



COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SAFETY IN AFRICA (AFI PLAN)

FIFTEENTH AFI PLAN STEERING COMMITTEE MEETING

(Maputo, Mozambique, 19 May 2015)

Agenda Item 1: **Progress Report on the status of implementation of the Abuja safety targets.**

(Presented by AFCAC)

EXECUTIVE SUMMARY

This Paper presents the progress made so far on the status of implementation of the Abuja Safety Targets.

Action: The Steering Committee is invited to:

- a) Note the information contained in the Paper;
- b) Provide further guidance to the meeting.

1.0 INTRODUCTION

1.1 For AFCAC to be able to effectively play its role, the data and information the organization has requested from Civil Aviation Authorities and industry on the progress made by them on the implementation of the Abuja Aviation Safety Targets is required from time to time to populate the table and continue monitoring the status of the Safety Targets. To assist AFCAC in the monitoring process, some of the required data and information is being provided by the ICAO Regional Offices.

1.2 As of today, the only available data source for Monitoring and Follow-up Mechanism on the Aviation Safety Targets is the Safety Regional Performance Dashboard, which was developed by ICAO. The Dashboard is useful in determining in real time, the status of implementation of the Safety Targets as a region. For individual African States, AFCAC still needs State-by-State and item-by-item data to assist it in monitoring the implementation of the Abuja safety targets.

1.3 AFCAC has repeatedly written and requested States to provide the information necessary to monitor the implementation of the Abuja safety targets without much success and as of December 2014, only four (4) States had responded to the request. During the 14th AFI Plan Steering Committee Meeting

held in Montreal, on 24 October 2014, it was decided that an evaluation of the implementation of the Abuja Safety Targets should be conducted in 2015.

2.0 SUMMARY OF PROGRESS: OCTOBER 2014 – MAY 2015

2.1 During the 4th Teleconference of RASC, a Project Group was constituted, comprising IATA, AFCAC, ACI, and ICAO to conduct the monitoring and evaluation exercise in 2015. AFCAC was tasked to take the lead in coordinating the work of the Group.

2.2 TOR for the Project Group included, but was not limited to:

- Determine the type and form of the information to be collected;
- Liaise with the various sources of information;
- Analyze and assess the collected data and information;
- Design a format of presenting the information; and
- Produce a report for the RASC.

2.3 The Project Group (PG) work is in progress based on the tasks assigned to the various PG members so as to: assess the information so far available and identify as well as compile additional data, as required from other sources; and agree on the methodology for analysis of data and the report format.

2.4 A Joint AFCAC/ICAO Circular letter to States was sent on January 19, 2015 to get the necessary data for monitoring and follow-up before 31 March 2015. As of 30 April, 2015 only Nigeria, Cote d' Ivoire, Gabon and Madagascar had responded to the request. As indicated above and as per the circulated follow-up table, there were a total of 10 questions which needed to be answered or responded to by AFI States to know the status of implementation of the Abuja Safety Targets.

2.5 The questionnaire on collecting the data was based on two (2) broad aspects namely:-

- i) Reducing accident rate in AFI to within world average by end of 2015, and
- ii) Implementing effective and Independent Regulatory Oversight bodies within AFI States.

3.0 OUTCOME OF THE WORK OF THE PROJECT GROUP

3.1 The PG provided the following feedback on the progress made, based on the tasks assigned to members:

- *Establishment of an Autonomous CAA* – from the feedback received from Burundi, Cote d' Ivoire, Ethiopia, Kenya, Gabon, Madagascar, Nigeria, South Africa, Tanzania and Togo on the establishment of autonomous CAAs. One (1) of the States indicated that a Primary Act has empowered the CAA to be an autonomous entity and made reference to the source of funding for its function. Four (4) States indicated that their CAAs are autonomous referring to their Act which gave them the mandate without mentioning source of funding. One (1) of the States is under the process of having an autonomous CAA. Three States mentioned that they have autonomous CAAs without indicating the Act that gave them the mandate.
- *Significant Safety Concerns (SSCs)* - States with SSCs within the AFI Region were 10 in 2012 and reduced to 6 by the end of 2014. Sierra Leone being the only remaining State in the

WACAF Region with an SSC in Personnel Licensing (PEL) while in ESAF there are still Botswana, Djibouti, Angola, Malawi and Eritrea outstanding.

- *Effective Implementation of the Critical Elements of States Safety Oversight Systems (EI)* - so far, 30% of States in the AFI Region have attained $EI \geq 60\%$. 37% of States in the WACAF Region have attained $EI \geq 60\%$ whilst 25% of States in the ESAF Region attained $EI \geq 60\%$. The new target set by RASC was to ensure 50% of the States within the AFI Region have reached 60% by the end of 2015.
- *Certified Aerodromes* – Airports Council International (ACI) indicated that as at 30 April, 2015, forty five (45) International aerodromes from 12 AFI States have been certified. This list will be updated as more information is received.
- *IATA Operational Safety Audit (IOSA) Program* – so far, 20 airlines had been identified by IATA and participated in its sponsored IOSA Training Initiative (ITI) in two (2) batches of ten (10). One was done in 2013 and the second in 2014. An additional three (3) airlines have so far been identified in 2015 and have signed a training contract.

3.2 AFCAC wishes to take this opportunity to commend Ethiopia, South Africa, Tanzania and Togo for providing necessary information for the year 2012/2013 and requests them at the same time to update the populated table.

3.3 AFCAC commends Nigeria, Burundi, Kenya, Cote d' Ivoire, Gabon and Madagascar for providing necessary information for the year 2014, although the information provided by some States was not complete and conclusive as required.

4.0 AFI-CIS

4.1 Two additional countries, Tanzania and Burundi signed the AFI CIS MOU on 10 December, 2014 and 13 February, 2015 respectively. As of March 15, 2015 the total signatories of the MOU are 36. Assistance Missions are to be organized after receiving ROST Mission Reports.

4.2 The priority States to be considered for AFI-CIS missions are Tanzania, Burundi, Seychelles, Central Africa Republic, EQ Guinea, Sao Tome & Principe and Chad.

4.3 Niger requested for AFI-CIS Assistance. AFCAC responded as per the request and made available two Inspectors to carry out the Mission in anticipation of recovering the cost. However, Niger opted to look for alternate options and cancelled the mission on 16 October, 2014.

4.4 As a result of the continuation and expansion of the AFI Plan to cover the technical areas of Air Navigation Services (ANS) and Aerodromes and Ground Aids (AGA), the AFI-CIS MOU has necessarily been expanded to include ANS and AGA. These are additional technical areas in AFCAC and ICAO's collective endeavour to assist African States in addressing safety-related deficiencies and to achieve the Abuja Safety Targets within the set deadlines.

5.0 CHALLENGES

5.1 Considering the number of responses received, it was quite difficult for AFCAC to make the needful as mandated by the African Union Commission. This has led to the inability of AFCAC to

produce some tangible results in relation to monitoring the activities as set in the Safety Targets. For individual AFI States, AFCAC still needs State-by-State data to assist it in monitoring the implementation of the Abuja Safety Targets.

5.2 For AFCAC to be able to effectively play its role, the requested data and information from Civil Aviation Authorities and industry partners are required from time to time to populate the Follow-up table and continue monitoring the status of the Abuja Safety Targets.

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