

AVIATION SAFETY TARGETS FOR AFRICA

Improve African Aviation Safety Record

- a. Progressively reduce the African accident rate to be in line with the global average by the end of 2015.
 - i. Reduce runway related accidents and serious incidents by 50% by the end of 2015.
 - ii. Reduce controlled flight into terrain (CFIT) related accidents and serious incidents by 50% by the end of Dec 2015.

Implement Effective and Independent Regulatory Oversight

- b. Establish and strengthen autonomous Civil Aviation Authorities 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
- c. 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.
 - i. Existing by July 2013;
 - ii. Any newly identified within 12 months from identification.
- d. Abide by the timelines and provide resources for implementation of ICAO/State Plans of Action by July 2013.
- e. 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).
- f. Implement State Safety Programmes (SSP) and ensure that all Service Providers implement a Safety Management System (SMS) by the end of 2015.
- g. Certify all International Aerodromes by the end of 2015.
- h. Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification by the end of 2015.

These commitments will demonstrate political will to improving Aviation Safety, paving the way for a significant announcement of progress by African community during the AFCAC Plenary in April/May 2013 and the ICAO Assembly in September/October 2013. These results will also demonstrate that the ICAO Comprehensive Regional Implementation Plan for Aviation Safety (AFI Plan) and the sustained and targeted assistance of many international partners have produced tangible results.



DP 07 Attachment A: Progress report on developing a means to monitor the status and improvement of ANS technical area

Performance Objectives	Priority	Linkage with ASBU Modules	Indicators/Metrics	Targets (to be completed once indicators and metrics are approved)	Qualitative performance benefits associated with safety key performance area	Remarks
1. Implementation of Performance Based Navigation (PBN)	1	ASBU Module BO-APTA	<ul style="list-style-type: none"> • Number of PBN routes • Number of International Aerodromes/TMAs with PBN SIDs implemented • Number of International Aerodromes/TMAs with PBN STARs implemented • Number of International Aerodromes with Approach Procedures with vertical guidance (APV) • Number of International Aerodromes with Approach Procedures with lateral guidance (LNAV) 		<ul style="list-style-type: none"> • Increased safety through stabilized approach paths • Reduced runway safety related accidents/incidents and CFIT • Increased safety through optimization of airspace use in the vertical and horizontal planes 	<ul style="list-style-type: none"> • Reflected on the AN Dashboard • Safety key performance area (KPA) related ASBU Module identified by APIRG/19

Performance Objectives	Priority	Linkage with ASBU Modules	Indicators/Metrics	Targets (to be completed once indicators and metrics are approved)	Qualitative performance benefits associated with safety key performance area	Remarks
2. Implementation of Continuous Descent Operations (CDO) and Continuous Climb Operations (CCO) (by 2017)	1	ASBU Modules B0-CDO and CCO	<ul style="list-style-type: none"> • Number of International Aerodromes/TMA with CDO implemented • Number of International Aerodromes/TMA with CCO implemented • Annual environmental benefits attained (reduced fuel consumption/GHG emissions) 		<ul style="list-style-type: none"> • More consistent flight paths and stabilized approach paths 	<ul style="list-style-type: none"> • Safety key performance area (KPA) related ASBU Module identified by APIRG/19
3. Implementation of Digital ATS Coordination/Transfer	1	ASBU Module B0-FICE	<ul style="list-style-type: none"> • Number of FIRs within which all applicable ACCs have implemented at least one interface to use ATS Inter-facility Data Communications (AIDC) with neighbouring ACCs 		<ul style="list-style-type: none"> • Improved coordination between ATS units 	<ul style="list-style-type: none"> • Reflected on the AN Dashboard

Performance Objectives	Priority	Linkage with ASBU Modules	Indicators/Metrics	Targets (to be completed once indicators and metrics are approved)	Qualitative performance benefits associated with safety key performance area	Remarks
4. Implementation of En-Route Data Link Applications	1	ASBU Module BO-TBO	<ul style="list-style-type: none"> Number of FIRs having implemented Data Link (ADS-C/CPDLC) for en-route operations 		<ul style="list-style-type: none"> ADS-C based safety nets supports cleared level adherence monitoring, route adherence monitoring, danger area infringement warning and improved search and rescue CPDLC reduces occurrences of misunderstandings between air traffic controllers and pilots Solution to stuck microphone situations 	<ul style="list-style-type: none"> Safety key performance area (KPA) related ASBU Module identified by APIRG/19
5. Implementation of Aeronautical Information Management (AIM) Quality Management System (QMS)	1	ASBU Module BO-DATM	<ul style="list-style-type: none"> Number of States with AIM QMS implemented 		<ul style="list-style-type: none"> Reduction in the number of possible inconsistencies 	<ul style="list-style-type: none"> Reflected on the AN Dashboard Safety key performance area (KPA) related ASBU Module identified by APIRG/19

Performance Objectives	Priority	Linkage with ASBU Modules	Indicators/Metrics	Targets (to be completed once indicators and metrics are approved)	Qualitative performance benefits associated with safety key performance area	Remarks
6. Implementation of Aeronautical Meteorology (MET) Quality Management System (QMS)	1	ASBU Module BO-AMET	<ul style="list-style-type: none"> • Number of States with MET QMS implemented • Number of incidents/accidents with MET conditions as a sole or as a contributory factor 		<ul style="list-style-type: none"> • Reduced incidents/accidents in flight and at international aerodromes due to MET support 	<ul style="list-style-type: none"> • Safety key performance area (KPA) related ASBU Module identified by APIRG/19

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