



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

FOURTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA - INDIAN OCEAN (RASG-AFI/4)

(Nairobi, Kenya, from 12 to 13 October, 2017)

Agenda Item 7: APIRG/RASG-AFI Coordination – Report of the APIRG-RASG/AFI Coordination Task Force

(Presented by AFAC.)

SUMMARY

This paper presents the revised Abuja Safety Targets as proposed by the APIRG-RASG/AFI Coordination Task Force in accordance with the recommendations of the African Union Commission (AUC) Specialized Technical Committee (STC) meeting on Transport, Infrastructure, Energy and Tourism.

The revised Abuja Safety Targets include the AFI Air Navigation Services Performance Indicators (ANS PI) and Targets and also take into consideration, the Safety Performance Indicators of the of the new Aspirational Safety Goals of the GASP.

Action: The RASG/4 Meeting is invited to:

- a) Note the information contained in the paper and its attachment;
- b) Adopt the revised targets, proposed performance indicators and new timeframes;
- c) Urge the African States to adhere fully to the reporting and monitoring mechanism elaborated by AFCAC in conjunction with ICAO in providing the required safety data for the monitoring of the implementation of the new Abuja Safety Targets by AFCAC; and
- d) Provide further guidance to the meeting.

REFERENCE(S): Report of the AUC STC TIET Meeting, Report of RASC/3 Meeting

Related ICAO Strategic Objective(s): This Working Paper relates to the Strategic Objectives A, B and C of ICAO.

1. INTRODUCTION

The Aviation Safety Targets for Africa, known as the “Abuja Safety Targets” were adopted by the African Ministers responsible for civil aviation at the Ministerial Conference on Aviation Safety in Africa, which was held in Abuja, Nigeria from 16 – 20 July, 2012 through the Declaration on Aviation Safety in Africa.

After being mandated to monitor and report on the status of the implementation of the Abuja Safety Targets, AFCAC in conjunction with ICAO developed a mechanism to collect and analyze safety data from African States for this purpose.

The status of the implementation of the Abuja Safety Targets has been regularly presented to Stakeholders since the end of 2012 during meetings. As of the end of 2016, a number of the safety targets had been met and the good trends which have been noted notably the reduction by half of the accident rate in Africa, need to be reinforced.

However, many safety targets relating to the improvement of the effective implementation of the ICAO Standards and Recommended Practices (SARPs) and aerodrome certification are yet to be met by many African States.

Furthermore, the rate of aircraft accidents in member States of the African Union is 6.79 per million departures over the 5 preceding years while the global accident rate is 3.2 per million departures over the 5 preceding years.

Also, there are issues with respect to the implementation timeframes, as all the deadlines of the Abuja Safety Targets have passed and new challenges are emerging in Safety in the areas of the provision of Air Navigation Services (ANS) in Africa.

2. DISCUSSION

The revision of the current Abuja Safety Targets required an authorization from the African Ministers responsible for Air Transport. That is why AFCAC prepared a working paper on the revision of the Abuja Safety Target to the meeting of the AUC Specialized Technical Committee (STC) on Infrastructure, Transport, Tourism and Energy, held in Lomé, Togo from 13 to 17 March 2017. The approval was obtained and AFCAC was requested to proceed with the revision of the current Safety Targets in conjunction with all the stakeholders.

To this end, AFCAC and ICAO have undertaken necessary coordination meetings with stakeholders and some States to finalize and propose the new AFI Safety Targets, taking into consideration the new Global Aviation Safety Plan (GASP), the Global Air Navigation Plan (GANP) and regional safety initiatives.

The revised Safety Targets and AFI ANS PIs presented in the attachment to this working paper were discussed and finalized by the 3rd RASG-AFI Steering Committee meeting (RASC/3) held in Dakar from 19 to 20 April 2017.

Furthermore, the fact that the Global Aviation Safety Plan (GASP) is being revised in order to reflect the new ICAO's Aspirational Safety Goals, the RASC/3 meeting decided therefore to align the new Abuja Safety Targets with the Aspirational Safety Goals of the new GASP.

Recently, the revised Targets have been presented to the 4th AFI Symposium and the 19th AFI Plan Steering Committee organized by ICAO in Gaborone from 22 to 25 May 2017, in Botswana, Gaborone.

The issues raised by both meetings can be summarized into the following points:

- The new Abuja Safety Targets must be formally adopted by APIRG and RASG, consequently they should be presented and discussed during APIRG21 and RASG4;
- The figures published for the monitoring of the status of the implementation of the Abuja Safety Targets need to be verified since they are based on data which are not always comprehensive; and
- It would be important to know why the Abuja Safety Targets were not met.

3. CONCLUSION

The RASG/4 Meeting is invited to:

- a) Take note of the information provided;
- b) Adopt the revised targets and new timeframes;
- c) Urge African States to adhere fully to the reporting and monitoring mechanism elaborated by AFCAC in conjunction with ICAO in providing the required safety data for the monitoring of the implementation of the new Abuja Safety Targets by AFCAC; and
- d) Provide further guidance and orientation as necessary.

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