



**SAFE SKIES.
SUSTAINABLE
FUTURE.**

Agenda Item 04

AFI AVIATION WEEK

**10th Meeting of the Directors General of Civil
Aviation of the Africa-Indian Ocean Region
(AFI-DGCA/10)**

Libreville, Gabon, 15 July 2024





ICAO



Regional Aviation Performance

Agenda Item 04

Secretariat

Outline

1. Introduction
2. Aviation Safety
3. Air Navigation Capacity and Efficiency
4. Security and Facilitation
5. Economic Development of Air Transport
6. Environmental Protection
7. Actions by the meeting



- The continued implementation of the **ICAO Regional Offices work programmes** as part of the ICAO Business plan, combined with **efforts made by States and Partners** in all the ICAO Strategic Objectives has contributed to the improvement of the States performance in all aviation related matters over the past years.
- The Working Paper presents the **key achievements of the aviation performance** of the AFI region during the last five years.

Aviation Safety

States Safety Oversight System

Significant Safety Concerns

State Safety Program

Aerodromes certification

PBN implementation

Aviation accident rate

States Safety Oversight System – Level of effective Implementation

Overall SO %EI

59.5%

▼10% Global %EI

▼15.5% GASP target 2.1

Last 5 years

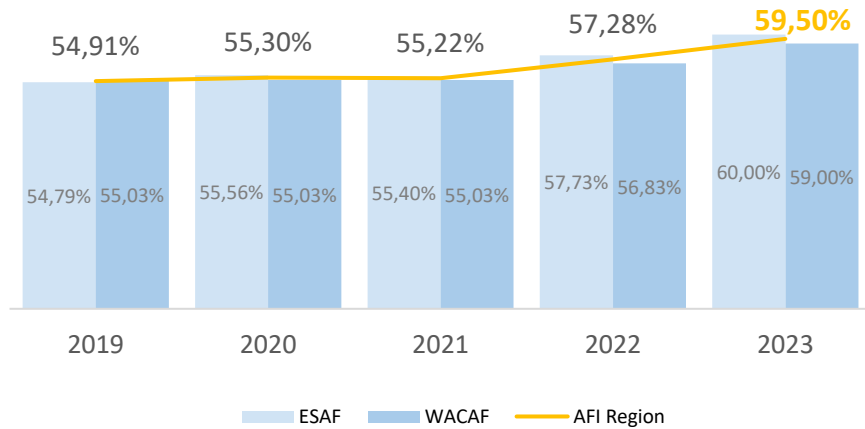
▲ **4.6%**

2023

▲ **2.2%**

States EI > 75%

23%



CAP Status

- 27.8 %** Completed
- 59.2 %** In Progress
- 13 %** Not Submitted

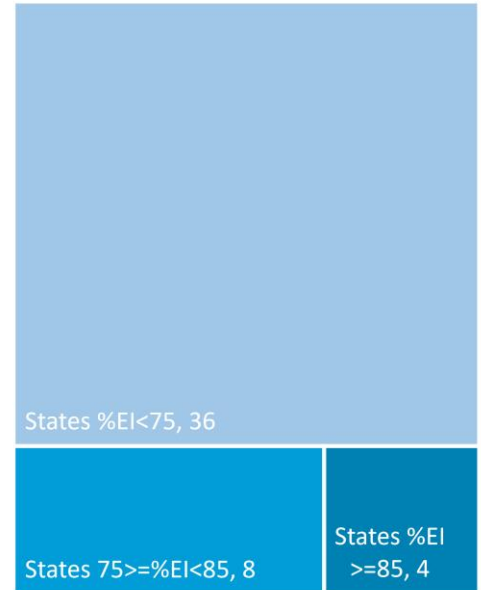
Self Assessment

- 66 %** Completion
- ESAF: 67.3%** (33% < 50%)
- WACAF: 64.6%** (38% < 50%)

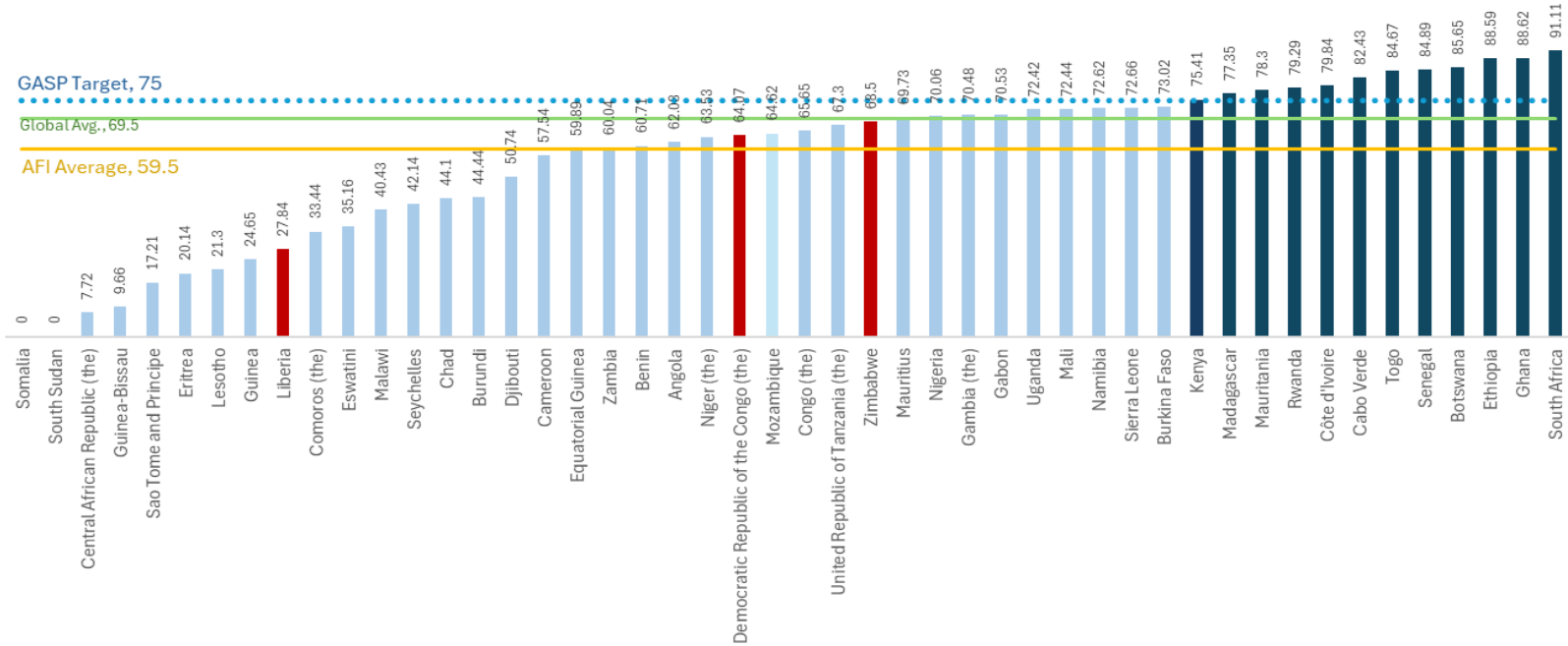
States Safety Oversight System – Level of effective Implementation

States %EI<75 (75 %)	ESAF (18)	Angola; Burundi; Comoros (the); Djibouti; Eritrea; Eswatini; Lesotho; Malawi; Mauritius; Mozambique; Namibia; Seychelles; Somalia; South Sudan; Uganda; United Republic of Tanzania (the); Zambia; Zimbabwe
	WACAF(18)	Benin; Burkina Faso; Cameroon; Central African Republic (the); Chad; Congo (the); Democratic Republic of the Congo (the); Equatorial Guinea; Gabon; Gambia (the); Guinea; Guinea-Bissau; Liberia; Mali; Niger (the); Nigeria; Sao Tome and Principe; Sierra Leone;
States EI between 75 and 85 (17 %)*	ESAF(3)	Kenya; Madagascar; Rwanda
	WACAF (5)	Cabo Verde; Côte d'Ivoire; Mauritania; Senegal*; Togo;
States %EI >=85 (8 %)	ESAF (3)	Botswana*, Ethiopia; South Africa,
	WACAF(1)	Ghana

* Information based on 2024 USOAP-CMA Activities

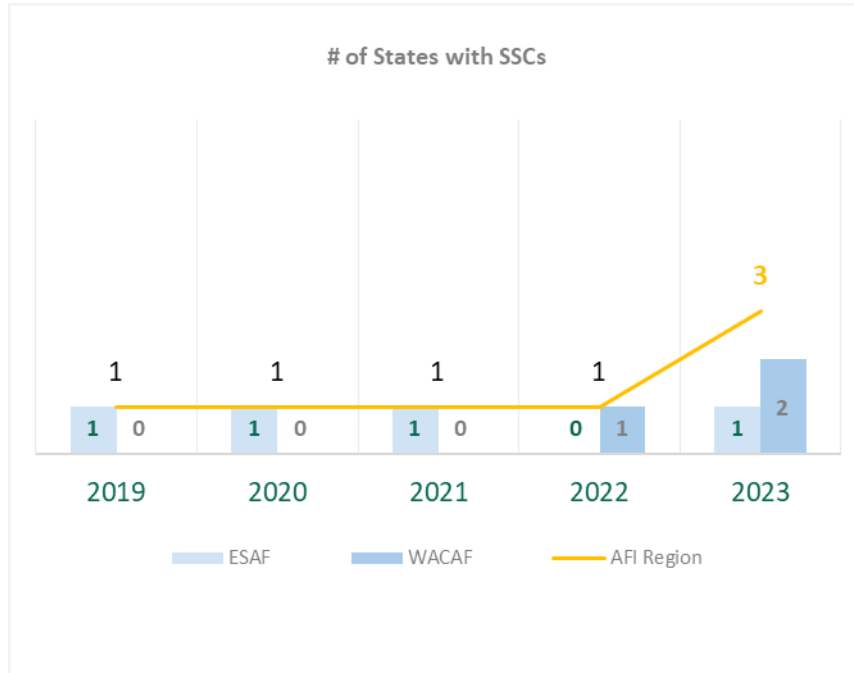


States Safety Oversight System – Level of effective Implementation



AIR Avg. EI 79.1%	LEG Avg. EI 77.8%	ORG Avg. EI 69.9%	PEL Avg. EI 62.7%	OPS Avg. EI 61.1%	ANS Avg. EI 55.7%	AGA Avg. EI 50.1%	AIG Avg. EI 43.8%
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Significant Safety Concerns (SSCs)



3 States with SSCs

Democratic Republic of Congo: 2

Liberia: 2

Zimbabwe: 1

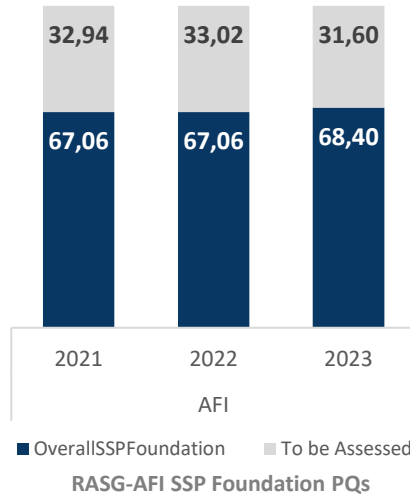
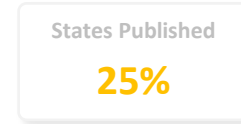
Area

Air Navigation Services (ANS)

States Safety Program

GASP target 3.1: By 2023, all States to implement FPQs

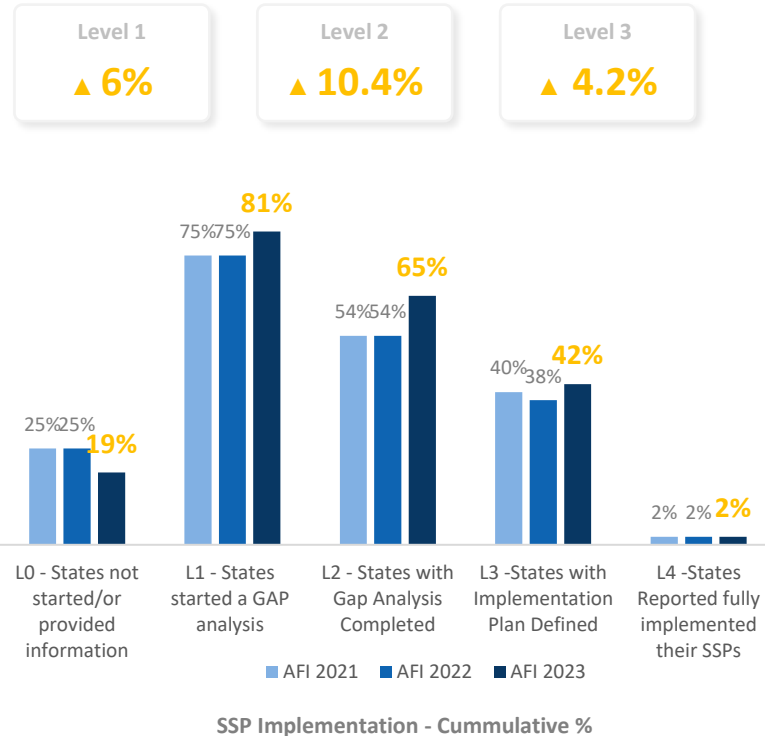
GASP target 3.2: By 2024, all States to publish NASP



NASP <u>not</u> published	ESAF	18	Angola; Burundi; Comoros (the); Djibouti; Eritrea; Eswatini; Lesotho; Madagascar; Malawi; Mauritius; Mozambique; Seychelles; Somalia; South Africa; South Sudan; United Republic of Tanzania (the); Zambia; Zimbabwe
	WACAF	18	Benin; Burkina Faso; Cameroon; Central African Republic (the); Chad; Congo (the); Democratic Republic of the Congo (the); Equatorial Guinea; Gabon; Gambia (the); Guinea; Guinea-Bissau; Liberia; Mali; Mauritania; Niger (the); Nigeria; Sao Tome and Principe; Senegal;
NASP published (12 States)	ESAF	6	Botswana; Ethiopia; Namibia; Kenya, Rwanda; Uganda
	WACAF	6	Cabo Verde; Côte d'Ivoire; Ghana; Sierra Leone; Togo

States Safety Program

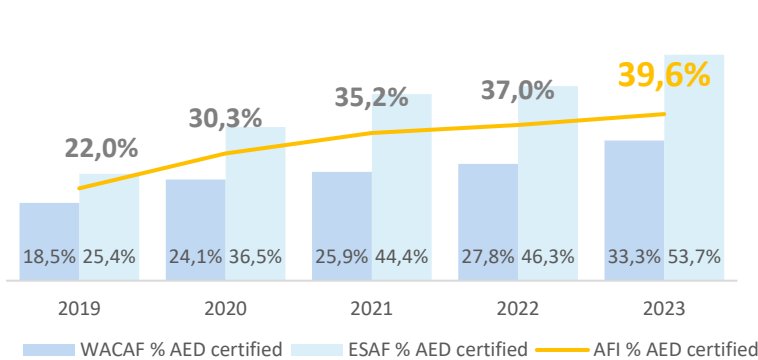
GASP target 3.3: All States to work towards an effective SSP; by **2025** – Present; by **2028** – Present and effective



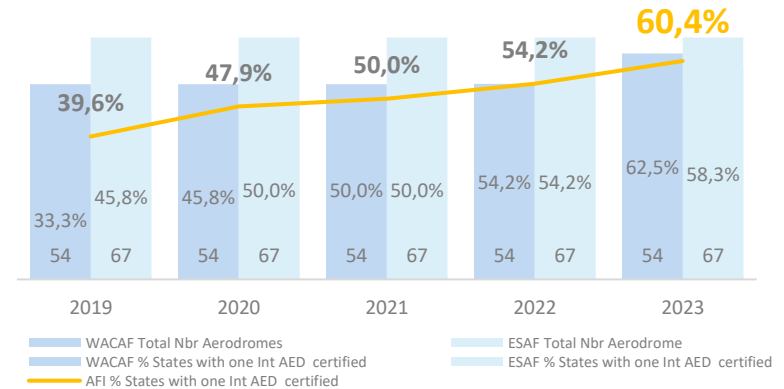
L0 (9 States)	ESAF	3	Eritrea; Lesotho; South Sudan
	WACAF	6	Central African Republic; Chad; Guinea; Guinea-Bissau; Liberia; Sao Tome and Principe
L1 (8 States)	ESAF	3	Angola; Comoros; Seychelles
	WACAF	5	Democratic Republic of the Congo; Equatorial Guinea; Niger; Senegal; Sierra Leone
L2 (11 States)	ESAF	6	Botswana; Djibouti; Ethiopia; Madagascar; Zimbabwe; Somalia
	WACAF	5	Burkina Faso; Cameroon; Ghana; Mauritania; Nigeria
L3 (19 States)	ESAF	11	Burundi; Eswatini; Kenya; Malawi; Mauritius; Mozambique; Namibia; South Africa; Uganda; United Republic of Tanzania; Zambia
	WACAF	8	Benin; Cabo Verde; Congo; Cote d'Ivoire; Gabon; Gambia; Mali; Togo
L4 (1 States)	ESAF	1	Rwanda
	WACAF	0	

As reported by States in iSTARS

Aerodromes certification



Aerodrome Certification

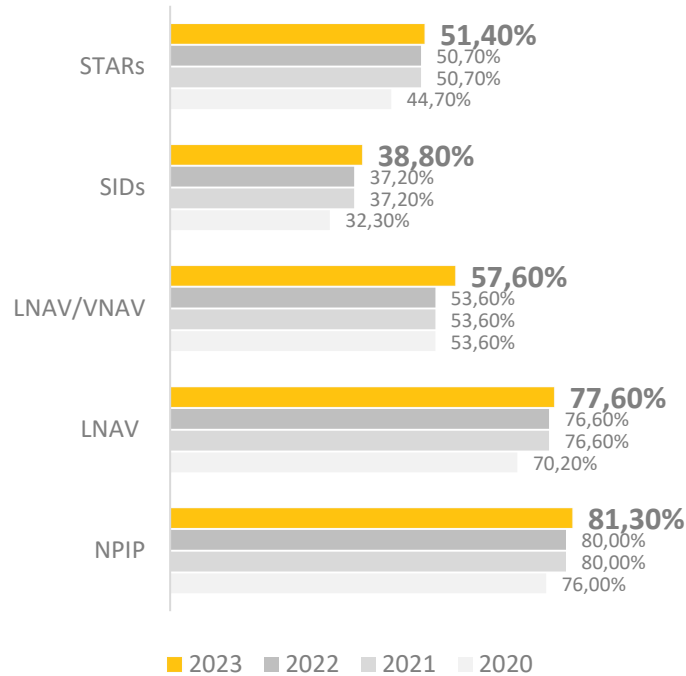


States with at least one international Aerodrome Certified

Aerodromes certification

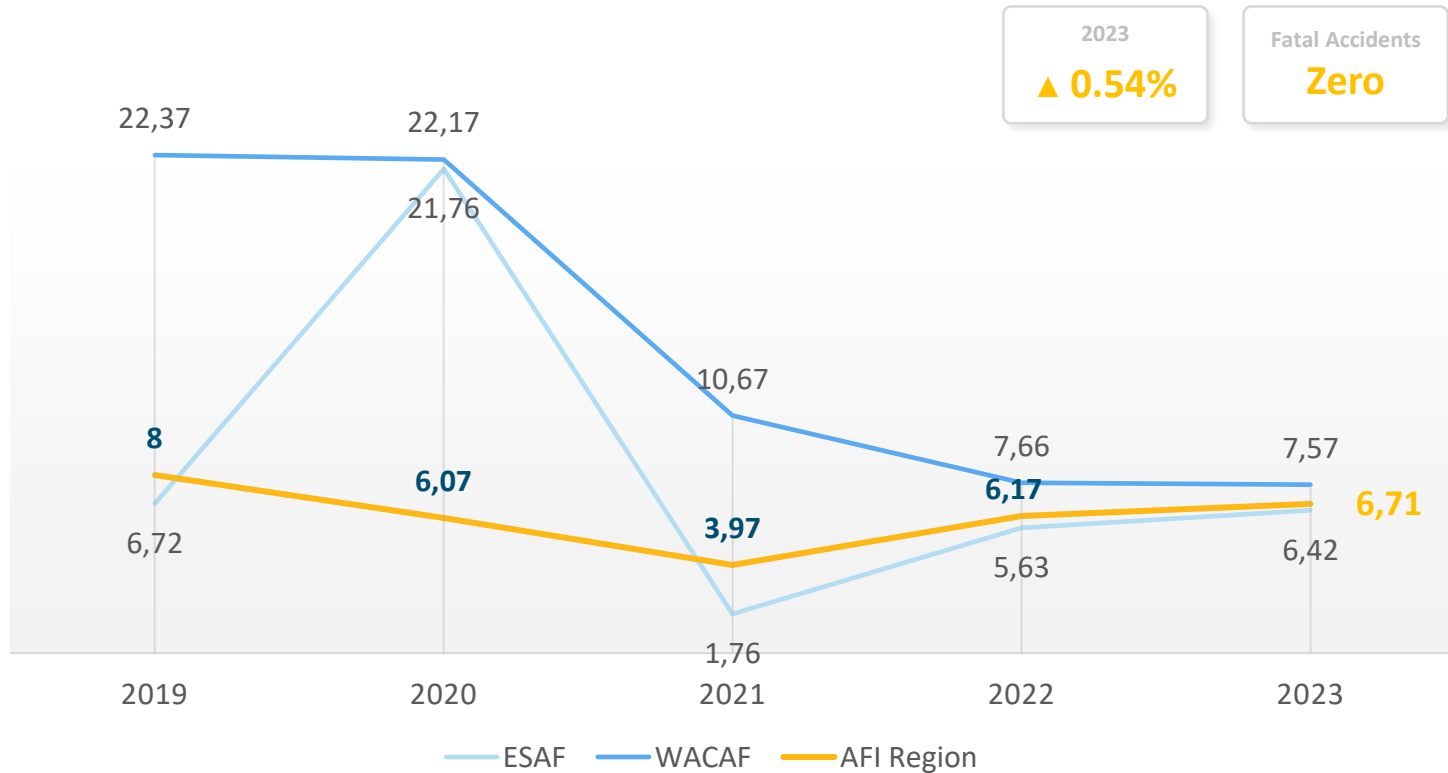
States <u>not started</u> /or no Aerodrome Certified: (38%)	ESAF	9	Burundi; Comoros; Djibouti; Eritrea; Lesotho; Malawi; Seychelles; Somalia; South Sudan
	WACAF	9	Central African Republic; Chad; Democratic Republic of Congo; Equatorial Guinea; Gambia; Guinea; Guinea-Bissau; Liberia; Sao Tome and Principe;
States started certification but not concluded: (38%)	ESAF	10	Angola; Botswana; Ethiopia; Kenya; Madagascar; Mozambique; Namibia; Tanzania; Zambia; Zimbabwe
	WACAF	8	Burkina Faso; Cameroon; Congo; Gabon; Mali; Mauritania; Niger; Nigeria;
States with all Aerodrome certified (27%)	ESAF	5	Eswatini; Mauritius; Rwanda; South Africa; Uganda
	WACAF	7	Benin; Cabo Verde; Cote d'ivoire; Ghana; Senegal; Sierra Leone; Togo;

PBN implementation



2023	Region	Remaining States/comments
NPPI	ESAF	Burundi, Djibouti, Eritrea,, Lesotho, South Sudan, Eswatini, Zambia
	WACAF	CAR, Guinea Bissau
RNP APCH	ESAF	Madagascar, Burundi, Comoros*, Eritrea, Eswatini, Botswana, Namibia, Somalia, Zambia, Zimbabwe,
	WACAF	Cameroon, Cape Verde, CAR, DRC, Guinea, Mali, Mauritania, Sao Tome, Senegal
APV	ESAF/WACAF	Some have remote altimeters and Baro VNAV cannot be designed.
STARs	ESAF/WACAF	STARs sometimes cannot be designed due to small airspaces.
SIDs	ESAF/WACAF	SIDs cannot sometimes be designed due to small airspaces.
CCO/CDO	ESAF/WACAF	Only ten States have implemented: Cabo Verde, Ethiopia, Gabon, Ghana, Guinea, Namibia, Nigeria, Seychelles, Somalia, Uganda

Aviation accident rate



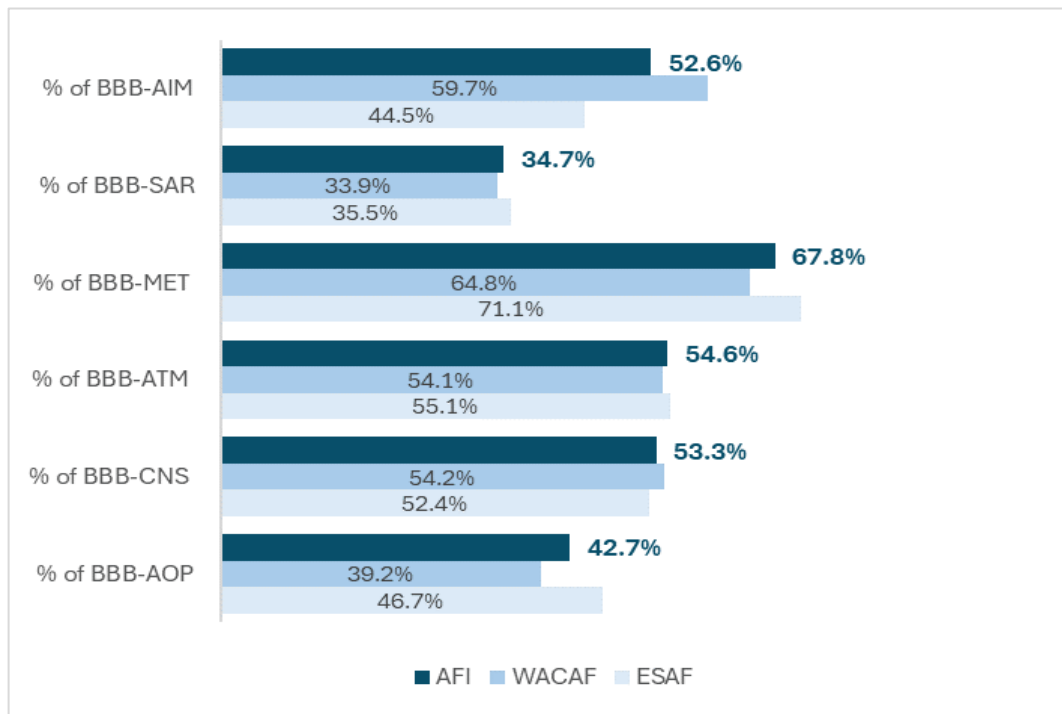
Accidents per million departures for commercial operation

Air Navigation Capacity and Efficiency

Status of PQs linked to Basic Building Blocks (BBBs)

ASBU Implementation

Status of PQs linked to Basic Building Blocks (BBBs)



Overall Implementation

48%

ESAF

49.9%

WACAF

46.2%

Status of PQs linked to Basic Building Blocks (BBBs)

AIM (52.6%)	ESAF (44.5%)	<75%	Somalia; South Sudan; Burundi; Eswatini; Eritrea; Lesotho; Djibouti; Angola; Comoros (the); Namibia; Zambia; Seychelles; Malawi; Mozambique; Botswana; Uganda; Rwanda; Mauritius; United Republic of Tanzania (the);
		>=75%	Kenya; Ethiopia; South Africa; Zimbabwe; Madagascar;
	WACAF (59.7%)	<75%	Guinea; Liberia; Guinea-Bissau; Democratic Republic of the Congo (the); Chad; Sao Tome and Principe; Nigeria; Central African Republic (the); Gambia (the); Cabo Verde; Ghana; Mauritania; Equatorial Guinea;
		>75%	Sierra Leone; Mali; Niger (the); Congo (the); Burkina Faso; Cameroon; Togo; Benin; Côte d'Ivoire; Gabon; Senegal;
AOP (42.7%)	WACAF (39.2%)	<75%	Liberia; Guinea; Sao Tome and Principe; Guinea-Bissau; Congo (the); Central African Republic (the); Democratic Republic of the Congo (the); Senegal; Cameroon; Chad; Mali; Gabon; Equatorial Guinea; Nigeria; Benin; Niger (the); Mauritania; Burkina Faso; Gambia (the);
		>=75%	Côte d'Ivoire; Ghana; Togo; Sierra Leone; Cabo Verde;
	ESAF (46.7%)	<75%	Somalia; South Sudan; Burundi; Lesotho; Comoros (the); Seychelles; Eswatini; Mozambique; Djibouti; Malawi; Eritrea; Botswana; United Republic of Tanzania (the); Madagascar; Angola; Zambia; Zimbabwe;
		>=75%	Namibia; Rwanda; Uganda; Ethiopia; Kenya; South Africa; Mauritius;

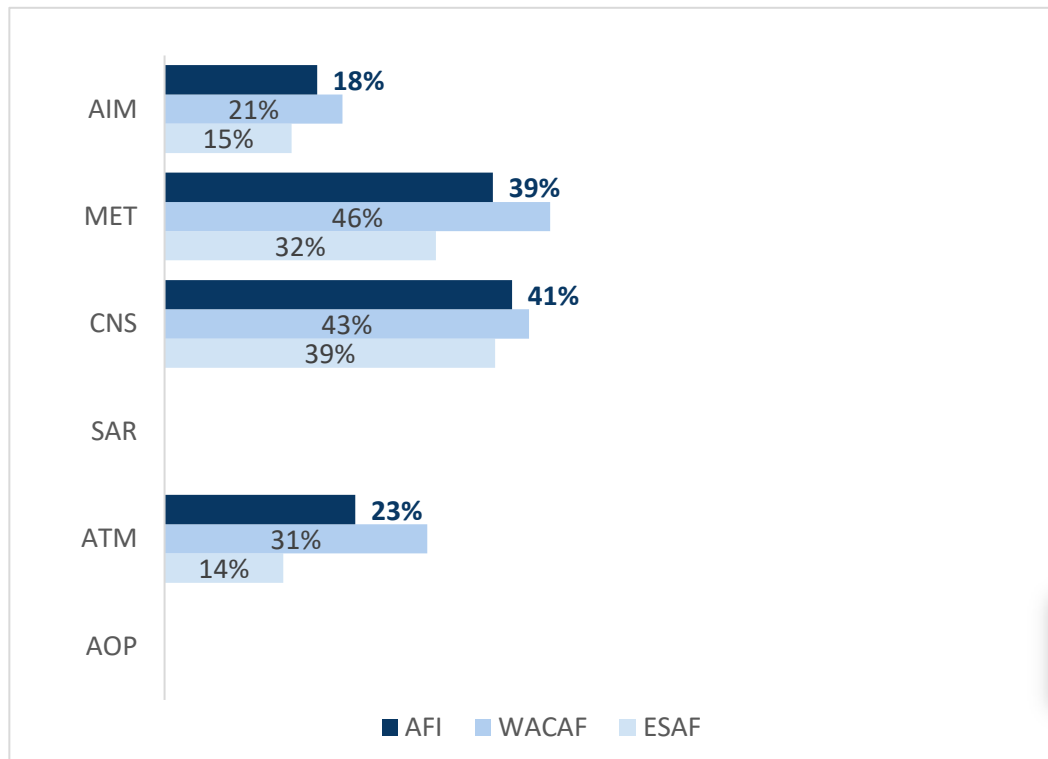
Status of PQs linked to Basic Building Blocks (BBBs)

ATM (54.6%)	WACAF (54.1%)	<75%	Liberia; Central African Republic (the); Guinea-Bissau; Guinea; Sao Tome and Principe; Democratic Republic of the Congo (the); Nigeria; Chad; Senegal; Congo (the);; Equatorial Guinea; Cameroon; Benin; Cabo Verde; Sierra Leone;
		>=75%	Côte d'Ivoire; Mali; Gambia the; Burkina Faso; Ghana; Niger (the);; Mauritania; Togo; Gabon;
	ESAF (55.1%)	<75%	Somalia; South Sudan; Burundi; Eswatini; Eritrea; Seychelles; Namibia; Angola; Lesotho; Comoros (the); Zimbabwe; Djibouti; Zambia; Uganda; Malawi; Mozambique; Mauritius; United Republic of Tanzania (the);
		>=75%	Rwanda; Botswana; Kenya; Ethiopia; South Africa; Madagascar;
CNS (53.3%)	ESAF (52.4%)	<75%	Somalia; South Sudan; Burundi; Eswatini; Lesotho; Eritrea; Angola; Namibia; Mozambique; Malawi; Mauritius; Zimbabwe; Ethiopia; Djibouti; Uganda; Comoros (the);; United Republic of Tanzania (the);
		>=75%	Rwanda; South Africa; Kenya; Seychelles; Madagascar; Zambia; Botswana;
	WACAF (54.2%)	<75%	Democratic Republic of the Congo the; Guinea; Cameroon; Guinea-Bissau; Sao Tome and Principe; Liberia; Central African Republic the; Nigeria; Equatorial Guinea; Chad; Sierra Leone; Burkina Faso; Niger (the); Senegal;
		>=75%	Gambia the; Benin; Congo the; Ghana; Mauritania; Côte d'Ivoire; Mali; Cabo Verde; Gabon; Togo;

Status of PQs linked to Basic Building Blocks (BBBs)

MET (67.8%)	WACAF (64.8%)	<75%	Guinea-Bissau; Liberia; Sao Tome and Principe; Guinea; Central African Republic (the); Chad; Benin; Democratic Republic of the Congo (the); Cabo Verde; Sierra Nigeria;
		>=75%	Mauritania; Ghana; Burkina Faso; Equatorial Guinea; Gambia the; Cameroon; Mali; Niger (the); Congo the; Senegal; Côte d'Ivoire; Gabon; Togo; Leone;
	ESAF (71.1%)	<75%	Somalia; South Sudan; Burundi; Djibouti; Lesotho; Zimbabwe; Eritrea; Zambia; Ethiopia; Eswatini; Mauritius; Namibia; Angola;
		>=75%	Comoros (the); Uganda; Malawi; Rwanda; Seychelles; Kenya; United Republic of Tanzania (the); South Africa; Madagascar; Botswana; Mozambique;
SAR (34.7%)	WACAF (33.9%)	<75%	Equatorial Guinea; Central African Republic the; Guinea-Bissau; Guinea; Congo the; Chad; Democratic Republic of the Congo (the); Liberia; Benin; Niger (the); Cameroon; Sao Tome and Principe; Senegal; Sierra Leone; Gambia (the); Nigeria; Gabon; Burkina Faso; Côte d'Ivoire; Mali; Togo; Cabo Verde;
		>=75%	Ghana; Mauritania;
	ESAF (35.5%)	<75%	Somalia; South Sudan; Burundi; Eritrea; Zambia; Comoros the; Djibouti; Mozambique; Angola; Eswatini; Malawi; Zimbabwe; Seychelles; United Republic of Tanzania (the); Namibia; Lesotho; Botswana; Uganda; Madagascar; Rwanda; Mauritius; Kenya;
		>=75%	Ethiopia; South Africa;

Aviation System Block Upgrade (ASBU) Implementation



Overall Implementation

20.0%

ESAF

16.7%

WACAF

23.4%

Projects to support Implementation:
Areas: AIM, ATM/SAR, AOP, MET, CNS

Some Key elements

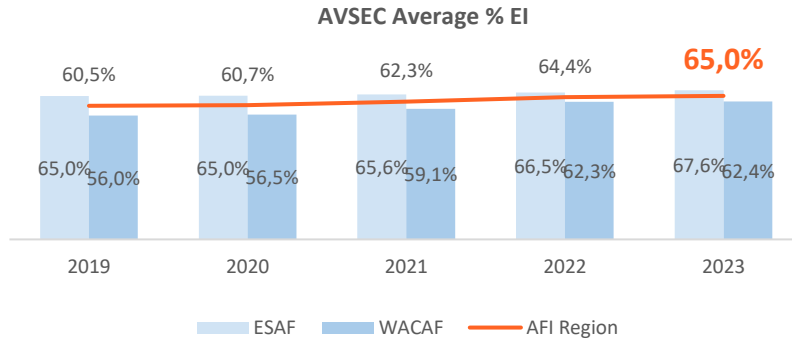
FRA-71%
AIS QMS-48%
MET Obs product-61%
AMHS-55%

Security and Facilitation

AVSEC Effective Implementation and Significant Security Concerns (SSECs)
ICAO Public Key Directory (PKD) and Air Transport Facilitation Committee

AVSEC Effective Implementation and SSeCs

GASep Aspirational Goal: By 2023, 90 per cent of States reach above 80 per cent effective implementation.



Overall Avg. %EI

65.0% ▼7.38 Global EI (72.36%)
▼15% GASep target 80%

Last 5 years

▲4.5%

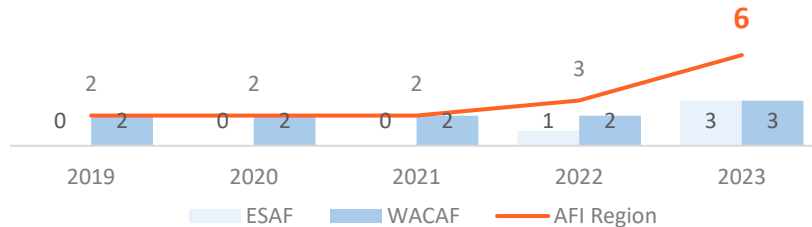
ESAF

4 (17%) States EI >80%
20 (83%) States EI <80%

WACAF

5 (21%) States EI >80%
19 (79%) States EI <80%

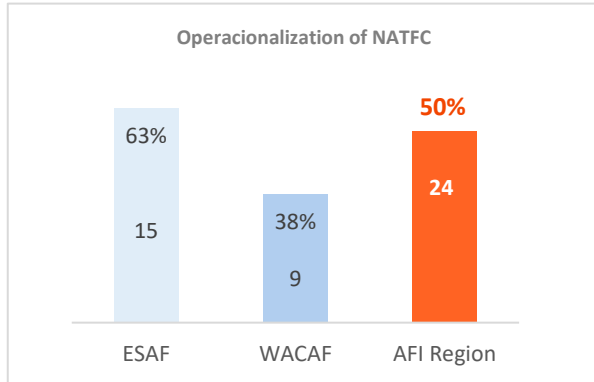
of States with SSeCs



SSeCs

ESAF: **3**
WACAF: **3**

Public Key Directory (PKD) and Air Transport Facilitation Committee

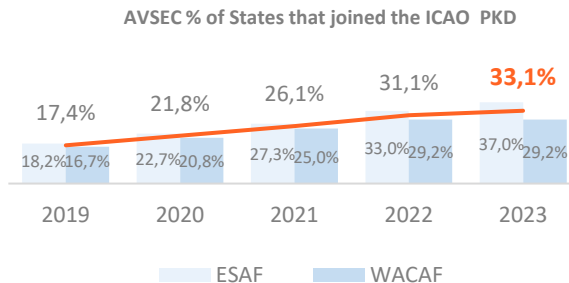


States Operationalized
NATFC (2023)

24 States

ESAF: 15 States (Namibia, Botswana, Eswatini, South Africa, Kenya, Uganda, Tanzania, Rwanda, Ethiopia, Mauritius, Djibouti, Angola, Somalia, Zimbabwe, Zambia)

WACAF: 9 States (Cabo Verde, Cote D'Ivoire, Gambia, Ghana, Nigeria, Sao Tome, Senegal, Sierra Leone and Togo)



States joined PKD

16 States

ESAF: 9 States (Seychelles, Botswana, Uganda, Tanzania, Rwanda, Lesotho, Zimbabwe, Kenya and Namibia).

WACAF: 7 States (Nigeria, Benin, Mali, Cote D'Ivoire, Togo, Ghana and Cameroun).

Economic Development of Air Transport

Air Transport Data

Single African Air Transport Market (SAATM)

Single African Air Transport Market (SAATM)

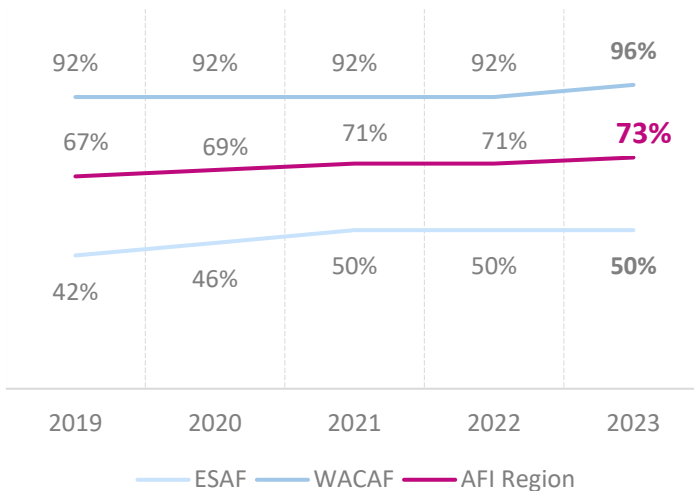
Joined SAATM

73%

Last 5 years

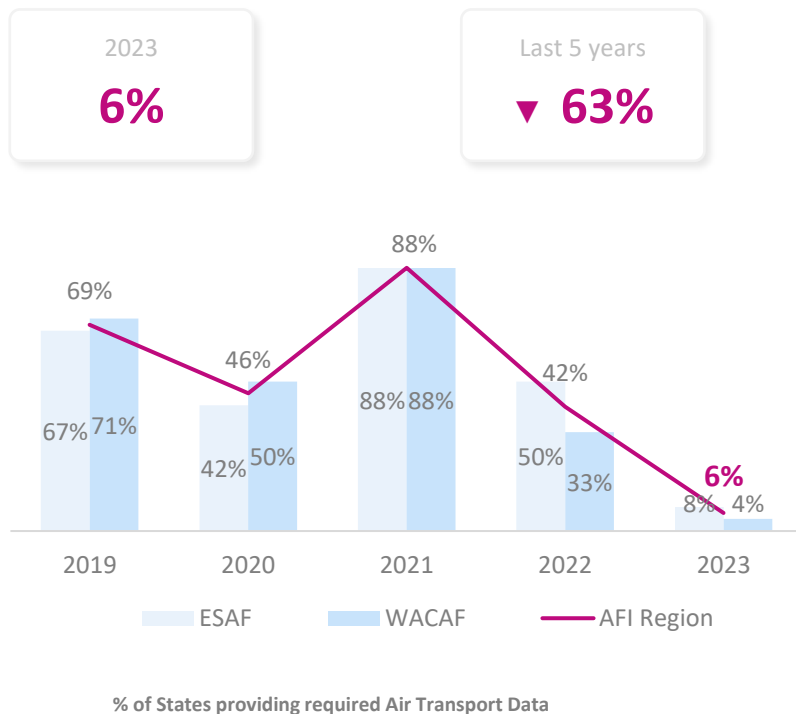
▲ 6%

% States Joined SAATM



	States joined SAATM (35 States)	States NOT joined SAATM
ESAF	12 States: Angola; Botswana; Eswatini; Ethiopia; Kenya; Lesotho; Mozambique; Namibia; Rwanda; South Africa; Zambia; Zimbabwe	Burundi; Comoros; Djibouti; Eritrea; Madagascar; Malawi; Mauritius; Seychelles; Somalia; South Sudan; Uganda; United Republic of Tanzania
WACAF	23 States: Benin; Burkina Faso; Cabo Verde; Cameroon; Central African Republic; Chad; Congo; Côte d'Ivoire; Democratic Republic of the Congo; Equatorial Guinea; Gabon; Gambia; Ghana; Guinea; Guinea-Bissau; Liberia; Mali; Niger; Nigeria; Sao Tome and Principe; Senegal; Sierra Leone; Togo	Mauritania

States providing required Air Transport Data



	States providing required Air Transport Data	States <u>NOT</u> providing required Air Transport Data
ESAF (8%)	Angola; Botswana	Burundi; Comoros; Djibouti; Eritrea; Eswatini; Ethiopia; Kenya; Lesotho; Madagascar; Malawi; Mauritius; Mozambique; Namibia; Rwanda; Seychelles; Somalia; South Africa; South Sudan; Uganda; United Republic of Tanzania; Zambia; Zimbabwe
WACAF (4%)	Cameroon	Benin; Burkina Faso; Cabo Verde; Central African Republic; Chad; Congo; Côte d'Ivoire; Democratic Republic of the Congo; Equatorial Guinea; Gabon; Gambia; Ghana; Guinea; Guinea-Bissau; Liberia; Mali; Mauritania; Niger; Nigeria; Sao Tome and Principe; Senegal; Sierra Leone; Togo

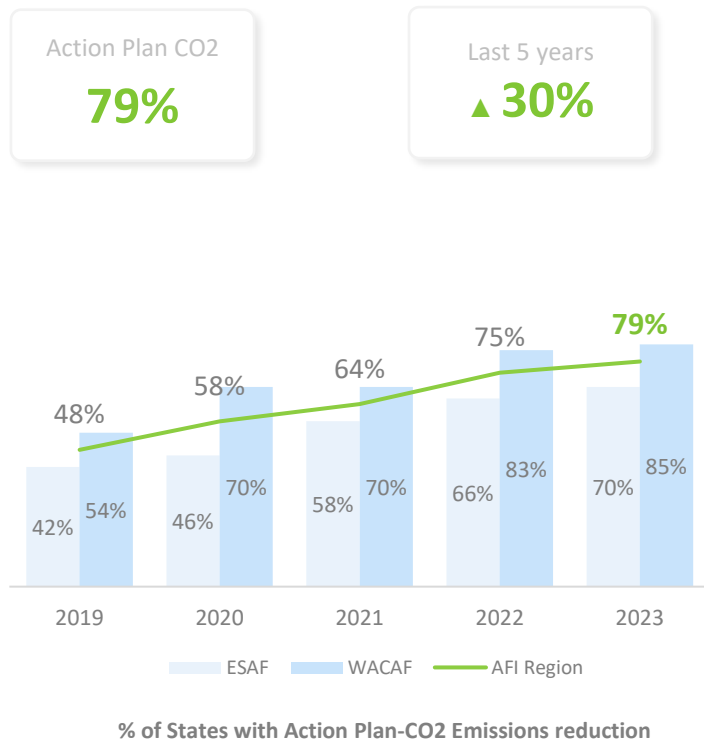
Environmental Protection

States Action Plan-CO2 Emissions reduction

Participation in the CORSIA pilot phase and first phase

ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme

Action Plan on CO2 Emissions reduction International Aviation



	States with Action Plan-CO2 Emissions reduction (38 States)		States <u>without</u> Action Plan on CO2 Emissions reduction	
ESAF	17	Angola; Botswana; Burundi; Ethiopia; Kenya; Madagascar; Malawi; Mauritius; Mozambique; Namibia; Rwanda; Seychelles; Uganda; Tanzania; South Africa; Zambia; Zimbabwe	7	Comoros; Djibouti; Eritrea; Eswatini; Lesotho; Somalia; South Sudan;
WACAF	21	Benin; Burkina Faso; Cameroon; Cape Verde; Central African Republic; Chad; Congo; Côte d'Ivoire; Democratic Republic of the Congo; Equatorial Guinea; Gabon; Gambia; Ghana; Mali; Mauritania; Niger; Nigeria; Sao Tome and Principe; Senegal; Sierra Leone; Togo	3	Guinea; Guinea-Bissau; Liberia;

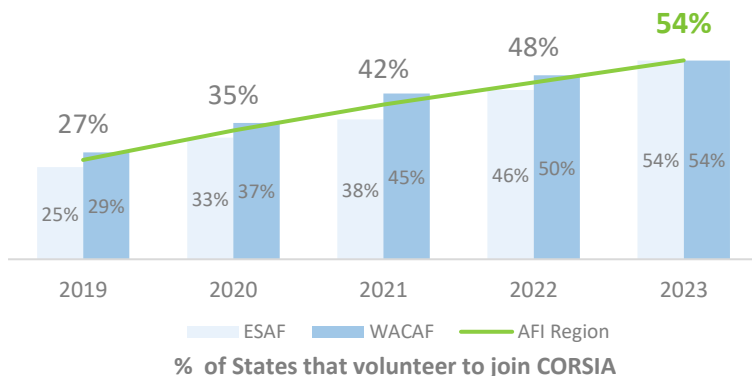
Participation in the CORSIA pilot phase and first phase

Joined CORSIA

54%

Last 5 years

▲ 38%



	States joined CORSIA		States NOT joined CORSIA	
ESAF	13	Botswana; Kenya; Madagascar; Malawi; Mauritius; Namibia; Rwanda; Seychelles; South Sudan; Uganda; United Republic of Tanzania; Zambia; Zimbabwe	11	Angola; Burundi; Comoros; Djibouti; Eritrea; Eswatini; Ethiopia; Lesotho; Mozambique; Somalia; South Africa;
WACAF	13	Benin; Burkina Faso; Cameroon; Côte d'Ivoire; Democratic Republic of the Congo; Equatorial Guinea; Gabon; Gambia; Ghana; Mali; Mauritania; Nigeria; Sierra Leone;	11	Cape Verde; Central African Republic; Chad; Congo; Guinea; Guinea-Bissau; Liberia; Niger; Sao Tome and Principe; Senegal; Togo

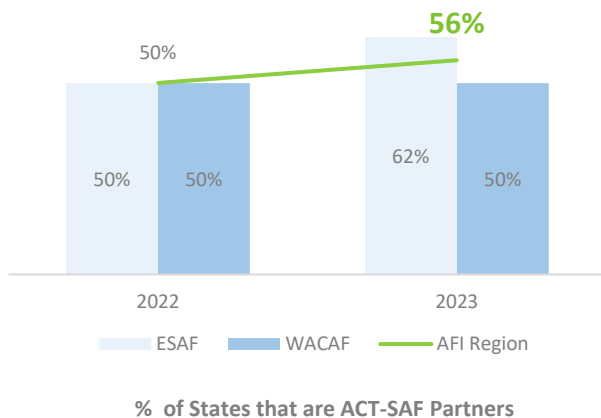
ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme

Joined ACT –SAF Prg.

56%

2023

▲ 6%



	States that are ACT-SAF Partners		States that are NOT ACT-SAF Partners	
ESAF	15	Botswana; Ethiopia; Kenya ; Madagascar; Malawi; Mauritius; Mozambique; Namibia; Rwanda; Seychelles; South Africa; South Sudan; United Republic of Tanzania; Zambia; Zimbabwe;	9	Angola; Burundi; Comoros; Djibouti; Eritrea; Eswatini; Lesotho; Somalia; Uganda;
WACAF	12	Burkina Faso; Cameroon; Cape Verde; Côte d'Ivoire; Democratic Republic of the Congo; Equatorial Guinea; Gabon; Ghana; Mali; Nigeria; Senegal; Togo	12	Benin; Central African Republic; Chad; Congo; Gambia; Guinea; Guinea- Bissau; Liberia; Mauritania; Niger; Sao Tome and Principe; Sierra Leone;

Actions by the meeting

The meeting is invited to:

- Encourage States to **enhance capacity-building and strength their oversight activities**, ensuring robust systems for compliance with SARPs and avoidance of significant safety and security concerns.
- States to commit and **take ownership of the resolution of significant safety and security concerns** within a reasonably period.
- Encourage States to **enhance their participation in APIRG and RASG-AFI and their contributory bodies related activities** as well as **regional Projects** and other initiatives.
- Encourage States to **establish a comprehensive aviation data collection and processing system to support data-driven decision-making**; enhance aviation safety, security and facilitation; and optimize air navigation systems.
- Encourage States' **participation to CORSIA and ACT SAF**; and
- Encourage States **to nominate focal points for the provision of statistical data and Air Transport related information to ICAO**.