AFRICAN CIVIL AVIATION COMMISSION (AFCAC)

23rd Meeting of the Africa-Indian Ocean

Planning and Implementation Regional Group

(APIRG/23)

6th Meeting of the Regional Aviation Safety Group

for the AFI Region (RASG-AFI/6)

Joint sessions

(Virtual, 23 November and 2 December 2020)

Agenda Item 3 – Review of the status of implementation of the revised Abuja Safety and Air Navigation Targets.

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Introduction

➢ The Abuja Safety Targets consist of 16 continental Safety and ANS targets agreed amongst African member States to enhance aviation safety in Africa;

➢ AFCAC was tasked to monitor status of implementation of the ASTs; and

➢ A monitoring mechanism was developed to achieve this purpose;

Discussions

Status of Implementation of the Abuja Safety Targets

➢ Consistent with the mechanism, **questionnaires were sent to member States in August 2019** to provide feedback which was meant to assist AFCAC determine the status of implementation;

➢ By February 2020 **only 25 States had responded**;

➢ Consistent with decisions of the AFI Plan Steering Committee meeting held at the AFI Aviation Week of 16-20 July 2018 (Niamey, Niger), AFCAC collect and analyse data from available sources such as the IATA and ICAO databases i.e. ICAO iSTARS, USOAP CMA OLF in order to **come up with this status report.**

Discussions

Status of Implementation of the Abuja Safety Targets

25 States responded (yellow)	
Angola	Niger
Benin	Nigeria
Botswana	Rwanda
Burundi	Ethiopia
Cameroun	Sao Tome & Principe
Cote d'Ivoire	Senegal
DRC	Sierra Leone
Eswatini	Tunisia
Gabon	Mali
Kenya	Ghana
Madagascar	Uganda
Mauritania	Zimbabwe
Namibia	

Status of Implementation of the Abuja Safety Targets

TARGET # 1	Progressively reduce the African accident rate from 8.6 to 2.5 per million departures by the end of 2022.		
Actions/Initiatives:	• LOCI – UPRT workshops • Runway Safety Team courses	Organisation(s) Responsible:	RASG-AFI/ IATA/ ICAO
Indicator(s):	1. Number of accidents per million departures (accident rate) 2. Number of fatalities per passengers carried (fatality rate) 3. Percentage of occurrences related to high-risk categories (RE, CFIT, LOC-I)	Source :	ICAO iSTARs
STATUS **Progress to target** 1. **The accident rate in the RASG-AFI Region was 7.56 per million flights in 2017 and it reduced to 5.16 per million flights in 2018. The rate however increased to 10.34 in 2019;** 2. **Number of fatalities increased from 20 in 2018 to 184 in 2019.**		**Challenges** • Lack of incident & accident data collection and analysis tools makes it difficult to collect and analysis specific occurrences e.g. REs, CFIT, LOC-I etc.	

TARGET # 2	All States 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 by 2022.		
Actions/Initiatives:	• High Level State Missions	Organisation(s) Responsible:	ICAO/ AFCAC
Indicator(s):	• State's promulgated provisions for independent CAA and organisational structure established by an Act of Parliament or State equivalent; • Evidence of Financial autonomy;	Source :	• ICAO/ AFCAC Mission Reports • ICAO iSTARS and AFCAC questionnaires
STATUS **Progress to target** **Comprehensive data on status of CAAs not available. However, at least the twenty- seven (27) CAAs of States that have attained the 60% EI Target, amongst the fifty-two (52) audited African States, are effectively autonomous.**		**Challenges** • Lack of comprehensive data on autonomous or semi-autonomous CAAs. • Member States require political will and sufficient resources to make the necessary changes to have independent and strengthened CAAs.	

Discussions

TARGET # 3	States to resolve: • Existing SSCs by June 2018; • Newly identified SSCs within 6 months from the date of its official publication by ICAO.		
Actions/Initiatives:	• High Level State visits; • ROST missions; • AFI-CIS missions.	**Organisation(s) Responsible:**	ICAO/ AFCAC
Indicator (s):	1. Number of SSCs; 2. Time taken to resolve SSC(s).	**Source :**	• ICAO ISTARS • AFCAC Questionnaires
STATUS Target not met 2012 - 2019: • 20 SSCs found in 13 States; • 19 resolved in 12 States; • As of December 2019, 1 SSC still exists in 1 State; Most SSCs exceeded the 6 months deadline		**Challenges** • Lack of skills and resources required to resolve the identified SSC(s).	

TARGET # 4	States to abide by the timelines and provide resources for implementation of ICAO/State Plans of Action		
Actions/Initiatives:	• High Level State visits; • ROST missions;	**Organisation(s) Responsible:**	ICAO/ AFCAC
Indicator (s):	• Number of member States with signed ICAO/ State Plans of Action	**Source :**	• AFI Plan • AFCAC Questionnaires
STATUS **Target not met** Fourty (40) States have accepted ICAO Plans of Action and are at different stages of implementation.		**Challenges** • Data collected was insufficient to determine level of implementation of the ICAO/ State Plans of Action; • Selected indicator not sufficient to determine level of implementation of the ICAO/ State Plans of Action;	

Discussions
Status of Implementation of the Abuja Safety Targets

TARGET # 5	States progressively increase the Effective Implementation (EI) percentage under the ICAO USOAP CMA Audit		
Actions/ Initiatives:	• High Level State visits; • ROST Missions; • AFI-CIS missions;	**Organisation(s) Responsible:**	ICAO/ AFCAC
Indicator(s):	• Percent EI status for each member State.	**Source :**	• ICAO ISTARS

STATUS	Target not met	
• 2012 - 14 States or 27% of the audited States achieved EI above 60%; • 2017 - 24 States or 52% of the audited States achieved EI above 60%; • 2018 - 26 States or 56% of audited States attained 60% EI and greater; • 2019 - 32 States or 59% of audited States attained 60% and greater;	**Challenges** • Target needs alignment with ICAO GASP; • Some of the States with 60% or above slide back to lower than 60% EI after a USOAP audit; • Lack of resources including skilled personnel at the CAA.

TARGET # 6	SSP/SMS Implementation by all African States:-		
Actions/Initiatives:	• High Level State visits; • ROST missions; • SSP/SMS courses/workshops.	**Organisation (s) Responsible:**	RASG-AFI/ ICAO/ AFCAC
Indicator(s):	• Foundation PQs for SSP • Level 1, 2, 3 or 4 implementation of SSP requirements for each State.	**Source :**	• ICAO ISTARS

STATUS	Target not met	
1. Eleven (11) States have initiated SSP implementation with level 3 being the highest attained; 2. However, none of the forty eight (48) States has attained level 4 SSP implementation 3. None of the States contributed information on safety risks to RASG-AFI.	**Challenges** • Additional SSP/ SMS training required for member States.

Discussions

TARGET # 7	All International Aerodromes to be certified by 2022,		
Actions/Initiatives:	• International Aerodromes Certification program; • Runway Safety Teams workshop; • APEX;	**Organisation(s) Responsible:**	ICAO/ ACI/ IATA
Indicator(s):	1. Number of certified international aerodromes; 2. Number of airports assessed by APEX Programme; 3. Number of States with established Runway Safety Teams.	**Source :**	• ICAO ISTARS • APEX – ACI • IATA

STATUS   **Progress to target**

As of December 2019,
- 54 International Aerodromes certified out of 175 (i.e. 27.6%);
- Since it's inception, APEX has provided fourty-seven (47) assessments on the African continent.

Challenges
- Target needs alignment with ICAO GASP and GANP;

TARGET # 8	**All States to establish an appropriate framework for recognition of IATA operational safety audit (IOSA) and IATA Standard Safety Assessment (ISSA) mechanisms; African airlines to obtain IOSA/ISSA certification by the end of 2022.**		
Actions/Initiatives:	• IOSA Certification Program	**Organisation(s) Responsible:**	RASG-AFI/ IATA
Indicator(s):	1. Number of States with established framework for recognition of IOSA and ISSA certification 2. Number of IOSA certified airlines; 3. Number of ISSA certified airlines.	**Source :**	• IATA • AFCAC Questionnaire

STATUS   **Target not met**

1. There was an increase from 20 airlines on the IOSA Registry in 2012 to 34 airlines by end of December 2019;
2. One new airline in ESAF (first ever in the Region) was also added to the ISSA Registry by December 2019;
3. By end of 2019 only four (4) RASG-AFI States: Mozambique, Rwanda, Togo and Zimbabwe had established some form of legal instrument that recognizes IOSA;

Challenges
- States not convinced of the need to establish a framework for recognition of IOSA and ISSA certification;
- Lack of training to increase awareness and need for IOSA and ISSA certification.

Discussions

TARGET # 9	All States to establish an effective and operational SAR organization:-		
Actions/ Initiatives:	• AFI Plan SAR Project	**Organisation(s) Responsible:**	ICAO AFI Plan
Indicator(s):	1. Number of States with National SAR Plan; 2. Number of States with signed agreements/ MOUs with neighbouring States; 3. Number of SAR multi-State agencies or Regional SAR exercises to test SAR systems;	**Source :**	• ICAO; • AFCAC Questionnaires;

STATUS **Target not met**	**Challenges**
1. 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. 2. 8 States have developed National SAR Plans and 2 States have draft National SAR Plans in place.	• Need to revise the Target to align with ICAO GASP and GANP; • Lack of resources including training on SAR for member States.

TARGET # 10	All States to implement the transition from AIS to AIM: -		
Actions/Initiatives:	• ASBU Implementation workshops	**Organisation(s) Responsible:**	ICAO/ AFI Plan
Indicator(s):	• Number of Approved State Action Plans • Number of States fully transitioned from AIS to AIM	**Source :**	• ICAO ISTARS • AFCAC Questionnaire

STATUS **Target not met**	Challenges
1. **36% of States have fully completed Phase 1 Consolidation;** 2. **44% have partially accomplished Phase 2 Going Digital.**	• Selected indicator and target need to be revised to make it easier to measure status of implementation and to be consistent with ICAO GANP; • Insufficient information to determine status for each State.

Discussions

TARGET # 11	All States to implement PBN procedures for all instrument runways:-		
Actions/Initiatives:	• PBN Workshops and Seminars	**Organisation(s) Responsible:**	ICAO AFI Plan
Indicator(s):	1. Number of Instrument Runways with approved PBN procedures for each member State.	**Source :**	• ICAO ISTARS
STATUS		**Challenges**	
Target not met • **Available information indicate the overall average of over 75% in AFI Region which is below the Global target of 100%.**		• Actions/ Initiatives are limited to workshops and seminars only. There is need for State specific assistance to increase level of compliance; • Indicators need to be refined to reflect measurable and specific PBN parts	

TARGET # 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.		
Actions/Initiatives:	• Workshops on aircraft proximity (AIRPROX) occurrences	**Organisation(s) Responsible:**	RASG-AFI/ IATA/ ICAO
Indicator(s):	1. Number of airprox occurrences recorded in each State	**Source :**	AFCAC Questionnaires
STATUS		**Challenges**	
Target not met 1. **No comprehensive data to establish level of implementation.**		• There is need to refine the specific performance indicators used; • Insufficient aviation occurrences data collection tools.	

Discussions

TARGET # 13	Establishment of seamless Air Navigation Services in the AFI Region by end of 2024:		
Actions/Initiatives:	• CNS/ATM workshops/seminars • SBAS/GNSS Cost Benefit Analysis (CBA)	**Organisation(s) Responsible:**	AUC/ RECs/ AFCAC
Indicator(s):	1. Seamless airspace in Africa.	**Source :**	• ICAO • AFCAC Questionnaire
STATUS		**Challenges**	
Limited progress towards target • Various initiatives ongoing in AFI Region under RECs and or ANSPs. • Activities towards integration of the arrangements programs is anticipated in near future through RECs		• Identified actions/ initiatives not sufficient to achieve the target; • There is need to review interventions to ensure necessary resources are channeled towards achieving the target; • No sufficient information to measure status of implementation.	

TARGET # 14	All States to implement ASBU B0 Modules: - All States to develop National ASBU Plans by end of 2018.		
Actions/Initiatives:	• CNS/ATM workshops/seminars • SBAS/GNSS Cost Benefit Analysis (CBA)	**Organisation(s) Responsible:**	ICAO/ AFCAC/ AUC
Indicator(s):	• Number of States that submitted ASBU implementation plan	**Source :**	• ICAO • AFCAC Questionnaire
STATUS		**Challenges**	
Target not met **Accurate information on current Status of ASBU implementation in AFI Region is not available.** **IATA ASBU Tracker indicate that:** · **Total % RNAV GNSS APRCH as 63% for ESAF and 79% for WACAF;** · **Total % RNAV SID as 40% for ESAF and 20% for WACAF;** · **Total % RNAV STAR as 40% ESAF and WACAF 46%.**		• No sufficient data collection tools; • Interventions not sufficient to ensure effective implementation of this target; • No sufficient information to measure status of implementation.	

Discussions

TARGET # 15	All States to develop and implement a National Plan for the reduction of CO2 emissions due to international civil aviation:		
Actions/ Initiatives:	• Buddy program and the continental Environment experts group available for Action Plan development; • Capacity building and assistance missions available for development of State Action Plans; • Leverage on the support from AfDB and other partners to expand technical assistance for all African States;	**Organisation(s) Responsible:**	AFI Plan/ AFCAC
Indicator(s):	Number of States that submitted National Plan for CO2 emissions reduction	**Source :**	• ICAO ISTARS; • AFCAC Questionnaires

STATUS	Challenges
Progress towards Target 27 States in African States have developed and submitted to ICAO National Plan for the reduction of CO2 emissions due to international civil aviation.	• Capacity building and assistance missions for development of State Action Plans not conducted in 2019.

TARGET # 16	All States to 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.		
Actions/Initiatives:	• African ANSP Peer Review program	**Organisation(s) Responsible:**	• ICAO AFI Plan
Indicator(s):	• Number of member States party to ANSP Peer Review Programme	**Source :**	• ICAO AFI Plan • AFCAC Questionnaires

STATUS	Challenges
Progress towards Target 1. **Membership has continued to grow with current participation including: CANSO members (all 18 ASECNA States, South Africa, 3 Robert FIR States, Uganda, Mozambique, Zambia, Algeria etc.).**	• There is need to increase awareness among member States to increase membership; • Not sufficient information to capture status of implementation of corrective action plans.

Discussions

Main Challenges

1. Lack of appropriate safety data collection and analysis tools;

2. Limited information provided by the States and lack of effective mechanisms and tools for periodically report progress;

3. Limited regional initiatives/ interventions by responsible entities to assist member States achieve set targets;

4. Lack of resources to implement certain targets which require substantial financial resources is a hindrance;

5. Some performance indicator are not sufficient to capture status of implementation of corrective action plans and therefore should be reviewed.

Way Forward

Member States

• Establish and implement automated safety data collection and information sharing tools consistent with AFCAC's Mechanism for Monitoring Implementation of Safety Systems & Initiatives.

• Member States are encouraged to develop and implement all required national implementation plans related to various Safety and ANS targets.

AFCAC, ICAO and Regional entities

- Alignment of targets with GASP/GANP and clearly establish measurable objectives, associated targets and indicators;
- Develop on-line mechanism and tools for effective reporting of progress;
- Periodic meetings with established AST Focal Points;
- Coordination among key stakeholders, to ensure availability of resources to assist States;
- Facilitate for appropriate continental master plans which are required to ensure comprehensive implementation of the ANS Targets.

Actions by the Meeting

Meeting is invited to....

➡️ Note status and challenges related to implementation and reporting of progress;

➡️ Promote use of automated data collection tools for monitoring Safety and ANS targets;

➡️ Promote coordination among key stakeholders and increase interventions necessary to assist member States to implement, especially, the ANS targets.

THANK YOU