



ICAO

UNITING AVIATION

Fourth AFI Aviation Safety Symposium

Gaborone, Botswana, 22 May 2017

Revised Abuja Safety Targets & ANS Targets

Presented by:

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& Mr. Prosper Zo'o Minto'o, Deputy Regional Director, ICAO, WACAF



Plan

- **Introduction**
- **Abuja Safety Targets as revised by the RASG-AFI Steering Committee Third Meeting**
- **Recommendations**

GASP Timelines

Effective safety oversight	SSP implementation	Predictive risk management
RASGs and other fora: mechanisms for sharing of safety information	RASGs: mature regional monitoring and safety management programmes	
States with EI > 60%: SSP implementation		All States: implement advanced safety oversight systems, including predictive risk management
All States: achieve 60% EI of CEs	All States: SSP implementation	
2017 (near term)	2022 (mid term)	2028 (long term)

Abuja Safety Targets

No	Targets	2012	2013	2014	2015	2016	2017
1	Reduce Runway related accident and serious incident by 50%						
2	Reduce CFIT related accident and serious incident by 50%						
3	Establish autonomous CAAs or delegate to RSOO or other African States						
4	Resolve existing SSCs						
5	Implement ICAO Plans of Actions						
6	Increase EI score to no less than 60% by 19 States						
7	Increase EI score to no less than 60% by 38 States						
8	Increase EI score to no less than 60% by 54 States						
9	Implement SSP and SMS						
10	Certify all international aerodromes						
11	Require African airlines obtain IATA-IOSA						



ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
<input type="checkbox"/> 1. Progressively reduce the African accident rate to be in line with the global average by the end of 2015.	<input type="checkbox"/> 1. Progressively reduce the African accident rate from 8.6 to 2.5 per million departures by the end of 2022, with focus on:	By end of 2022
<input type="checkbox"/> Reduce runway related accidents and serious incidents by 50% by the end of 2015.	<input type="checkbox"/> Runway related accidents and serious incidents (Runway Excursion, RE).	
<input type="checkbox"/> Reduce controlled flight into terrain (CFIT) related accidents and serious incidents by 50% by the end of Dec 2015.	<input type="checkbox"/> Controlled flight into terrain (CFIT) related accidents and serious incidents.	
<input type="checkbox"/> Reduce Loss of Control In-flight (LOC-I) related accidents and serious incidents by 50% by the end of Dec 2015	<input type="checkbox"/> Loss of Control In-flight (LOC-I) related accidents and serious incidents.	
	<input type="checkbox"/> Achieve and maintain zero fatality in aircraft accidents by 2030.	By end of 2030



ABUJA SAFETY TARGETS

RE-FORMULATED ABUJA SAFETY TARGETS

REVISED DEADLINE

- ☐ 2. Establish and strengthen autonomous CAAs with independent regulatory oversight, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry or delegate their functions to RSOOs or other African States by the end of Dec 2013

- ☐ 2. All States establish and strengthen autonomous CAAs with independent regulatory oversight, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry by 2020.
- ☐ States effectively exercise the safety oversight functions with a positive safety margin of at least 10% in all areas by 2022.
- ☐ States to delegate certain safety oversight functions to RSOOs or other States, by the end of 2022 in areas with safety margins below zero, and as appropriate.

By end of 2022



ABUJA SAFETY TARGETS

RE-FORMULATED ABUJA SAFETY TARGETS

REVISED DEADLINE

By end of 2017

☐ 3. As a matter of urgency, States resolve ALL identified 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.

☐ Existing by July 2013;

☐ Any newly identified within 12 months from identification.

☐ 3. States resolve:

☐ Existing SSCs by December 2017;

☐ Newly identified SSCs within 6 months from the date of its official publication by ICAO.



ABUJA SAFETY TARGETS

RE-FORMULATED ABUJA SAFETY TARGETS

REVISED DEADLINE

- ☐ 4. States abide by the timelines and provide resources for implementation of ICAO/State Plans of Action by July 2013.

- ☐ 4. States abide by the timelines and provide resources for implementation of ICAO/State Plans of Action
 - ☐ All States to have accepted ICAO Plans of Action by 2019; and
 - ☐ abide by the timelines and provide resources for their implementation by 2022.

By end of 2022

ABUJA SAFETY TARGETS

RE-FORMULATED ABUJA
SAFETY TARGETSREVISED
DEADLINE

- ☐ 5. Progressively increase the Effective Implementation (EI) score of ICAO's USOAP results to no less than 60%
 - ☐ 35% or 19 States of all African States by the end of 2013,
 - ☐ 70% or 38 States of all African States by the end of 2015; and
 - ☐ 100% or 54 of all African States by the end of 2017.

- ☐ 5. States progressively increase the Effective Implementation (EI) percentage under the ICAO USOAP such that States with:
 - ☐ EI < 60% attain 60% by 2020;
 - ☐ 60% ≤ EI ≤ 70% attain 80% by 2022;
 - ☐ 70% < EI attain 95% by 2028.

By end of 2022

ABUJA SAFETY TARGETS

RE-FORMULATED ABUJA SAFETY TARGETS

REVISED DEADLINE

<input type="checkbox"/> 6. Implement State Safety Programmes (SSP) and ensure that all Service Providers implement a Safety Management System (SMS) by the end of 2015.	<input type="checkbox"/> 6. For the purposes of SSP/SMS Implementation, all States: <ul style="list-style-type: none"><input type="checkbox"/> to have a Sustainable SSP established, addressing all pre-requisites;<input type="checkbox"/> to have an Effective SSP with appropriate maturity level established;<input type="checkbox"/> to contribute information on safety risks, including SSP SPIs, to the RASG-AFI;<input type="checkbox"/> with a safety margin of at least 10%, and an Effective SSP, to actively engage in RASG-AFI safety risk management activities (analysis of safety risks, design and implementation of risk mitigation actions).	<p>By end of 2022</p> <p>By end of 2025</p> <p>By end of 2022</p> <p>By end of 2022</p>
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**ABUJA SAFETY
TARGETS****RE-FORMULATED ABUJA SAFETY
TARGETS****REVISED
DEADLINE**

☐ 7. Certify all International Aerodromes by the end of 2015.

☐ 7. All International Aerodromes to be certified by 2022

By end of 2022

☐ At least one international aerodrome in every State to be certified;

By end of 2020

☐ All airport operators to participate in the ICAO recognized industry assessment programme for airports (APEX)

By end of 2020

☐ At least one international aerodrome in every State to establish a Runway Safety Team (RST).

By end of 2020

ABUJA SAFETY TARGETS

RE-FORMULATED ABUJA
SAFETY TARGETSREVISED
DEADLINE

- ☐ 8. Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification by the end of 2015.

- ☐ 8. Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification: **By end of 2020**
 - ☐ All States to establish an appropriate framework for recognition of IATA operational safety audit (IOSA) and IATA Standard Safety Assessment (ISSA) as effective safety mechanisms;
 - ☐ All African airlines to obtain IOSA or ISSA certification, as appropriate, by the end of 2020.

**AIR TRANSPORT
(NEW)****TARGETS****DEADLINE**

☐ All States to complete the process for solemn Declaration of commitment for the establishment of a Single African Air Transport Market (Yamoussoukro Decision).

☐ All States to complete the process for solemn Declaration of commitment for the establishment of a Single African Air Transport Market (Yamoussoukro Decision):

**By end of
2020**

☐ to sign the solemn Declaration of commitment to the full implementation of the Yamoussoukro Decision (YD) and the Single African Air Transport Market (SAATM).

☐ to meet the ICAO technical safety requirements by 2020

**By end of
2017**

Recommendations

The Symposium is invited to:

- ☐ **Consider the revised Abuja Safety Targets as reformulated; and**
- ☐ **Provide comments as required.**



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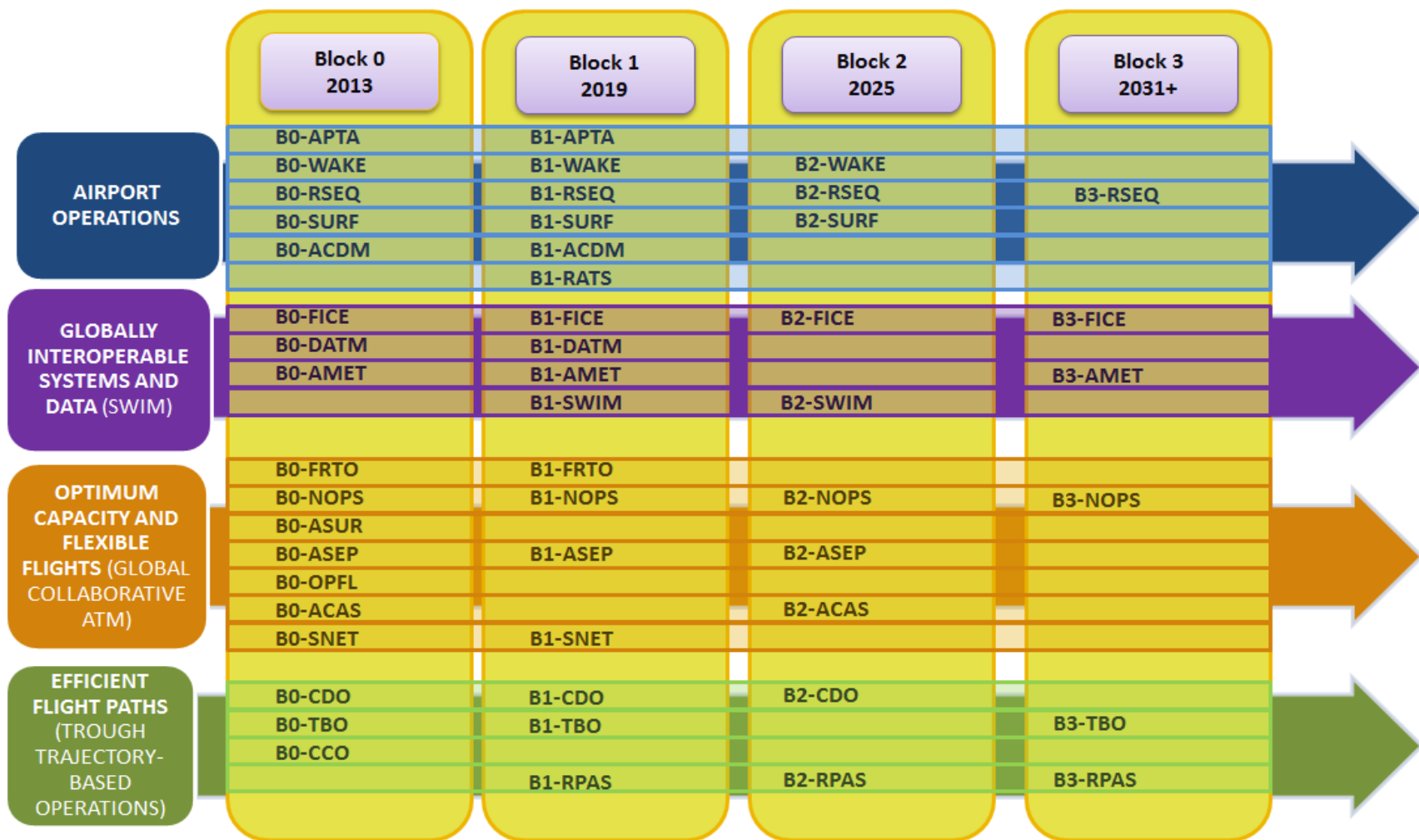
& Mr. Prosper Zo'o Minto'o, Deputy Regional Director, ICAO, WACAF



Plan

- **Introduction**
- **AFI ANS Key Performance Indicators and Targets adopted by APIRG/20 as revised by the RASG-AFI Steering Committee Third Meeting**
- **Recommendations**

GANP Timelines



TARGETS	TIMELINES					ANS AREAS INVOLVED					
	2016	2017	2018	2019	2020	AGA	ATM	AIM	SAR	CNS	MET
OPERATIONAL TARGETS BY 31 DECEMBER 2020											
1. Reduce the number of loss of separation occurrences due to ANS infrastructure deficiencies by 50%	X	X	X	X	X		X			X	
2. Reduce the number of aircraft accidents related to ATM safety by 50%	X	X	X	X	X		X				
3. Reduce the number of uncoordinated flights by 50%											
INSTITUTIONAL TARGETS 100% BY 31 DECEMBER 2018											
At national level											
4. Implement ICAO Aviation System Block Upgrades (ASBUs)											
• Implement Priority ASBU Block-0 Modules by 2018	X	X	X			X	X	X	X	X	X
• Establish and update national PBN plans by 2016	X						X				
• Implement all applicable elements of PBN by 2018	X	X	X				X				
• Implement Continuous Descent Operations/Continuous Climb Operations (CDO/CCO) by 2018	X	X	X				X				
5. Reduce CO ₂ Emissions											
• Establish CO2 emissions reduction action plans by December 2016	X						X				X
• Implement mitigation measures	X	X	X				X				X
6. Assess and manage risks											
• Establish effective and operational Search and Rescue (SAR) organization by 31 December 2016	X								X		
• Establish aerodrome emergency plans	X	X	X			X					
• Establish wildlife management systems	X	X	X			X					
• Establish ANS human resource management system	X	X	X			X	X	X	X	X	X
At regional level											
7. Integrate ANS systems by 31 December 2018											
• Implement digital ATS coordination	X	X	X				X			X	
• Implement en-route data link applications	X	X	X				X			X	
• Implement ANS Quality Management Systems (QMS)	X	X	X					X			X
8. Increase harmonization between ANS operations and regulations by 31 December 2016											
• Implement seamless ANS along Air Traffic Flows (AFI Single Sky)	X					X	X	X	X	X	X

**APIRG DECISION 20/04
(AFI ANS TARGETS)****RE-FORMULATED ANS
TARGETS****REVISED
DEADLINE**

- ☐ 9. All States to establish effective and operational SAR organization by:
 - ☐ Developing SAR National Plan; and
 - ☐ Concluding SAR Agreements/ MoUs).

- ☐ 9. All States to establish an effective and operational SAR organization:
 - ☐ Development of a National SAR Plan by end of 2018;
 - ☐ Conclusion of SAR Agreements/ MoUs with all neighbouring States by end of 2018;
 - ☐ *Organisation of multi-agency, multi-State and combined Regional SAR exercises to test SAR systems in place involving as many SAR units as practicable by end of 2019.*

By end of 2019

**APIRG DECISION 20/04
(AFI ANS TARGETS)****RE-FORMULATED ANS
TARGETS****REVISED
DEADLINE**

☐ 10. States to implement the transition from AIS to AIM.

☐ 10. All States to implement the transition from AIS to AIM:

By end of 2020

☐ Development of a National Action Plan By end of 2018;

☐ Implementation of the National Action Plan in accordance with the ASBU Block 0 D-ATM by end of 2020.

**APIRG DECISION 20/04
(AFI ANS TARGETS)****RE-FORMULATED ANS
TARGETS****REVISED
DEADLINE**

☐ 11. All States to implement PBN procedures for all instrument runways.

☐ 11. All States to implement PBN procedures for all instrument runways.

☐ 75% of Instrument Runways to have PBN procedures by end of 2020;

☐ 100% of Instrument Runways to have PBN Procedures by end of 2025.

By end of 2025



**APIRG DECISION 20/04
(AFI ANS TARGETS)**

**RE-FORMULATED ANS
TARGETS**

**REVISED
DEADLINE**

☐ 12. All States to reduce
airproxes due to loss of
separation.

☐ 12. All States to continuously
reduce the rate of aircraft proximity
(AIRPROX) occurrences in their
managed airspace to attain and
maintain a level of zero (0)
AIRPROX.

By end of 2020



APIRG DECISION 20/04 (AFI ANS TARGETS)

RE-FORMULATED ANS TARGETS

REVISED DEADLINE

- | | | |
|--|--|-----------------------|
| <input type="checkbox"/> 13. All States to establish seamless Air Navigation Services. | <input type="checkbox"/> 13. All States to establish seamless Air Navigation Services.

<input type="checkbox"/> All States to Increase harmonization and seamless ANS along major air traffic flows (AFI Seamless Sky) by 2024. | By end of 2024 |
|--|--|-----------------------|

**APIRG DECISION 20/04
(AFI ANS TARGETS)****RE-FORMULATED ANS
AND TARGETS****REVISED
DEADLINE**

- | | | |
|--|--|-----------------------|
| <input type="checkbox"/> 14. All States to implement ASBU B0 Modules | <input type="checkbox"/> 14. All States to implement ASBU B0 Modules:

<input type="checkbox"/> All States to develop National ASBU Plan by end of 2018. | By end of 2020 |
|--|--|-----------------------|



**APIRG DECISION 20/04
(AFI ANS TARGETS)**

**RE-FORMULATED ANS
TARGETS**

**REVISED
DEADLINE**

☐ 15. States to develop and implement a National Plan for the reduction of CO2 emissions due to international civil aviation

☐ 15. All States to develop and implement a National Plan for the reduction of CO2 emissions due to international civil aviation:

By end of 2022

- ☐ develop a National Plan for CO2 reduction by end of 2020;
- ☐ full implementation of the National Plan by 2022

**APIRG DECISION 20/04
(AFI ANS TARGETS)****RE-FORMULATED ANS
TARGETS****REVISED
DEADLINE**

<input type="checkbox"/> 16. All ANSPs to participate in the Africa ANSP Peer Review Programme	<input type="checkbox"/> 16. All ANSPs to participate in the Africa ANSP Peer Review Programme	By end of 2022
	<input type="checkbox"/> All ANSPs to effectively participate in the African ANSP Peer Review Programme by 2019.	
	<input type="checkbox"/> All ANSPs to Implement the African ANSP Peer Review recommendations by 2022.	

Recommendations

The Symposium is invited to:

- ☐ **Consider the AFI ANS Targets adopted by APIRG/20, as reformulated in view of their consolidation with the revised Abuja Safety Targets;**
- ☐ **Recommend that the revised ANS Targets be referred to APIRG for endorsement and necessary alignment; and**
- ☐ **Provide comments as required.**



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Thank You