



WORKING PAPER

ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 27: Aviation Safety – Policy

Agenda Item 37: Progress on Implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan)

PROGRESS REPORT ON THE ABUJA PLANS OF ACTION ON SAFETY

(Presented by 54 Contracting States², Members of the African Civil Aviation Commission (AFCAC))

EXECUTIVE SUMMARY

This paper seeks to provide a feedback on the outcome of the Ministerial Conference on Aviation Safety in Africa which took place in Abuja, Nigeria, from 16 to 20 July 2012 on the common frame of reference on aviation safety initiatives and aviation safety targets for implementation within the AFI region. The targets have been formulated by taking into account, both current and emerging issues relating to aviation safety. These targets have been considered by ICAO for the elaboration of the new edition of the Global Aviation Safety Plan (GASP).

Action: The Assembly is invited to:

- a) take note of the Safety Targets set by the Ministerial Conference on Aviation Safety in Africa;
- b) instruct ICAO and Industry Partners to support African States to reach those targets;
- c) urge ICAO to develop Safety Roadmaps in support of the GASP implementation; and
- d) urge African States to implement those targets which are aligned with the GASP objectives.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	ICAO Regular Programme Budget.
<i>References:</i>	Abuja Declaration on Aviation Safety in Africa AFCAC Plenary resolutions AFI Plan Steering Committee meeting reports AFI-CIS Mission and USOAP reports and GASP

(5 pages)

¹ French version provided by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo, Ivory Coast, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

1. INTRODUCTION

1.1 The Ministerial Conference on Aviation Safety in Africa was held at the Transcorp Hilton Hotel Abuja, Nigeria, from 16 to 20 July 2012. More than 250 participants attended, representing 38 States and 15 international organizations.

1.2 The Conference was addressed by high dignitaries including the Vice President of the Federal Republic of Nigeria, the Honourable Minister of Aviation of the Federal Republic of Nigeria, the President of the ICAO Council, the Commissioner for Infrastructure and Energy of AUC, the President of AFCAC, the Secretary General of AFRAA, the Deputy Secretary of US DOT, Senior Vice President, Safety, Operations and Infrastructure, IATA, Director General of ACI and others.

1.3 At this Conference, specific and measurable aviation safety targets were established in order to enhance safety standards and implement all safety initiatives in the region. The Safety Targets with the Plan of Action on Aviation Safety in Africa also included recently identified emerging issues that may threaten aviation safety in the African region.

2. MINISTERIAL DECLARATION

2.1 In relation to the compelling need to continuously improve aviation safety in Africa and the need to urgently find immediate and sustainable resolution to deficiencies in safety oversight, the Conference developed a Declaration referred to as the “ABUJA DECLARATION ON AVIATION SAFETY IN AFRICA”.

2.2 The Declaration detailed high level commitments by the Ministers to provide a common frame of reference on aviation safety initiatives and aviation Safety Targets for implementation within the AFI region.

2.3 The “Abuja Declaration on Aviation Safety in Africa” and the plan of action on Aviation safety in Africa are posted on AFCAC website (www.afcac.org).

3. PLAN OF ACTION ON AVIATION SAFETY IN AFRICA

3.1 The areas covered by the Plan of Action include implementation of policies and institutional and regulatory requirements, capacity building, implementation of safety initiatives and recommendations and safety management and accident reduction measures. In each of these areas, actions and activities are to be carried out and completed by the specified deadlines. The action and activities include implementation of all High-level Aviation Safety Targets adopted by the High-level Ministerial Conference on Aviation Safety.

3.2 A monitoring and follow-up mechanism has been developed by ICAO and adopted by AFCAC for the implementation of the Safety Targets. Requests for information have been sent to African States, AFRAA, ACI Africa, ICAO and IATA to get the appropriate feedback for monitoring and follow-up.

4. SAFETY TARGETS

4.1 The Safety Targets, as endorsed by the African Ministers responsible for Aviation were developed on the basis of targets previously adopted from major events/conferences (i.e. African Union, AFCAC, ICAO, AFI Regional Air Navigation meetings, the Global Aviation Safety Plan, etc.), and the various initiatives and recommendations aimed at assisting States to ensure Effective Implementation (EI) of their safety oversight obligations based on the outcomes of various meetings and conferences that have been held in Africa over the last six years. The newly identified emerging issues that may threaten aviation safety in the African region are also included in the Safety Targets (attached as Appendix).

4.2 The Targets are also aligned with the ICAO Strategic Objectives for safety which were recently introduced in the AFI Plan work programme. The aim is to revise, streamline and bring up-to-date in a consolidated manner, all these elements on a single continental page of reference.

4.3 These targets are considered realistic, achievable and measurable. The focus in their formulation is directed to States for their ownership with the implied involvement of continental/sub-regional bodies, aviation stakeholders and partners.

4.4 Political will and support were demonstrated at the Ministerial Conference on Aviation Safety which will significantly help to implement aviation safety in the AFI region, to strengthen regulatory oversight and enhance safety performance. The political support demonstrated during the Conference is seen as an important element for achieving the Safety Targets within the time lines as indicated in the Plan of Action on Aviation Safety in Africa.

5. IMPLEMENTATION OF THE GASP

5.1 The Safety targets adopted by the African Ministers responsible for Aviation are also in line with the Global Safety objectives developed in the Global Aviation Safety Plan (GASP). For instance many African States are concerned by the first near-term objective which is for States currently lacking fundamental safety oversight capabilities to achieve an effective implementation rate above the global average. The GASP near-term objectives should be obtained by 2017.

5.2 African States therefore support the endorsement of the GASP by the Assembly and encourage ICAO to put in place the appropriate roadmaps to facilitate the implementation of the GASP.

APPENDIX

AFRICAN UNION

الاتحاد الأفريقي



UNION AFRICAINE

UNIÃO AFRICANA

Addis Ababa, ETHIOPIA

P. O. Box 3243

Telephone: 517 700

Fax: 5130 36

website: www.africa-union.org

IE8658

**MINISTERIAL CONFERENCE ON
AVIATION SAFETY IN AFRICA
16 – 20 JULY 2012
ABUJA, NIGERIA**

**EX.CL/758(XXII)
AU/ MIN /AT/ Rpt. (IV)
Annex 3**

AVIATION SAFETY TARGETS FOR AFRICA

¹ English and French versions provided by AFCAC.

AVIATION SAFETY TARGETS FOR AFRICA

Improve African Aviation Safety Record

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

- i. Reduce runway related accidents and serious incidents by 50% by the end of 2015.
- ii. Reduce controlled flight into terrain (CFIT) related accidents and serious incidents by 50% by the end of Dec 2015.

Implement Effective and Independent Regulatory Oversight

- a. Establish Civil Aviation Authorities with full autonomy, powers and independence, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry (or delegate their responsibilities to RSOOs if justified) by the end of 2013.
- b. As a matter of urgency, States resolve ALL Significant Safety Concerns created by a State in allowing the holder of an authorization or approval, to exercise the privileges attached to it without meeting the minimum requirements of the State and ICAO.
 - i. Existing by 2013.
 - ii. Any newly identified within 1 year from identification.
- c. Establish timelines and provide resources for implementation for ICAO/State Plans of Action by 2013.
- d. Progressively increase the Effective Implementation (EI) score of ICAO's USOAP results to no less than 60% (35% of all African States by the end of 2013, 70% by the end of 2015 and 100% by the end of 2017).
- e. States to implement State Safety Programmes (SSP) and to ensure that all Service Providers implement a Safety Management System (SMS) by the end of 2015.
- f. Certify all International Aerodromes by the end of 2015.
- g. Require all African carriers to complete an IATA Operational Safety Audit (IOSA) by the end of 2015.