



INTERNATIONAL CIVIL AVIATION ORGANIZATION

SECOND MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA AND THE INDIAN OCEAN REGION (RASG-AFI/2)

Dakar, Senegal (1-2 November 2013)

Agenda Item 5: Review and adoption of AFI Regional Dashboard

REVIEW AND ADOPTION OF AFI REGIONAL DASHBOARD

(Presented by the Secretariat)

SUMMARY

In line with the Global Aviation Safety Plan all Regions are required to identify priorities and establish performance targets.

In July 2012, the AFI Ministerial Conference on aviation safety held in Abuja, Nigeria adopted a set of strategic objectives with precise targets aimed at improving aviation safety in the AFI region; these are consistent with the requirements of the GASP (2013 Edition).

To facilitate measurement and monitoring of these regional indicators, the ICAO Secretariat developed Performance Dashboards for use by all Regions, including AFI.

This paper presents the performance dashboards which display the required metrics to measure the status of progress towards regional objectives, priorities and targets.

The action by the Meeting is in paragraph 3.

REFERENCE(S):

- GASP 2013 Edition
- Decisions and Declaration of Abuja Ministerial Conference, July 2012 (AFI Safety Targets)

Related ICAO Strategic Objective(s): This working paper is related to the Safety Strategic Objective of ICAO.

1. INTRODUCTION

1.1 As indicated in WP 5, there are three characteristics of the Global Aviation Safety Plan; one of them recognizes that priorities must be established to effectively guide the implementation of safety initiatives in aviation. In line with GASP strategic objectives, relevant safety targets have been adopted to promote aviation safety enhancement in the AFI Region. ICAO has developed a dashboard to facilitate the monitoring of progress toward regional strategic objectives.

2. DISCUSSION

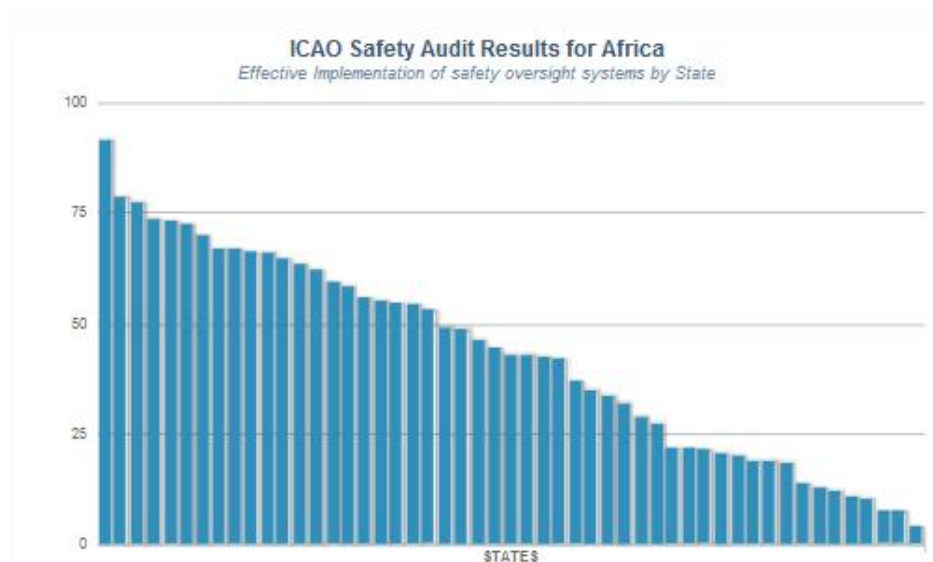
2.1 Continuous improvement in global aviation safety is fundamental to ensuring air transport continues to play a major role in driving sustainable economic and social development around the world. This is even more critical for Africa, where current safety results are not conducive to traffic growth; in contrast with the pivotal role played by air transport in the development of African economies.

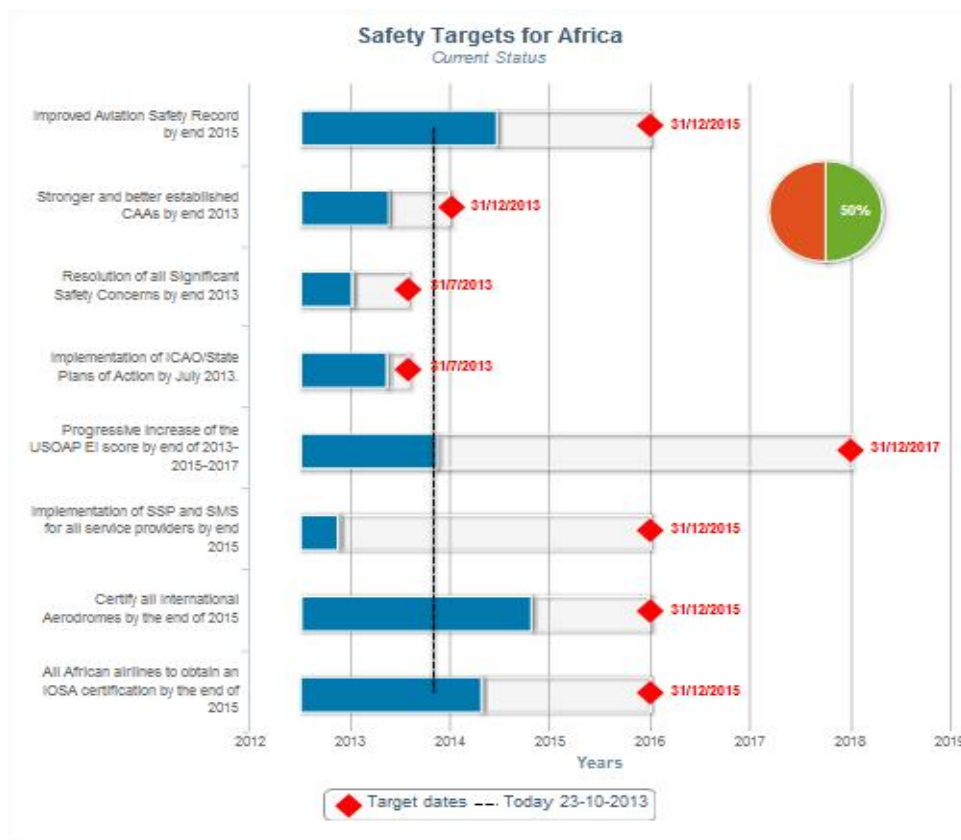
2.2 Therefore, the high level commitment made by Africa’s political leaders through adoption of AFI aviation safety targets has been recognized by the international aviation community. It has been shared among various RASGs while requesting these regional aviation safety groups to develop similar regional strategic safety objectives relevant for their areas.

2.3 Furthermore, ICAO has embarked on the development of Safety Regional Performance Dashboards for all Regions. Although still work-in-progress, in the case of Africa, the dashboard is based on pertinent metrics which can measure and monitor the Aviation Safety Targets agreed upon during the Abuja Ministerial Safety Conference. The link below provides access to Africa’s dashboard. The first graph on the dashboard portrays the current Effective Implementation rates of all Africa States individually and the second view of the dashboard displays the regional progress status against each of the agreed safety targets.

2.4 The African Civil Aviation Commission (AFCAC) was assigned the responsibility of monitoring implementation of the Abuja safety targets and has been collaborating with ICAO in developing an appropriate metrics in this respect. The ICAO Regional dashboard will now form an integral tool to be utilized for this purpose. It is therefore necessary and important that RASG AFI also incorporates and utilizes the dashboard in support of its activities.

<http://www.icao.int/safety/pages/regional-targets.aspx?code=icao1234&pass=montreal®ion=Africa>





3. ACTION BY THE MEETING

The Meeting is invited to:

- a) note development of the Safety Regional Performance Dashboard for Africa;
- b) commit RASG-AFI Teams to the use of the dashboard for the data-based monitoring of regional progress in the implementation of safety priorities and targets, and its inclusion in the Regional Annual Aviation Safety Report; and
- c) require that individual States use the same dashboard to assess national performance against the AFI Safety Targets.

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