia	19
21	Madagascar	48
22	Malawi	25
23	Mali	45
24	Mauritania	59
25	Mozambique	42
26	Namibia	55
27	Nigeria	60
28	Rwanda	70
29	Senegal	54
30	Sierra Leone	42
31	South Africa	74
32	Tanzania	46
33	Togo	70
34	Zambia	50
35	Zimbabwe	38

Algeria
Cameroon
Central African Republic
Congo
Côte d'Ivoire
Djibouti
Gabon
Kenya
Mauritius
Morocco
Niger
São Tomé and Príncipe
Seychelles
Tunisia
Uganda
Libya
Somalia
South Sudan
Sudan

Note: The States highlighted in yellow have not yet provided the information.

Challenges in the Implementation of ASTs

2.5. The slow rate of implementation of the ASTs or the lack thereof, is a result of various challenges that have been highlighted for each of the 16 Targets in the attachment A to this Working Paper. In general, the challenges causing the lack of, or delayed implementation of these targets can vary, but here are some of the common challenges summarized as follows:

a) *Lack of Technical Capacity*: Training and capacity-building incorporating OJT are essential for personnel to effectively operate and maintain new systems and technologies. The lack of adequate experienced and skilled aviation safety inspectors remains a challenge hence the requirement for capacity building supported by OJT. This is a replica of the perennial challenges depicted for poor performance by Member States in CE-4. Training and capacity-building initiatives need to be developed based on the existing training needs identified in Member States. Capacity building needs can be effectively addressed with specific needs-based training.

b) *Regulatory Hurdles:* Inadequate or outdated regulatory frameworks might not align with the requirements set by ICAO, making it difficult to implement practices that support aviation safety. In fact, in many cases this impedes the adoption of new technologies and practices. Similarly, inconsistent regulatory frameworks and varying levels of compliance across different countries could lead to delays in harmonizing safety and air navigation standards. Different countries may have varying regulatory frameworks and requirements, which could hinder harmonization and cooperation in implementing the targets.

c) *Infrastructure Deficiencies*: Inadequate airport infrastructure, outdated communication and navigation systems, and insufficient maintenance can hamper the adoption of modern safety and air navigation technologies. Certification requires that the infrastructure is compliant with the ICAO SARPs.

d) *Lack of effective Coordination among Stakeholders*: Lack of effective coordination among aviation authorities, airlines, and other stakeholders is an impediment to the timely implementation of new procedures and technologies.

e) *Political and Socioeconomic Factors*: Political instability, bureaucratic challenges, and socioeconomic issues can affect the prioritization and allocation of resources for aviation modernization and compliance enhancement.

Proposed Interventions

2.6. In order accelerate the implementation of ASTs, Member States with the least performance have been selected with specific interventions to address the existing challenges as indicated below:

a) *Investment in Infrastructure:* Allocate funds for the upgrade and expansion of airports, communication systems, navigation aids, and air traffic management technologies. The current Project on Aviation Infrastructure Gap Analysis aims at identifying the existing gaps in detail and making recommendations on bankable projects to support Infrastructure development.

b) *Funding Allocation:* Develop a sustainable funding model that ensures a consistent budget allocation for aviation safety and navigation improvements. There is a need to set up a dedicated fund to support countries with limited financial resources in implementing safety and air navigation improvements. Advocacy should be encouraged for Member States to include Aviation Plans in their National Development Plans in order to secure funding. In addition, States need to be supported to develop and implement the NASPs from which Aviation matters can be prioritized.

Based on GASP, GANP, Regional Safety Plans and Air Navigation Plans Member States can be supported accordingly with high-level stakeholder engagement.

c) *Regulatory Reform:* There are a few Member States who have not updated their legislation as required. The development of Model Regulations with a possibility of harmonization, especially with the support of RSOOs, can assist States in enhancing their legislative framework. AFCAC in collaboration with RSOOs and other stakeholders can assist Member States in aligning their regulatory frameworks with international standards and best practices. This will involve providing legal and regulatory expertise and facilitating the development of harmonized regulations using the Experts Working Groups.

d) *Training and Capacity Building:* AFCAC in collaboration with key stakeholders like ICAO and AATO are already focusing on needs-based capacity building by organizing training workshops, seminars, and courses to enhance the technical and operational skills of aviation personnel in Member States. Establish training programs to develop a skilled workforce capable of operating and maintaining advanced aviation systems.

e) *Stakeholder Collaboration:* Foster better collaboration among aviation authorities, airlines, and industry stakeholders to ensure a coordinated approach to implementing the Abuja targets. Create a coordinated platform for all stakeholders to communicate, share information, and work together towards achieving the safety and ANS targets. To this end, organizing seminars, collaborative platforms, workshops, and forums for effective stakeholder engagement can clearly spell out how better implementation of the ASTs can be achieved.

f) *Public-Private Partnerships (PPPs):* Engage the private sector through PPPs to leverage their expertise, resources, and innovation for aviation modernization.

g) *Awareness and Advocacy for the political leaders to support civil aviation initiatives and programmes*: Launch awareness campaigns to highlight the importance of aviation safety and air navigation improvements, garnering public and political support.

h) *International Support*: Collaborate with international aviation organizations and partners to access expertise, funding, and best practices.

i) *Incentives for Airlines:* Provide incentives or rewards for airlines that adopt advanced safety and air navigation technologies and practices.

j) *Collaborative Research and Development:* Support research and development projects aimed at improving safety and air navigation technologies, procedures, and practices. Working closely with academia so that research can be undertaken in critical areas with possible solutions is paramount. Budget allocation would involve funding for research grants, equipment, and research partnerships.

2.7. Based on the existing challenges proposed interventions with actions required are indicated in Attachment B to this Working Paper.

2.8. Having highlighted the various challenges that impede the implementation of the ASTs, aligned to its Constitutional mandate and objectives AFCAC can largely group the possible interventions into 3 as follows:

a) Technical Assistance- e.g. AFI CIS Missions ;
b) Training for capacity building- e.g., AATO; and
c) Expert Working Groups.

2.9. Capacity building will be coordinated by AFCAC in collaboration with AATO and other International Partners.

2.10. Expert Working Groups will be used to address the challenges that require Experts input and deliberations to develop.

2.11. These are the interventions on the basis upon which the proposed budget has been developed.

Budget Considerations

2.12. The budget required for these initiatives would vary based on factors such as the scope of activities, the number of participating Member States, the level of technical assistance required, and the extent of infrastructure development needed. A summary of the budget required to implement the proposed interventions is provided in Attachment B to this Working Paper. The Funding Proposal was developed for optimization of resources.

2.13. It's important to note that AFCAC's budget for these initiatives could come from various sources, including contributions from Member States, grants from international organizations, partnerships with industry stakeholders.

3 Conclusion

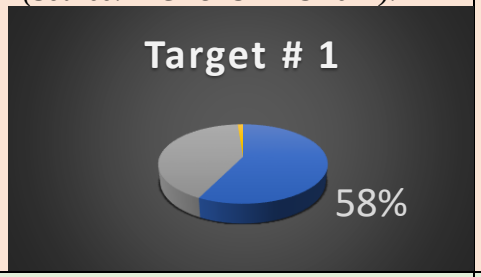
a) There is a need for increased allocation of human and financial resources towards implementation of the related targets. Online feedback from member States and Expert Working Group members highlighted the need for more technical assistance missions, Peer Review Programs and training in key weakness areas identified during surveys by AFCAC.

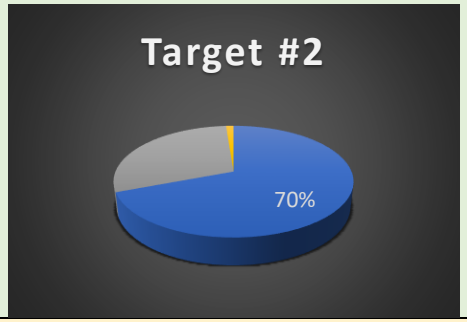
b) AFCAC and other regional entities need to facilitate appropriate continental and regional master plans required to ensure comprehensive implementation of the Abuja Safety Targets.

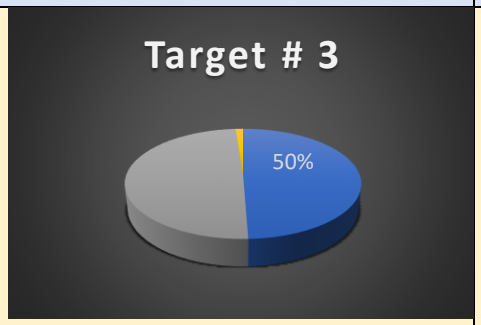
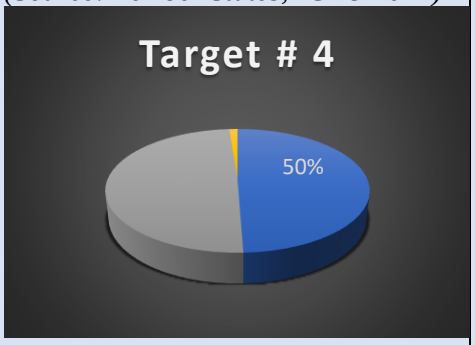
c) There is a need for increased use of online tools and databases for effective monitoring and reporting of progress which can be used to provide country specific performance. Such State specific performance reporting is subject to approval by Directors General of CAAs.

ATTACHMENT A

Status of Implementation and Recommendations

Abuja Safety Target	Status of Implementation	Challenges Hindering Progress	Recommended Interventions
1. **Progressively reduce the African accident rate from 8.6 to 2.5 per million departures by the end of 2022, with focus on:** ▪ **runway related accidents and serious incidents (Runway Excursion, RE).** ▪ **controlled flight into terrain (CFIT) related accidents and serious incidents.** ▪ **Loss of Control In-flight (LOC-I) related accidents and serious incidents.** ▪ **Achieve and maintain zero fatalities in aircraft accidents.**	**Target not met:** The accident rate decreased from 10.34 in 2019 to 7.05 in 2022. ▪ runway related accidents and serious incidents (Runway Excursion, RE) continue to record a higher rate than the other HRCs. ▪ CFIT related Accidents and serious Incidents rate remained at Zero from 2015 to 2022. ▪ LOC-I related accidents and serious incidents had Zero rate in 2022. ▪ Number of fatalities increased from zero in 2021 to 19 in 2022 *(Source: - ICAO iSTARS 2022).* 	○ All 21 States below 50% AST implementation lack use of effective Runway Safety Teams and associated capacity building activities ○ Limited training opportunities to prevent CFIT and LOC-I	○ Support 21 member States through training and Peer Review mechanism on the establishment and operationalization of Runway Safety Teams; ○ AFCAC to carry out Runway Safety Teams promotional campaigns (State Letters and physical meetings, etc); ○ Increased training opportunities to prevent CFIT and LOC-I ○ Support member States' implementation of SSP/SMS and robust AIG capacities through Peer Review mechanism and training.
2. All States establish and strengthen autonomous Civil Aviation Authorities with independent regulatory oversight, sustainable sources of funding and resources to	**Target not met: -** At least 28 out of 46 States that have attained the 60% EI Target, which are	○ Lack of skills in establishment and operationalization of a CAA Organizational and Gorvenance Structure.	○ AFCAC to encourage more States, through High Level State visits, to establish autonomous CAAs with independent regulatory

Abuja Safety Target	Status of Implementation	Challenges Hindering Progress	Recommended Interventions
carry out effective safety oversight and regulation of the aviation industry by 2022. ▪ **States that need support in areas with safety margins below zero, to use regional safety oversight organizations or another State's ICAO-recognized functions by 2020.** ▪ **States effectively exercise the safety oversight functions with a positive safety margin in all areas by 2022.** **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.**	amongst the audited AFI States, are effectively autonomous. So far, no State (i.e., States below zero safety margin) has delegated safety oversight functions to any of the RSOOs in Africa. *(Source: ICAO ISTARS 2022)*  		oversight and sustainable sources of funding; ○ Provide technical assistance to States for establishment and operationalization of a CAA Organizational and Gorvenance Structure; ○ Support to RSOOs to provide assistance to Member States with safety margins below zero ○ AFCAC to work collaboratively with RSOOs and promote collaboration among Member States.
3. States resolve: ▪ **Existing SSCs by June 2018;** ▪ **Newly identified SSCs within 6 months from the date of its official publication by ICAO.**	(Assessment from 2012 to 2022) **Target not met:** The existing SSC was not resolved within six months. ▪ 22 SSCs initially found in 15 States year 2012; ▪ All 22 resolved in 15 States by April 2022 ▪ However, 1 new SSC exists in one State by Dec 2022)	○ Lack of a coordinated approach to resolving SSCs within the 6-month window.	○ Whenever an SSC occurs, establish an SSC Task Force or Buddy program tasked with advising member States on required action (s) to resolve an SSC(s) within 6 months. ○ States who have successfully resolved SSC(s) to assist other States with SSC.

Abuja Safety Target	Status of Implementation	Challenges Hindering Progress	Recommended Interventions
			
4. States abide by the timelines and provide resources for implementation of ICAO/State Plans of Action ▪ **All States to have accepted ICAO Plans of Action by 2019 and** ▪ **abide by the timelines and provide resources for their implementation.**	**Target not met** 37 States accepted ICAO Plans of Action and are at different stages of implementation. *(Source:Member States; ICAO 2022)* 	○ Lack of follow-up and support to member States to establish and implement ICAO/State Plans of Action.	○ AFCAC in collaboration with ICAO establish a Peer Assistance Program providing technical support to member States to establish and implement ICAO/State Plans of Action
5. States progressively increase the Effective Implementation (EI) percentage under the ICAO USOAP such that States with:	**Target not met:** By December 2022, 33 out of 54 member States reached the target of	○ Lack of financial resources to provide technical assistance on CE 1 to CE 8 to member States with EI below 75%	○ Provide Technical assistance to member States below 75% through the AFI CIS program;

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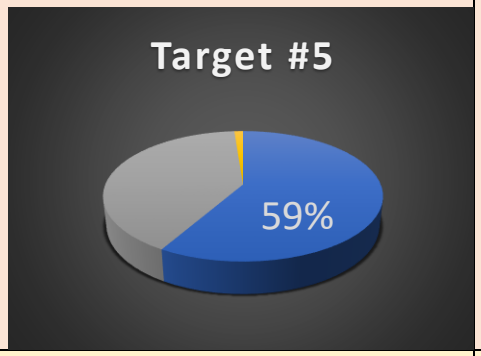
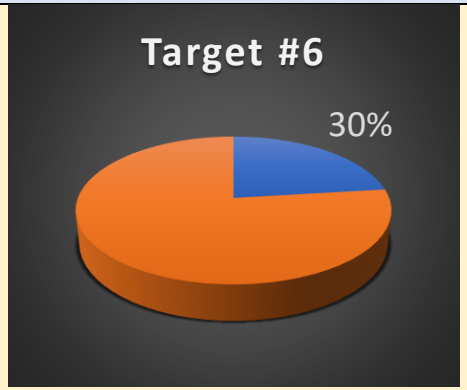
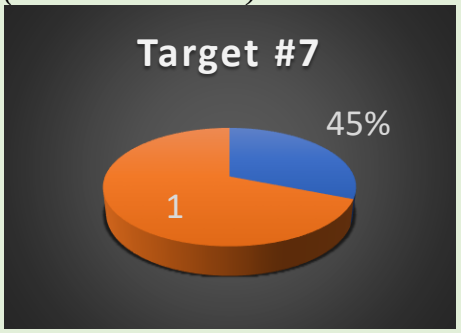
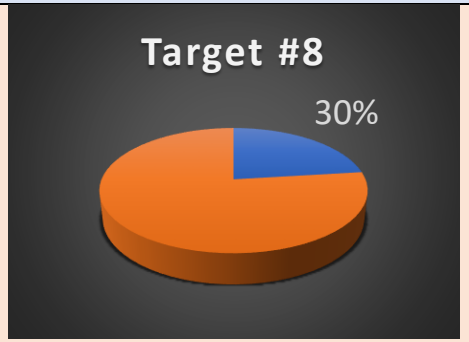
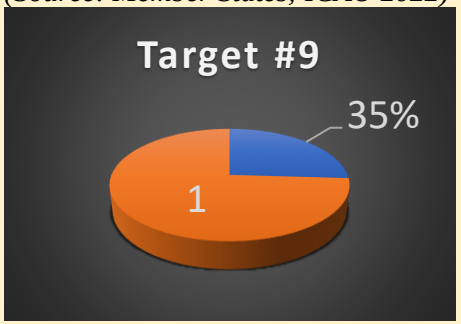
▪ **EI < 60% attain 60% by 2020;** ▪ **60% ≤ EI ≤ 70% attain 80% by 2022;** ▪ **70% < EI attain 95% by 2028.**	60% EI with an average EI of 57.82% (previous year 2021 the average EI for Africa was 57.18%). This reflects a marginal increase of 0.64% EI when compared to the same period for the year 2021. 	○ Lack of capacity building programs and OJT targeted at member States training needs. ○ Lack of standardized TGM for states with lower percentage of EI as targeted ○ Limited number of USOAP activities conducted on the States to validate progress made.	○ Establish Training Needs Analysis for member States and provide targeted training including OJT opportunities consistent with identified gaps. ○ Establish resources to facilitate common templates to guide states to enable them implement TGM. ○ Encourage member States to invite ICAO for Safety audits on a cost recovery basis to validate progress made.
6. For the purposes of SSP/SMS Implementation, all States: ▪ **to have a Foundation 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;**	**Target not met:** By December 2022, at least 24 RASG-AFI States initiated SSP implementation with One State (Rwanda) attaining Level 4. None of the States contributed information on safety risks to RASG-AFI. *(Source: Member States; ICAO iSTARS 2022)*	○ Lack of a regional approach to establishment and implementation of SSP/SMS and sharing of experiences	○ AFCAC in collaboration with ICAO to strengthen or establish and coordinate SSP/SMS Peer Review Program by drawing support from member States that have attained Level 4 SSP/SMS implementation

Abuja Safety Target	Status of Implementation	Challenges Hindering Progress	Recommended Interventions
▪ **with a positive safety margin, 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 SPIs as part of their SMS.**			
7. All International Aerodromes to be certified by 2022, • **At least one international aerodrome in every State to be certified by end of 2020;** • **All airport operators to participate in the ICAO-recognized industry assessment programme for airports (APEX) by end of 2022;** • **At least one international aerodrome in every State to establish a Runway Safety Team (RST) by end of 2020.**	**Target not met:-** As at 31 December 2022, 49 International Aerodromes were certified out of 126 within RASG-AFI States (i.e., 41.17%). • 24 out of 48 RASG-AFI States certified at least one international aerodrome. • 50 airports out of 126 received an APEX review	○ Skills and experience level of aerodrome technical personnel not commensurate with size and complexity of aerodrome operations; ○ Absence of standardized ICAO endorsed GSI-AGA course: ○ Some States have incorrectly categorized aerodromes; ○ Prevalence of aging infrastructure	○ Performance-based training to provide technical personnel in the CAAs and Airport Operators with practical audit techniques competencies (OJTs are required); ○ Develop and provide customized ICAO GSI-AGA certification course; ○ Encourage States to declassify airports not currently used for international operations. (This action will reduce the number of airports for which the

Abuja Safety Target	Status of Implementation	Challenges Hindering Progress	Recommended Interventions
	• 38 aerodromes out of 126 established operational RSTs. *(Source: ICAO 2022)*  		certification requirement applies and therefore automatically increase the current percentage of implementation); ○ Provide States/airports with funding models for infrastructure upgrading and development to pave way for aerodrome certification. ○ Promote and Support States in the establishment and operationalisation of RSTs through campaigns and capacity building.
8. Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification: ▪ **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 2022.**	**Target not met:-** There was an increase of Airlines participating in IOSA from a total of 20 airlines on the IOSA Registry in 2012 to the current 44 airlines on the Registry by end of December 2022. *Percentage of States with IOSA certified airlines increased to 41.87% (Source:Member States; IATA 2022)*	○ Lack of appreciation of the extra layer of safety offered by such programs i.e. IOSA and ISSA; ○ Limited resources to support member States and airlines for IOSA and ISSA certification	○ AFCAC to increase awareness campaigns on IOSA/ISSA programs for member States and Airlines; ○ AFCAC to assist member States to establish IOSA/ ISSA certification projects as required.

Abuja Safety Target	Status of Implementation	Challenges Hindering Progress	Recommended Interventions
			
9. All States to establish an effective and operational SAR organization: • **Development of a National SAR Plan by end of 2018;** • **Conclusion of SAR Agreements/ MoUs with all neighboring States by end of 2018;** • **Organisation of multi-agency, multi-State and combined Regional SAR exercises to test SAR systems in place**	**Target not met:** • Based on data collected as part of AFI Plan project, 25 SAR agreements have been signed between States and 35 new Draft agreements have been developed to either supersede old agreements or formalised cooperation where this has been lacking. • Eight (8) States have developed National SAR Plans and two (2) States have draft National SAR Plans in place.	○ Lack of follow-up on States on implementation of Plans with all concerned parties and States ○ Lack of skills in the development of SAR Plans.	○ Provide Search and Rescue (SAR) Peer Review and Implementation Program and capacity building targeting SAR personnel.

Abuja Safety Target	Status of Implementation	Challenges Hindering Progress	Recommended Interventions
involving as many SAR units as practicable by end of 2019.	*(Source: Member States; ICAO 2022)* 		
10. All States to implement the transition from AIS to AIM: • **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.**	**Target not met:** • 36 per cent of States have fully completed Phase 1 Consolidation; • 44 per cent have partially accomplished Phase 2 Going Digital. • Training of Personnel for States that submitted feedback is 2% *(Source: Member States; ICAO 2022)*	○ Lack of training of personnel with responsibility to transition from AIS to AIM; ○ Lack of implementation of National Action Plans	○ Establish Peer Review and Assistance Program to transition from AIS to AIM; ○ Provide adequate and relevant training targeting member States who require (i) National Action Plans and (ii) implementation of the National Action Plans; ○ Encourage states to review their action plans for consistency with the GANP

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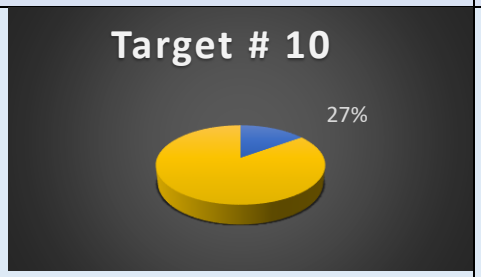
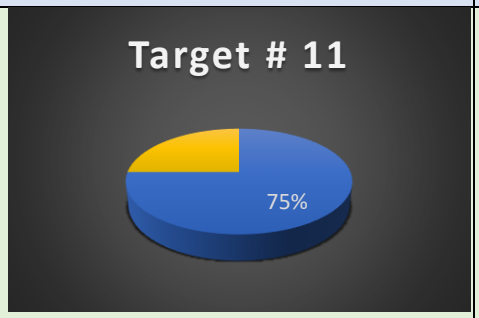
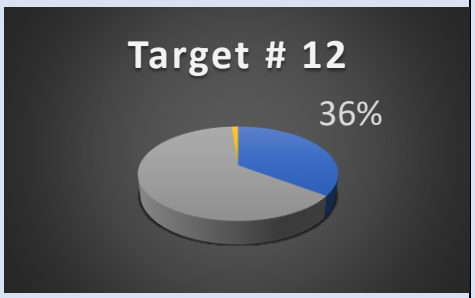
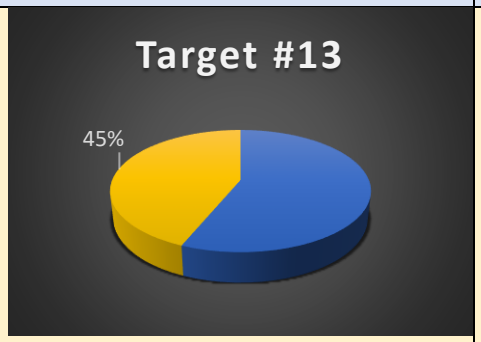
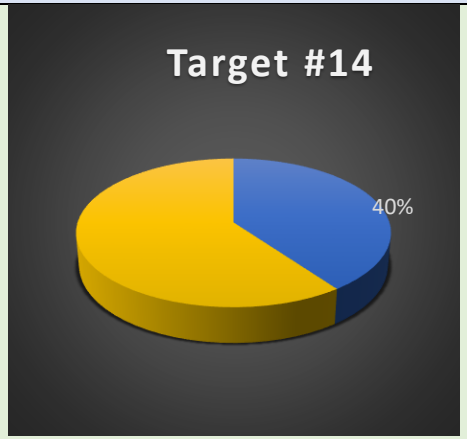
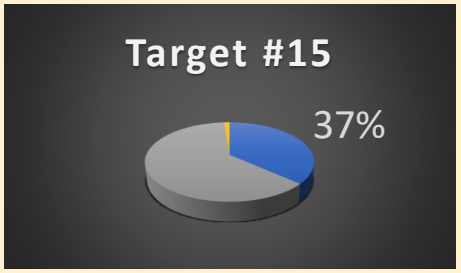
			
11. All States implement PBN procedures for all instrument runways. • **75% of Instrument Runways to have PBN procedures by end of 2020;** • **100% of Instrument Runways to have PBN Procedures by the end of 2025.**	**Target not met:** Available information indicated that 33 out of 48 RASG-AFI States attained target of 100 per cent PBN implementation, representing 68.75 per cent. *(Source: Member States; ICAO iSTARS 2022)*	○ Lack of expertise on ASBU establishment and implementation frameworks; ○ Lack of published PBN Plans or Regulations that efficiently guide the industry; ○ Insufficient staffing levels within some CAAs for PANS-OPS inspectors, Airspace Designers ○ Lack of established PBN units within some CAAs.	○ Establish Peer Review and Assistance Program to establish and operationalize PBN systems; ○ Provide capacity building for PBN operations; ○ Provide support for planning and resource mobilisation for PBN deployment and implementation ○ Promote and urge States to become members of IFPP.

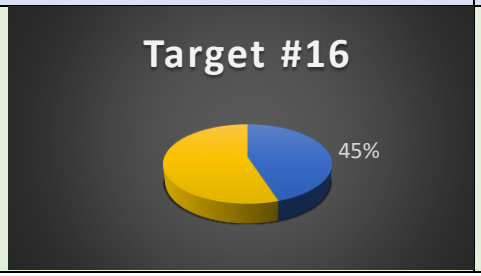
Abuja Safety Target	Status of Implementation	Challenges Hindering Progress	Recommended Interventions
			
12. All States to progressively reduce the rate of aircraft proximity (AIRPROX) occurrences in their managed airspaces by at least 50% annually from Dec. 2017 baseline, in order to attain and maintain a level of zero (0) Airprox by correspondingly reducing errors in the following contributive factors: • **Co-ordination between ATS Units (50%);** • **Airspace Organization and ATC Procedures (50%);** • **Mobile Communications (50%)** • **Poor Crew Discipline on board aircraft (50%)**	Feedback from 35 member States showed that the status of implementation is 36%. 	○ Member States are at different levels of ICAO SARPs implementation and infrastructure development. ○ Some State's ATS units are not well equipped consistent with the SARP requirements. ○ Some States do not have sufficiently skilled human resources in domains like PANS OPS, Airspace Designers, other Inspectors. ○ Lack of National Air Navigation Plans (NANPs), National PBN Implementation Plans.	○ Urge States to hold Coordination meetings. ○ Urge and assist States with the development and implementation of National Air Navigation Plans supported in the National Development Plans (NDPs) ○ Assist States with training and Peer Review Programs ○ States be encouraged to investigate, assess and report the circumstances, causes and risk of collision for all Airprox occurrences; communicate findings, lessons identified and associated recommendations to

Abuja Safety Target	Status of Implementation	Challenges Hindering Progress	Recommended Interventions
		○ Lack of inclusion of NANPs in the National Development Plans for resource mobilisation, prioritization and planning. ○ Lack of implementation of SSP/SMS in some States.	relevant sections of the regulatory, service providers and the broader aviation community at the state for continuous improvement. ○ Promote the development and inclusion of NANPs in States' NDPs. ○ Assist States with Peer Review Programs in the implementation of SSP/SMS (Crew Resource Management).
13. Establishment of seamless Air Navigation Services in the AFI Region: **a)All States to ensure provision of harmonized Air Navigation Services in terms of flight separation, interoperability of CNS/ATM systems to reduce airspace complexity and achieve seamless operations along major air traffic flows.** **b) Various initiatives formulated by the Regional Economic Communities (RECs) and ANSPs within the AFI Region to be harmonized.**	**Target not met:** Activities towards integration of the AFI Region towards seamless ANSPs is through AUC, AFCAC and RECs. 2023 Infrastructure Gap Analysis was initiated and results will be used as inputs to develop continental seamless airspace. ASECNA is playing a central role for its 18 member States to have seamless air navigation services. COMESA recruited experts to spearhead harmonization of Air Navigation Services within its member States.	○ Lack of financial resources and technical skills required to establish regional plans and national plans for seamless air navigation services in Africa.	○ Establish Peer Review and Assistance Program to establish and operationalize PBN systems; ○ Provide capacity building for PBN operations; ○ Provide support for planning and resource mobilisation for PBN deployment and implementation ○ Assist States with training in PANS OPS, Airspace Designers and SSP/SMS for effective Risk Assessments.

Abuja Safety Target	Status of Implementation	Challenges Hindering Progress	Recommended Interventions
			
14. All States to implement ASBU B0 Modules: • **All States to develop National ASBU Plan by end of 2018.**	**Target not met:** IATA ASBU Tracker indicates that: ▪ Total percentage of RNAV GNSS APRCH was 63 per cent for ESAF and 79 per cent for WACAF; ▪ Total percentage of RNAV SID was 40 per cent for ESAF and 20 per cent for WACAF; ▪ The total percentage of RNAV STAR was 40 per cent ESAF and WACAF 46 per cent. ▪ Training of member States personnel was 20 percent. *(Source:- Member States/ ICAO/ IATA)*	○ The ASBUSs, especially PBN requires adequate equipment and facilities to support its implementation. The lack of such facilities is an obstacle to ASBUs and PBN implementation in most States. ○ Lack of specialised training of personnel on key elements of ASBU implementation.	AFCAC to assist States with effective training in ASBUs, development and implementation of National ASBUs Implementation Plans.

Abuja Safety Target	Status of Implementation	Challenges Hindering Progress	Recommended Interventions
			
15. All States to develop and implement a National Plan for the reduction of CO_2 emissions due to international civil aviation: • **develop a National Plan for CO_2 reduction by end of 2020;** • **full implementation of the National Plan by 2022.**	**Target not met:** 39 African States have developed and submitted to ICAO, State's Action Plans for the reduction of CO_2 emissions. 10 States are receiving assistance under Phase II of the ICAO assistance project, funded by the European Union (EU), on Capacity Building for the Mitigation of CO_2 Emissions from International Aviation. 20 SAATM States are scheduled to receive technical assistance to develop or review their State's Action Plans for CO2 reduction activities. For the remaining States AFCAC has embarked on a programme to follow up and support Member States.	○ Lack of skills to develop and implement State Action Plans for reduction of CO_2 emissions. ○ Lack of commitment to implement the plans to reduce CO_2 emissions ○ High financial or capital required to implement some of the proposed actions	○ Establish awareness and capacity building programs to assist States to develop or update their Action Plans using the guidance in the ICAO Doc 9988. ○ In cases where Sates have developed State Action Plans, shift focus to implementation of the plans and monitor through ICT tools provided under EU project. ○ AFCAC plans to mobilize resources to support implementation of the measures

Abuja Safety Target	Status of Implementation	Challenges Hindering Progress	Recommended Interventions
	(Source –Member States ICAO 2022) 		
16. All States ensure that their ANSPs effectively participate in the African ANSP Peer Review Programme by 2022: **a. Joining the programme and having in place an annual Peer Review plan of activities.** **b. Developing and implementing appropriate corrective action plans to satisfactorily address Peer Review recommendations.**	**Target not met:** Though not meeting the 2022 deadline, membership has continued to grow with current participation including: CANSO members, all 17 ASECNA member States, South Africa, 3 Robert FIR States, Uganda, Mozambique, Zambia, Algeria. *(Source –Member States; ICAO 2022)*	○ Program implementation is low due to lack of coordination among member States; ○ Lack of awareness and lack of capacity building opportunities through training.	○ Strengthen the ANSP Peer Review and provide capacity building through training. ○ Urge member States to report progress to AFCAC. ○ Encourage and establish OJT system for States lagging behind.

Abuja Safety Target	Status of Implementation	Challenges Hindering Progress	Recommended Interventions
			

ATTACHMENT B

Abuja Safety Targets Implementation Support to Members States

#	Member State	AST	Challenge	Intervention	Resources	Remarks
1.	Republic of South Sudan	Establish and strengthen autonomous Civil Aviation Authorities with independent regulatory oversight, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry	Lack of updated Civil Aviation Act Lack of Civil Aviation Regulations Lack of appropriate CAA Organization Structure Lack of appropriate Technical Guidance Materials Lack of Trained and Qualified Aviation Safety Inspectors	To establish a sound legislative framework, policy and adequate procedures To develop a suitable organization structure for the South Sudan Civil Aviation Authority Train the SSCAA Inspectors in Safety Oversight and provide OJT	Budget to support Technical Assistance Missions	
2.	Lesotho	Establish and strengthen autonomous Civil Aviation Authorities with independent regulatory oversight, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry	Lack of updated Civil Aviation Act Lack of Civil Aviation Regulations Lack of appropriate CAA Organization Structure Lack of appropriate Technical Guidance Materials	To establish a sound legislative framework, policy and adequate procedures To develop a suitable organization structure for the South Sudan Civil Aviation Authority Train 15 CAA Inspectors in Safety	Budget to support Technical Assistance Missions	

			Lack of Trained and Qualified Aviation Safety Inspectors	Oversight and provide OJT		
3.	Malawi	Establish and strengthen autonomous Civil Aviation Authorities with independent regulatory oversight, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry	Lack of updated Civil Aviation Act Lack of Civil Aviation Regulations Lack of appropriate CAA Organization Structure Lack of appropriate Technical Guidance Materials Lack of Trained and Qualified Aviation Safety Inspectors	To establish sound legislative framework, policy and adequate procedures To develop a suitable organization structure for the South Sudan Civil Aviation Authority Train the SSCAA Inspectors in Safety Oversight and provide OJT	Budget to support Technical Assistance Missions	
4.	Eswatini	States progressively increase the Effective Implementation (EI) percentage under the ICAO USOAP such that States with: EI < 60% attain 60% by 2020; 60% ≤ EI ≤ 70% attain 80% by 2022; 70% < EI attain 95% by 2028.	Lack of up-to-date Legislation, Specific Operating Regulations Lack of OJT for the Aviation Safety Inspectors in the certification, licensing, authorization and/or approval	To review Legislation, Specific Operating Regulations Conduct capacity building through OJT for the Aviation Safety Inspectors in certification, licensing, authorization and/or approval and	Budget to support Technical Assistance Missions	

			and surveillance obligations Lack of appropriate Technical Guidance Material (TGM) for certification, licensing, authorization and/or approval and surveillance obligations Lack of follow up actions on safety issues in the areas of PEL, OPS, AIR, ANS and AGA	surveillance obligations Development of Technical Guidance Material (TGM) for certification, licensing, authorization and/or approval and surveillance obligations Resolution of safety issues in the areas of PEL, OPS, AIR, ANS and AGA		
5.	Central African Republic	States progressively increase the Effective Implementation (EI) percentage under the ICAO USOAP such that States with: EI < 60% attain 60% by 2020; 60% ≤ EI ≤ 70% attain 80% by 2022; 70% < EI attain 95% by 2028.	Lack of appropriate Technical Guidance Material (TGM) for certification, licensing, authorization and/or approval and surveillance obligations	Update safety oversight procedures and technical guidance material (TGM) for certification, licensing, authorization and/or approval and surveillance obligations as well as resolution of safety	Budget to support Technical Assistance Missions	

			Lack of OJT in the Certification, licensing, authorization and/or approval and surveillance obligations	issues in the areas of PEL, OPS, AIR, ANS and AGA.		
6.	DRC	States resolve: Existing SSCs by December 2024; Newly identified SSCs within 6 months from the date of its official publication by ICAO.	Obsolete Instrument Flight Procedures	Resolution of the existing SSC	Budget to support Technical Assistance Missions	
7.	Liberia	States resolve: Existing SSCs by December 2024; Newly identified SSCs within 6 months from the date of its official publication by ICAO.	Obsolete Instrument Flight Procedures	Resolution of the existing SSC	Budget to support Technical Assistance Missions	
8.	Eritrea	States progressively increase the Effective Implementation (EI) percentage under the ICAO	Lack of appropriate Legislation, Organisational structure, Inspector	Establish and implement CE 1 to CE8 in the areas of	Budget to support Technical	

		USOAP such that States with: EI < 60% attain 60% by 2020; 60% ≤ EI ≤ 70% attain 80% by 2022; 70% < EI attain 95% by 2028.	Qualification and Training, Technical Guidance Material (TGM) for certification, licensing, authorization and/or approval and surveillance obligations	PEL, OPS, AIR, ANS, AIG and AGA.	Assistance Missions	
9.	Somalia	States progressively increase the Effective Implementation (EI) percentage under the ICAO USOAP such that States with: EI < 60% attain 60% by 2020;60% ≤ EI ≤ 70% attain 80% by 2022; 70% < EI attain 95% by 2028.	Lack of appropriate Legislation, Organisational structure, Inspector Qualification and Training, Technical Guidance Material (TGM) for certification, licensing, authorization and/or approval and surveillance obligations Lack of OJT in certification, licensing,	Establish and implement CE 1 to CE8 in the areas of PEL, OPS, AIR, ANS and AGA. Conduct OJT in certification, licensing, authorization and/or approval and surveillance obligations	Budget to support Technical Assistance Missions	

			authorization and/or approval and surveillance obligations			
10.	Uganda	All International Aerodromes to be certified by 2022, • At least one international aerodrome in every State to be certified by end of 2024; • All airport operators to participate in the ICAO-recognized industry assessment programme for airports (APEX) by end of 2024; • At least one international aerodrome in every State to establish a Runway Safety Team (RST) by end of 2024.	Training of aerodrome technical personnel not commensurate with size and complexity of aerodrome operations; Absence of standardized ICAO endorsed GSI-AGA course: Some States have incorrectly categorized aerodromes; Prevalence of aging infrastructure	Training of 30 aerodromes experts at both CAA and service provider (covering initial/ OJT/ Continuation /specialised programs). Certification of at least one International Aerodrome Establishment of RSTs.	Budget to support Training and Technical Assistance Missions	
11.	Benin	All International Aerodromes to be certified by 2022, • At least one international aerodrome	Training of aerodrome technical personnel not commensurate with size and complexity	Training of 30 aerodromes experts at both CAA and service provider (covering initial/ OJT/	Budget to support Training and Technical	

		in every State to be certified by end of 2024; • All airport operators to participate in the ICAO-recognized industry assessment programme for airports (APEX) by end of 2024; • At least one international aerodrome in every State to establish a Runway Safety Team (RST) by the end of 2024.	of aerodrome operations; Absence of standardized ICAO endorsed GSI-AGA course: Some States have incorrectly categorized aerodromes; Prevalence of aging infrastructure	Continuation /specialised programs) Certification of at least one International Aerodrome Establishment of RSTs.	Assistance Missions	

ATTACHMENT C

Proposed Budget to implement Recommended Interventions

1.1 **Key Objective-**

- Identify challenges impeding progress to implementation of the Abuja Safety Targets (ASTs); and
- Recommend interventions to assist member States improve level of implementation of the ASTs.

1.2 **Program Duration**

3 years

1.3 **Cost of the Program (Details in the Funding Proposal)**

USD 1,553,000.00 (approx.)

#	Name of Activity	Summary of Activity	Estimate Cost (USD)
1	Technical Assistance	○ High Level Missions to member States below 75% EI; ○ AFI CIS Technical Assistance Missions to States member States below 75% EI;	**249,000**
2	Capacity Building	○ Provision for capacity building consistent with training needs assessments conducted by AFCAC, skills gaps identified through monitoring Abuja Safety Targets and requirements for implementation of HRDF.	**312,000**
3	Member State support through Expert Working Groups.	○ Host expert working groups meetings as to establish member State support in AGA, AIR, OPS, PEL, AIG and SSP/SMS; ○ Establish and operationalise Peer Review and State Support Program to member States with low score for AST #2, #6, #7 and #9. ○ Establish an SSC Committee or Buddy program tasked with advising member States on required action(s) to resolve an SSC(s) within 6 months.	**96,000**
Total			**USD 657,000**

ATTACHMENT D

Proposed Amendments to the Abuja Safety and Air Navigation Targets

Old Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
1. Progressively reduce the African accident rate from 8.6 to 2.5 per million departures by the end of 2022, with focus on: ▪ **runway related accidents and serious incidents (Runway Excursion, RE).** ▪ **controlled flight into terrain (CFIT) related accidents and serious incidents.** ▪ **Loss of Control In-flight (LOC-I) related accidents and serious incidents.** ▪ **Achieve and maintain zero fatalities in aircraft accidents.**	ICAO Doc 10004 – GASP, 2023–2025 Edition; **Goal 1:** Achieve a continuous reduction of operational safety risks, Target 1.1: Maintain a decreasing trend of global accident rate.	**GASP Goal 1:** Achieve a continuous reduction of operational safety risks. **Target 1.1**: Progressively maintain a decreasing trend of African accident rate from 1.53 per million departures in 2021, as baseline, with focus on the Regional High-Risk Categories of Occurrences (R-HRCs): ▪ Runway related accidents and serious incidents (Runway Excursion, RE). ▪ Runway related accidents and serious incidents (Runway Incursion, RI). ▪ Controlled Flight into Terrain (CFIT) related accidents and serious incidents. ▪ Loss of Control In-flight (LOC-I) related accidents and serious incidents. ▪ Mid-Air Collison (MAC) ▪ Achieve and maintain zero fatalities in aircraft accidents.	• Number of accidents per million departures (accident rate). • Number of fatal accidents per million departures (fatal accident rate). • Percentage of occurrences related to regional high-risk categories (R-HRC). • % of international airports with established RST. • Number of AIRPROX Occurrences recorded.
2. All States establish and strengthen autonomous Civil Aviation Authorities with independent	ICAO Doc 10004 – GASP, 2023 – 2025 Edition; **Goal 2:**	**GASP Goal 2:** Strengthen States' safety oversight capabilities, **Target 2.1**: All States to improve their score for the	• Number of States that met the EI score as per the timelines.

Old Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
regulatory oversight, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry by 2022. ▪ **States that need support in areas with safety margins below zero, to use a regional safety oversight organization's or another State's ICAO-recognized functions by 2020.** ▪ **States effectively exercise the safety oversight functions with a positive safety margin in all areas by 2022.** **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.**	Strengthen States' safety oversight capabilities, Target 2.1: All States to improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system (with focus on priority PQs) as follows: a) by 2024 – 75 per cent EI score b) by 2026 – 85 per cent EI score c) by 2030 – 95 per cent EI score.	effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system (with focus on priority PQs) as follows: • by 2024 – 75 per cent EI score • by 2026 – 85 per cent EI score • by 2030 – 95 per cent EI score; and Establish processes/ mechanisms for early identification of potential SSCs and avoidance of their emergence. Resolve newly identified SSCs within 6 months from the date of its official publication by ICAO. .	• Percentage of completed CAPs per State (using OLF). • Number of States that have fully implemented the priority PQs • Number of potential SSCs avoided before their identification by a USOAP CMA activity. • Number of SSCs resolved within 6 months from the date of its official publication by ICAO.
	ICAO Doc 10004 – GASP, 2023 – 2025 Edition; **Goal 3:** Implement effective State safety programmes (SSPs), Targets 3.1: By 2023, all States to implement the	**GASP Goal 3:** All States to implement effective State safety programmes (SSPs). **Target 3.1**: By 2023, all States to implement the foundation of an SSP; **Target 3.2**: By 2024, all States to publish a national aviation safety plan (NASP).	• Number of States having implemented the foundation of an SSP. • Percentage of required CAPs related to the SSP foundation PQs

Old Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
	foundation of an SSP. 3.2: By 2024, all States to publish a national aviation safety plan (NASP). 3.3: All States to work towards an effective SSP as follows: a) by 2025 – Present[1] b) by 2028 – Present and effective.	**Target 3.3**: All States to work towards an effective SSP as follows: a) by 2025 – Present[2] b) by 2028 – Present and effective. [1] The terms "present" and "present and effective" are based on the maturity levels established in the ICAO SSP Implementation Assessment (SSPIA).	submitted by States (using OLF) • Number of States having published their NASP. • Number of States having an SSP that is present • Number of States having an SSP that is present and effective • Number of States that require applicable service providers under their authority to implement an SMS
	ICAO Doc 10004 – GASP, 2020-2022 Edition; **Goal 4:** Increase collaboration at the regional level, Target 4.1: By 2023, States that do not expect to meet GASP Goals 2 and 3 to seek assistance to strengthen their safety oversight capabilities or facilitate SSP implementation. Target 4.2: By 2023, all regions to publish an	**GASP Goal 4**. All States to Increase collaboration at the regional level:- **Target 4.1**: By 2023, States that do not expect to meet Goals 2 and 3, to seek assistance to strengthen their safety oversight capabilities or facilitate SSP implementation. **Target 4.2:** By 2023, publish an updated regional aviation safety plan for the RASG-AFI (AFI-RASP), in line with the 2023-2025 edition of GASP. **Target 4.3**: By 2025, all States to contribute information on operational safety risks, including SSP safety performance indicators (SPIs), and emerging issues, to	• Number of States that received assistance. • Number of States offered assistance activities by Other States/RSOOs/ RAIOS • An updated AFI-RASP published. • Number of States that are sharing their SSP SPIs with the RASG-AFI. • Percentage of safety enhancement initiatives completed by the RASG-AFI Region on safety risk management.

[1] The terms "present" and "present and effective" are based on the maturity levels established in the ICAO SSP Implementation Assessment (SSPIA).
[2] The terms "present" and "present and effective" are based on the maturity levels established in the ICAO SSP Implementation Assessment (SSPIA).

Old Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
	updated regional aviation safety plan (RASP), in line with the 2023-2025 edition of GASP. Target 4.3: By 2025, all States to contribute information on operational safety risks, including SSP safety performance indicators (SPIs), and emerging issues, to their respective regional aviation safety group (RASG).	their respective regional aviation safety group (RASG).	• A mechanism to collect and process data on operational safety risks and emerging issues established by the RASG-AFI Region.
	ICAO Doc 10004 – GASP, 2020-2022 Edition; **Goal 5:** Expand the use of industry programmes and safety information sharing networks by service providers. Target 5.1: Maintain an increasing trend in industry's contribution in safety information sharing networks to States and regions to assist in the development of NASPs and RASPs.	GASP **Goal 5:** Expand the use of industry programmes and safety information sharing networks by service providers.: **Target 5.1**: Maintain an increasing trend in industry's contribution in safety information sharing networks to States and regions to assist in the development of NASPs and RASPs. **Target 5.2**: By 2025, increase the number of service providers participating in the corresponding ICAO recognized industry assessment programmes (e.g. IOSA, ISSA, etc.).	• Number of States in the RASG-AFI region reporting increased and improved provision of safety information by industry to assist in the development of NASPs and AFI-RASP. • AFI-RASP developed in consultation with industry. • Number of States having established safety data collection and processing systems (SDCPS) to facilitate participation in a safety information-sharing network. • Number of service providers participating in the corresponding ICAO recognized

Old Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
			industry assessment programmes. • Number of service providers contributing to a Safety Data Collection and Processing System (SDCPS) or a safety information sharing network.
	ICAO Doc 10004 – GASP, 2023-2025 Edition; **Goal 6:** Ensure the appropriate infrastructure is available to support safe operations, Target 6.1:By 2025, maintain an increasing trend of States with air navigation and aerodrome infrastructure that meets relevant ICAO Standards.	**GASP Goal 6:** All States to ensure the appropriate infrastructure is available to support safe operations:- **Target 6.1**: By 2025, maintain an increasing trend of States with air navigation and aerodrome infrastructure that meets relevant ICAO Standards.	• Number or percentage of infrastructure-related air navigation deficiencies reported by State, against the regional air navigation plans. • Number or percentage of States having implemented infrastructure-related PQs linked to the basic building blocks.
3. **States resolve:** ▪ **Existing SSCs by December 2024;** ▪ **Newly identified SSCs within 6 months from the date of its official publication by ICAO.**	The existing SSC was not resolved within six months. ▪ 22 SSCs initially found in 15 States year 2012; ▪ All 22 resolved in 15		

Old Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
	▪ States by April 2022 ▪ However, 2 new SSC exists in one State by Dec 2023)		
4. States abide by the timelines and provide resources for implementation of ICAO/State Plans of Action ▪ **All States to have accepted ICAO Plans of Action by 2019 and** ▪ **Abide by the timelines and provide resources for their implementation.**	Best Practice	**GASP Goal 7:** States abide by the timelines and provide resources for implementation of ICAO/State Plans of Action. **Target 7.1**: All States to have accepted ICAO Plans of Action by December 2024; and **Target 7.2**: Abide by the timelines and provide resources for their implementation 2025. Motivation:- State to reaffirm commitment to ICAO/ State Plans of Action	• Number of States that have accepted ICAO Plans of Action. • Number of States that have fully implemented the ICAO Plans of Action.
5. States progressively increase the Effective Implementation (EI) percentage under the ICAO USOAP such that States with: ▪ **EI < 60% attain 60% by 2020;** ▪ **60% ≤ EI ≤ 70% attain 80% by 2022;** ▪ **70% < EI attain 95% by 2028.**	-	Delete target as it is incorporated in the new target # 2	

Old Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
6. For the purposes of SSP/SMS Implementation, all States: ▪ **to have a Foundation 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 positive safety margin, 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 SPIs as part of their SMS.**	ICAO Doc 10004 – GASP Chapter 4 (GASP GOALS, TARGETS AND INDICATORS)	Delete target as it is incorporated in the new target # 3	
7. All International Aerodromes to be certified by 2024, • **At least one international aerodrome in**	ICAO GASP; APIRG Conclusion 22/18;	**GASP Goal 8:** All International Aerodromes to be certified by 2025, **Target 8.1**: At least one international aerodrome in	• Number of States that have certified at least one international aerodrome. • Number of States that have established a

Old Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
every State to be certified by end of 2020; • **All airport operators to participate in the ICAO-recognized industry assessment programme for airports (APEX) by end of 2024;** • **At least one international aerodrome in every State to establish a Runway Safety Team (RST) by end of 2024.**		every State to be certified by end of 2024; **Target 8.2**: At least one international aerodrome in every State to establish a Runway Safety Team (RST) by end of 2024.	Runway Safety Team (RST) at least at one international aerodrome.
8. Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification: ▪ **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 2022.**	Best Practise	▪ Target captured in new target # 5 above.	

Air Navigation (ANS) Target	GASP/ GANP/ Other Reference	Proposed Amendment	Proposed Indicators
9. All States to establish an effective and operational SAR organization: **Development of a National SAR Plan by end of 2018;** **Conclusion of SAR Agreements/ MoUs with all neighboring 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.**	GANP – BBB Framework **GADS** GADS B1/2 COMS B0/2 ASUR B0/1 ASUR B1/1 COMI B0/5 COMI B1/3 COMI B1/2	AFI region to develop an AFI Regional SAR Plan by end of 2024. All States to establish an effective and operational SAR organization: • Establish National SAR Coordination Committee by end of June 2024. • Development of a National SAR Plan by end of 2024; • Conclusion of SAR Agreements/ MoUs with all neighboring States by end of 2024; • 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 2024. • Establish cooperative link to the GADSS by end of 2025.	Improved SAR System at National and regional level: • % of Approved National SAR Plans • % Of SAR LOA signed between States • No. Of SAREX conducted • % of States implemented cooperative links to GADSS **Elements** GADS GADS B1/2 – Contact directory service COMS B0/2 – ADS-C (FANS) 1/A) for procedural airspace ASUR B0/1 – Automatic Dependent Surveillance – Broadcast (ADS-B) ASUR B1/1 – Reception of aircraft ADS-B signals from space (SB ADS-B) COMI B0/5 – Satellite communications (SATCOM) Class C Data COMI B1/3 – SATCOM Class B Voice and Data COMI B1/2 – PBCS approved ADS-C (FANS /A+) for procedural airspace

10. All States to implement the transition from AIS to AIM: • **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.**	ICAO GANP – BBB Framework	All States to implement the transition from AIS to AIM:- • Development of a National Action Plan By end of 2024; • Implementation of the National Action Plan in accordance with the ASBU Block 0 D-ATM by end of 2026.	• Number of National Action Plans submitted; • Number of National Action Plans consistent with relevant ASBU modules
11. All States implement PBN procedures for all instrument runways. • **75% of Instrument Runways to have PBN procedures by end of 2020;** • **100% of Instrument Runways to have PBN Procedures by end of 2025.**	GANP – APTA Elements B0/1 and B0/2 Improve arrival and departure operations	All States implement PBN procedures for all instrument runways. • 75% of Instrument Runways to have PBN procedures by end of 2024; • 100% of Instrument Runways to have PBN Procedures by end of 2025.	**Block 0** **Terminal Area Arrival and Departure Procedures:** Enhanced STARS and SIDS with altitude constraints along the lateral path improve ATC management, and further support operational efficiency by providing vertical profiles that all aircraft can follow. **Approach Procedures** Performance based aerodrome operating minima Dependencies/Relations: NAVS-B0/3 Aircraft Based Augmentation Systems (ABAS) AMET-B0/1 Meteorological observations products AMET-B0/2 - Meteorological forecast and warning products (PBAOM) allows for implementation of vertically guided approaches at a wider range of aerodromes and facilitates a phased approach to improvement in approach capabilities. Advanced aircraft with technology such as Enhanced Vision Systems (EVS) benefit from

			operational credits to continue operations below normal minima. Dependencies/Relations: NAVS-B0/3 Aircraft Based Augmentation Systems (ABAS) AMET-B0/1 Meteorological observations products AMET-B0/2 - Meteorological forecast and warning products
12. All States to progressively reduce the rate of aircraft proximity (AIRPROX) occurrences in their managed airspaces by at least 50% annually from Dec. 2017 baseline, in order to attain and maintain a level of zero (0) Airprox by correspondingly reducing errors in the following contributive factors: • **Co-ordination between ATS Units (50%);** • **Airspace Organization and ATC Procedures (50%);** • **Mobile Communications (50%)** • **Poor Crew Discipline on board aircraft (50%)**	GANP – ACAS Elements B1/1 APTA Elements B0-8 SNET Elements B0-4and B1/ 1-2 FRTO B0/1-4 FRTO B1/1-7	All States to progressively reduce the rate of aircraft proximity (AIRPROX) occurrences in their managed airspaces by at least 50% annually from Dec. 2017 baseline, in order to attain and maintain a level of zero (0) AIRPROX occurrences by correspondingly reducing errors in the following contributive factors: • Co-ordination between ATS Units (50%); • Airspace Organization and ATC Procedures (50%); • Mobile Communications (50%) • Poor Crew Discipline on board aircraft (50%)	Reduction in reported ATM related incidents: • % of Large Height Deviation reports • % of Coordination Failure reports • % of Implementation of safety nets in ATM systems reports • % of Communication failure reports • Improved airspace management and flight trajectories through implementation of FRTO Module: % of implementation by States
13. Establishment of seamless Air Navigation	ICAO GANP; FRTO B0/1-4 FRTO B1/1-7	Establishment of seamless Air Navigation Services in the AFI Region by year 2025: -	• Approved Seamless Airspace Masterplan for Africa;

Services in the AFI Region: **a) All States ensure provision of harmonized Air Navigation Services in terms of flight separation, interoperability of CNS/ATM systems to reduce airspace complexity and achieve seamless operations along major air traffic flows.** **b) Various initiatives formulated by the Regional Economic Communities (RECs) and ANSPs within the AFI Region to be harmonized.**	COMS B0/1-2 COMS B1/1-3 COMS B2/1-3	a) AFCAC in collaboration with AUC to establish an ANS infrastructure gap analysis report – Dec 2023 b) AFCAC in collaboration with AUC and ICAO to develop a Seamless Airspace Masterplan – Dec 2024 c) All States to ensure provision of harmonized Air Navigation Services in terms of flight separation, interoperability of CNS/ATM systems to reduce airspace complexity and achieve seamless operations along major air traffic flows – Dec 2026. d) Various initiatives formulated by the Regional Economic Communities (RECs) and ANSPs within the AFI Region to be harmonized – Dec 2026	• Number of harmonized Air Navigation Services (1 for each of the 5 AFCAC geographical Regions); • Number of initiatives by RECs and ANSPs for harmonization • Implementation of FRA at regional level • % of Implementation of Flexible use of airspace (FUA) at National and cross border level.
14. All States to implement ASBU B0 Modules: • **All States to develop National ASBU Plan by end of 2018.**	GANP 6th Edition AFI ANP Vol.III	All States to develop National ASBU Plan by end of 2024; • All States to implement National ASBU B0 module by 2025. • All States to implement ASBU B1 Modules by 2028 • All States to implement ASBU B2 Modules by 2030 • All States to implement ASBU B3 Modules by 2036	• % implementation of ASBU B0 Module; • % implementation of ASBU B1 Module; • % implementation of ASBU B2; • % implementation of ASBU B3.
15. All States to develop and implement a National Plan for the reduction of CO_2 emissions due to international civil aviation: • **develop a National Plan for CO_2 reduction by end of 2020;**	Annex 16 — Environmental Protection, Volume IV — Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)	All States to endeavor to develop and implement a National Plan for the reduction of CO_2 emissions due to international civil aviation: • develop a National Plan for CO_2 reduction by end of 2024;	• Number of National Plans for CO2 emissions reduction; • Number of fully implemented National Plans.

• **full implementation of the National Plan by 2022.**		• full implementation of the National Plan by 2025.	
16. All States ensure that their ANSPs effectively participate in the African ANSP Peer Review Programme by: • **Joining the programme and having in place, an annual Peer Review plan of activities.** • **Develop and implement appropriate corrective action plans to satisfactorily address Peer Review recommendations.**	CANSO Standard of Excellence (SoE) in Safety Management Systems (SMS); CANSO SMS Implementation Guide; ICAO Annex 19	All States ensure that their ANSPs effectively participate in the African ANSP Peer Review Programme by: • All ANSPs to join the Peer Review Program by Dec 2024; • All ANSPs to successfully go through the Peer Review Program by Dec 2025; • ALL ANSPs to be at least 60% compliant with SMS requirements by Dec 2024. • ALL ANSPs to be at least 90% compliant with SMS requirements by end of 2025.	• Number of ANSPs party to the Peer Review Program; • Number of ANSPs that successfully go through the Peer Review Program; • % compliance with SMS requirements.