



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
FIFTH AFRICA-INDIAN OCEAN (AFI) AVIATION WEEK
*Niamey, Niger, 16 – 20 July 2018***

**5TH AVIATION SAFETY SYMPOSIUM
*Niamey, Niger, 18 July 2018***

Session/Panel - Three

Topic: Implementation of the Global Aviation Safety Plan (GASP)/Global Air Navigation Plan (GANP) through the Revised Abuja Safety targets in the AFI Region

Moderator: - Mr. Barry Kashambo, Regional Director, ICAO/ESAF Office

Rapporteur: Mr. Kebba Lamin Jammeh, Regional Officer, Flight Safety, ICAO/WACAF Office

Implementation of the Revised AFI Safety and ANS Targets, Approach and Strategy – Mr. Papa Atoumane Fall, Director of Safety and Technical Services, AFCAC

Introduction

Abuja Safety Targets (ASTs) were established with the main objective to improve aviation safety in Africa. The eight ASTs were initially adopted by the African Ministers responsible for civil aviation at the Ministerial Conference on Aviation Safety in Africa, from 16 – 20 July 2012 through the Abuja Declaration on Aviation Safety. In order to meet emerging trends in aviation safety, the AUC Specialized Technical Committee (STC) meeting on Infrastructure, Transport, Tourism and Energy, held in Lomé, Togo from 13 to 17 March 2017, agreed on the necessity of the revision of the ASTs. Consequently, 16 revised Abuja Safety Targets were then established in December 2017 and have been communicated to member States for implementation.

Discussion

In order to ensure timely implementation of these strategic safety targets, AFCAC developed a draft monitoring and measuring mechanism for implementation of the Abuja Safety Targets (ASTs) by member States. The mechanism is an information sharing and feedback system to allow member States to implement the ASTs and share information on how much progress was made for a given period. It consists of extensive use of the print and electronic media where AFCAC will publish flyers and website material to publicize the ASTs to member States. It includes a set of questionnaires with a matrix to measure the level of implementation of the ASTs. These questionnaires are sent to all AFI States for information relating to their status of implementation of the ASTs. As soon as AFCAC receives the feedback from States, a calculation of the level of implementation is made in terms of percentage. Results of the feedback information from questionnaires will be published in the form of percentage implementation for each State and overall combined performance of the region. For each year an agreed target is set for all States and the 2018 **baseline is 60% compliance** with ASTs.

Outcomes expected from the mechanism

- a) 100% status of compliance to ASTs by AFCAC member States;
- b) Improved EI above 60% for all AFI States;
- c) Calculated performance of each AFCAC member States measured in terms of percentage compliance to the ASTs;
- d) Targeted technical assistance missions to need States. Type of technical assistance shall include **AFI-CIS, ICAO ROST, AFCAC High Level Technical Assistance** or **HRDF**;
- e) Identification of Champion States for implementation of ASTs.

Progress to date

- Promotional material on the Abuja Safety Targets has now been placed on the AFCAC website;
- Abuja Safety Targets flyers and banners are still under review and these will be made available at all AFCAC events to conscientise member States on the need to comply with the ASTs;
- AFCAC is collecting information on the status of compliance using the revised questionnaires;

- Questionnaires were dispatched to all AFI States and out of the 48 states, only 10 States responded;
- Follow-ups (by telephone calls) are now being made to ensure that all States would respond by 31st July 2018.

Challenges

- Member States do not timely respond to requests for information;
- The need to establish the **initial 60% baseline** level of implementation of the ASTs
- Only 15 out of 48 States responded to a request for information relating to the implementation of the Abuja Safety Targets;
- States require adequate funding and robust organizational structures to be able to implement key safety targets i.e. transitioning from DCA to independent CAAs and transitioning from AIS to AIM;

Conclusion

The success of the AST monitoring mechanism relies on the readiness of AFI States to timely provide information through the questionnaires already distributed to all States. AFI member States are encouraged to work closely with ICAO and AFCAC to ensure that all AFI States attain the **target 60% baseline** implementation of AST target by end of 2018.