



ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 29: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms

STRATEGIES FOR THE IMPLEMENTATION OF THE REVISED ABUJA SAFETY TARGETS AND ANS PERFORMANCE INDICATORS

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

EXECUTIVE SUMMARY

This working paper describes the approach and strategies for implementation and monitoring of Africa's continental safety targets known as the revised Abuja Safety Targets (ASTs) and air navigation services (ANS) performance indicators. The African Civil Aviation Commission (AFCAC) developed a mechanism for implementation and monitoring of ASTs by African member States. The mechanism recommended to African member States strategies including safety data gathering, sharing and feedback system to encourage implementation and identify gaps.

Action: The Assembly is invited to:

- a) note the concept of proposed monitoring mechanism for implementation of the ASTs;
- b) note the challenges faced by African member States as they implement continental safety and air navigation targets;
- c) urge ICAO to share with AFCAC other relevant safety data reports; and
- d) request ICAO to support AFCAC to obtain compliance information from the ICAO continuous monitoring approach (CMA) online-framework and other relevant dashboard data sources.

<i>References:</i>	Doc 10004, <i>Global Aviation Safety Plan (GASP)</i> Doc 9750, <i>Global Air Navigation Plan (GANP)</i> Abuja Declaration on Aviation safety in Africa Revised Abuja Safety Targets incorporating AFI ANS Performance Indicators AFCAC Mechanism for Monitoring Implementation of the revised Abuja Safety Targets-2018
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¹ English and French versions provided by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cabo Verde, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, 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, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

1. INTRODUCTION

1.1 African States, through assistance from AFCAC and ICAO, are implementing the revised Abuja Safety and air navigation targets. ASTs consist of 16 high level safety goals established to assist AFCAC member States achieve the ultimate objective of zero aviation accidents in Africa. Consistent with ICAO the *Global Aviation Safety Plan* (GASP, Doc 10004) and *Global Air Navigation Plan* (GANP, Doc 9750) each target has a safety objective and time line in which member States are expected to comply.

1.2 AFCAC is the nominated monitoring agency with delegated responsibility to develop a mechanism to promote implementation and determine level of compliance of the revised ASTs by member States and determine technical assistance required to assist member States achieve 100 per cent compliance. This is achieved by:

- a) alignment of each target with regional interventions/resources to assist States to comply;
- b) determining State level performance activities to assist States to achieve each target;
- c) identifying implementation gaps and determine required assistance;
- d) determining easy to use measurement of progress for each State and combined performance for all States; and
- e) periodic reports to all stakeholders on status of implementation.

1.3 Initial implementation assessments showed that the major problem was lack of an effective mechanism to promote implementation and measurement of status. In order to address this challenge, AFCAC developed a mechanism to assist implementation and monitor status for all member States.

2. DISCUSSION

2.1 The mechanism adopted the ICAO GASP approach to ensure that safety initiatives at continental and national level deliver the intended benefits through implementation of key safety enablers. These include standardization of training and operational equipment, adequate resource allocation, collaboration and safety information exchange. AFCAC member States are encouraged to establish standardized information technology systems which collect, collate and transmit relevant safety data among all concerned stakeholders on a continuous basis. It also includes a method to determine implementation gaps and corresponding technical assistance for States with limited capacity. Technical assistance includes AFI-CIS, ICAO ROST, AFCAC High Level Technical Assistance³ or HRDF.

2.2 It was further determined that there was general lack of capacity and competencies in safety data analysis within Member States. The mechanism, therefore recommended safety performance measuring within a **standardized** and **integrated** system as it makes use of established and centralized

³ AFCAC High Level Technical Assistance means AFCAC led targeted assistance missions to governments of members States. The missions involve high-level strategic issues relating to aviation structure and general administration of civil aviation matters. AFCAC may include partner organizations such as ICAO, CAAs, RECs, RSOOs and other stakeholders such as the International Air Transport Association (IATA) and Airports Council International (ACI) to be part of the delegations.

safety database harnessed from States and ultimately linked to AFCAC. This approach promotes sharing of safety data and subsequent analysis and reporting.

Note.— Safety data is subject to strict observance of ICAO Annex 19 — Safety Management data governance requirements and agreed Memorandum of Understanding with each member State.

2.3 The proposed mechanism further recommends automation of State's safety oversight systems to ensure that aviation systems, procedures, equipment and training are compatible. Consistent with ICAO Annex 19 State safety programme safety data sharing requirements, resultant system will ensure that all civil aviation authorities (CAA) safety oversight systems are selectively interlinked to facilitate exchange of safety information. Availability of safety data will enable States and other key stakeholders to operate effectively together. The mechanism includes a system of recognizing ASTs champion States duly recognized for high performance. Such States will be used extensively to assist other need States.

2.4 AFCAC developed questionnaires with a matrix to measure the level of implementation of the ASTs. Results of the feedback information from questionnaires are 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 baseline for 2018 was 60 per cent. The first assessments based on the feedback from questionnaires were conducted in December 2018 and an average of 46 per cent compliance was achieved for African States.

2.5 Implementation constraints for year 2018 were mostly in ANS related targets as some States lacked necessary resources to upgrade air navigation infrastructure.

3. CONCLUSION

3.1 The monitoring mechanism promotes the concept of automation of CAA safety oversight systems, safety data sharing and it calls for AFCAC to seek cooperation from ICAO to establish viable methods for effective data collection, analysis and sharing among all key stakeholders. Based on safety intelligence generated from automated systems, ICAO, regional safety oversight organizations (RSOOs), AFCAC and other key stakeholders can identify safety risks proactively and will be able to provide targeted technical assistance missions to need States. Identified challenges are mostly in the implementation of ANS related targets due to lack of both financial and human resources.

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