



African Civil Aviation Commission (AFCAC)

## ***SECOND AFI AVIATION SAFETY SYMPOSIUM***

# **Status of aviation safety in Africa and progress made towards attaining the Abuja Safety Targets**

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The Ministerial Conference on Aviation Safety in Africa made a Declaration referred to as the ABUJA DECLARATION ON AVIATION SAFETY IN AFRICA, (Abuja, Nigeria 16-20, July 2012.)

AFCAC was tasked by the AU to monitor, review and report on the achievement of the targets to its Plenary and to the Committee of Ministers responsible for civil aviation.

Monitoring and follow-up mechanism has been developed by ICAO and adopted by AFCAC for the implementation of the Safety Targets.

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Efforts have been made to obtain information from African States, AFRAA, ACI Africa, IATA and ICAO HQ for populating the table devised for the monitoring framework.

As of April 2015 ten States; Burundi, Cote d' Ivoire, Ethiopia, Kenya, Gabon, Madagascar, Nigeria, South Africa, Tanzania have responded to AFCAC's request and provided information to populate the table.

Although the information provided by some States was not complete as required.

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On the side of the Industry, responses have been received from only AFRAA , ACI and IATA.

For individual African States, AFCAC still needs State by State data to assist in it monitoring the implementation of the Abuja safety targets.

## Abuja Safety Targets

- A. Progressively reduce the African accident rate to be in line with the global average by the end of 2015.**
- B. Implement Effective and Independent Regulatory Oversight.**

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- A. Progressively reduce the African accident rate to be in line with the global average by the end of 2015.
  - 1) Did your State Reduce runway related accidents and serious incidents by 50%?
  - 2) Did your State Reduce Controlled Flight into Terrain (CFIT) related accidents and serious incidents by 50%?
  - 3) Did your State Reduce Loss of Control related accidents/serious incidents by 50%?

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### B. Implement Effective and Independent Regulatory Oversight.

- 1) Did your State establish and strengthen Civil Aviation Authorities with full autonomy? (for example, powers and independence, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry) or Did you delegate your functions and tasks to RSOOs or other African State(s)?
- 2) Did your State, resolve ALL identified Significant Safety Concerns?

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- 3) Did You abide by the timelines and provide resources for the implementation of ICAO/State Plans of Action?
- 4) Please indicate your State's Effective Implementation (EI) score of ICAO's USOAP results?
- 5) Did your State Implement State Safety Programmes (SSP)? Did you ensure that all Service Providers implement Safety Management System (SMS)?



- 6) Did your State Certify all International Aerodromes?
- 7) Did all your airlines obtain IATA Operational Safety Audit (IOSA) certificates?

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With respect to the information gathered from ICAO, ACI and IATA the Summary status of implementation of the Abuja Safety Targets for the AFI Region is indicated in the following slides:

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Progressive reduction of the African accident rate to be in line with the global average by the end of 2015.

Safety Target	Situation as at end of 2014
Reduce Runway related accidents and serious incidents by 50% by end of 2015	Runway Related Accidents had a rate of 0.59 per million sectors in 2012 and of 0.39 in 2014
Reduce Controlled Flight Into Terrain (CFIT) related accidents and serious incidents by 50% by end of 2015	CFIT related Accidents had a rate of 0.17 per million sectors in 2012 as opposed to 0.11 in 2014
Reduce LOC-I related accidents and serious incidents by 50% by the end of 2015	LOC-I related accidents had a rate of 0.17 per million sectors in 2012 as opposed to 0.16 in 2014

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**Implement Effective and Independent Regulatory Oversight.**

<b>States to establish and strengthen autonomous Civil Aviation Authorities by end of 2013</b>	<b>Comprehensive data on status of CAAs not available. Although many States have in place, appropriate legal provisions establishing autonomous CAAs, effectiveness is still a challenge.</b>
<b>Resolve ALL identified Significant Safety Concerns [existing ones by July 2013 and new ones within 12 months]</b>	<b>Six (6) States with SSCs (Reduction from 10 States in 2012 to 6 States in 2014)</b>

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<b>Implementation of State specific ICAO Plans of Action by July 2013</b>	<b>Twenty nine (29 ) States have accepted ICAO Plans of Action and are at different stages of implementation</b>
<b>Progressively increase the Effective Implementation (EI) score of ICAO's USOAP results to no less than 60% (35% or 19 of all African States by end of 2013, and 70% or 38 of all African States by end of 2015 and 100% or 54 of all African States by end of 2017)</b>	<b>Fifteen (15) States have attained 60% of EI or greater</b>

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<b>Implement State Safety Programs (SSP) and ensure that all Service Providers implement a Safety Management System (SMS) by end of 2015 implementation of SSP</b>	<b>Comprehensive data on status of SSP/SMS implementation not available.</b>
<b>Certify all international aerodromes by end of 2015</b>	<b>Forty five (45) International Aerodromes in twelve (12) States were certified.</b>

# Thank you