



INTERNATIONAL CIVIL AVIATION ORGANIZATION

First Meeting of the Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG/1)

Libreville, Gabon, 3 - 7 November 2025

Agenda Item: AASPG Coordination

3.4 Updates on the Abuja Safety Targets and the incorporation of the Air Navigation Services Targets

(Presented by AFCAC)

EXECUTIVE SUMMARY

This paper provides an update on the Revised Abuja Safety Targets (ASTs) 2024, endorsed by the African Union Specialized Technical Committee on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism (STC-TTIE) in December 2024. It outlines progress made in aligning the Abuja Safety Targets with the ICAO Global and Regional Safety and Air Navigation Plans, the structured implementation methodology adopted, the monitoring and accountability mechanisms. The draft Abuja Safety Targets Action Plan (2025–2030) is currently being developed to provide States with additional guidance for the implementation of the Abuja Safety Targets.

Action by the Meeting:

The meeting is invited to:-

- Take note of the progress made in revising and validating the Abuja Safety Targets;
- Urge Member States to integrate the Revised Abuja Safety Targets into their respective national aviation plans;
- Encourage Member States to develop corresponding Action Plans, regularly report implementation progress to AFCAC, and actively participate in regional monitoring initiatives; and
- Support AFCAC's ongoing efforts in mobilizing resources to facilitate the implementation of the Abuja Safety Targets and to establish a comprehensive monitoring and reporting mechanism in collaboration with ICAO and the African Union.

Strategic Objectives:	This working paper relates to the Safety and Air Navigation Capacity and Efficiency
References:	Revised Abuja Safety Targets – April 2024 2023 Aviation Infrastructure Gap Analysis Report Doc 2063, <i>Agenda 2063: The Africa We Want</i> , African Union, 2015. ICAO Doc 10004 - GASP ICAO Doc 9750 - GANP

1. INTRODUCTION

1.1 The Revised Abuja Safety Targets now comprise 15 measurable targets structured across six GASP Goals. They cover accident reduction, strengthening of State Safety Oversight Systems, full implementation of State Safety Programmes (SSPs) and Safety Management Systems (SMS), certification of aerodromes, effective accident investigation mechanisms, and the integration of Air Navigation Services performance targets.

1.2 AFCAC, as the Specialized Agency of the African Union for Civil Aviation and Executing Agency of the Yamoussoukro Decision, was tasked by the AU to coordinate implementation of the Abuja Safety Targets, track progress through regional monitoring tools, and report to both ICAO and the AU.

2. DISCUSSION

2.1 The review and alignment of the Abuja Safety Targets were conducted through a series of technical consultations, including:

- a) Expert Working Group sessions;
- b) A validation workshop held from 23 to 25 January 2024 at AFCAC Headquarters; and
- c) A Stakeholder Validation Workshop held virtually on 28 March 2024.

2.2 The Revised Abuja Safety Targets are now simpler, measurable, and aligned with the 6 ICAO GASP Goals and performance indicators outlined in regional plans such as the AFI-RASP (2023–2025). The Revised Targets were:

- a) Presented and endorsed at the 35th AFCAC Plenary Session held from 26–27 November 2024; and
- b) Adopted by Ministers during the 3rd Extraordinary Session of the AU STC-TIITE from 3–5 December 2024.

2.3 AFCAC has initiated work to develop a continental Action Plan and Monitoring Mechanism to support implementation and assess progress across Member States. Member States are expected to:

- a) Establish national Abuja Safety Targets Action Plans;
- b) Periodically report implementation status and challenges to AFCAC; and
- c) Participate in data-sharing and capacity-building initiatives in coordination with ICAO and other partners.

2.4 The status of implementation, including challenges faced by States, will be periodically reported to the AU STC-TIITE through AFCAC.

INCORPORATION OF AIR NAVIGATION SERVICES (ANS) TARGETS

2.5 A key advancement in the revised framework is the incorporation of Air Navigation Services (ANS) targets into the Abuja Safety Targets. This responds to the need for a balanced approach that addresses both aviation safety risks and the efficiency of air navigation services, as called for by APIRG/25, RASG-AFI/8, and the AU STC–TTIIE recommendations.

2.6 The ANS targets are aligned with the GASP, GANP and AFI/MID/EUR-NAT Regional Air Navigation Plans, covering areas such as:

- a) Aerodrome certification and operational safety programmes;
- b) Implementation of Performance-Based Navigation (PBN);
- c) Airspace optimization and development of Air Traffic Flow Management (ATFM); and
- d) Seamless ATS interoperability and regional improvements in CNS, AIM, and MET services.

2.7 In this context, the 2023 Aviation Infrastructure Gap Analysis and the outcomes of the Third Technical Working Group (TWG) meeting held in Mombasa, Kenya, from 9 to 12 September 2025, are closely aligned with the Abuja Safety Targets. The TWG reviewed infrastructure deficiencies identified across African States and initiated the formulation of bankable projects aimed at closing these gaps. These projects directly contribute to meeting the Air Navigation Services (ANS)–related Abuja Safety Targets by enhancing CNS/ATM, AIM, MET, and aerodrome systems, thereby improving the overall safety, capacity, and efficiency of air navigation across the continent.

MONITORING, REPORTING, AND ACCOUNTABILITY

2.8 AFCAC, with support from the various EWG²s, is establishing a Monitoring and Reporting Framework to support States and regional entities in tracking progress. The framework will include:

- a) An AST Monitoring Dashboard enabling real-time progress updates by States and automatic generation of regional reports;
- b) Harmonization with ICAO reporting systems, including GASP, GANP, and the RASG-AFI Annual Safety Report; and
- c) A peer accountability mechanism supported through AFI-CIS missions, regional reviews, and targeted technical assistance.

2.9 The framework ensures that implementation progress is transparent, measurable and supports a culture of transparency and accountability among States.

CONCLUSION

2.10 The Revised Abuja Safety Targets represent a unified continental roadmap for safety and air navigation improvements. By integrating safety oversight targets with ANS performance objectives, the ASTs provide the African Continent with a structured and measurable path towards achieving ICAO's global goals and addressing regional safety challenges.

2.11 The strong linkage between the Abuja Safety Targets and the Aviation Infrastructure Gap Analysis initiative demonstrates Africa's coordinated approach to addressing both safety oversight and infrastructure modernization. Through such alignment, the continent is establishing a unified pathway for achieving safe, seamless, and interoperable air navigation services in support of the African Union's aviation development goals.

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