



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

### SIXTEENTH STEERING COMMITTEE MEETING

Montreal, Canada, 26 November 2015

### UPDATE ON THE IMPLEMENTATION OF ABUJA SAFETY TARGETS

*(Presented by the AFCAC)*

#### SUMMARY

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

The Meeting is invited to:

- a) Direct AFCAC and ICAO to put special focus on the States that are very close to achieving 60% of EIs;
- b) Direct the States with Effective Implementation (EIs) above 60% to share their experience with other States with EIs below 60%;
- c) Direct AFCAC and ICAO to undertake joint high level missions to those States which continue to present SSCs and low EIs and other difficulties with respect to their deficiencies on safety oversight system;
- d) Urge AFI States to provide necessary information to AFCAC, for the monitoring of Abuja Safety Targets implementation, ensuring compliance with the deadlines;
- e) Urge AFI States to designate a focal point of contact called National AFCAC Focal Point to facilitate coordination with AFCAC on Safety matters;
- f) Support AFCAC efforts in sensitizing States on the implementation of the Abuja Safety Targets; and
- g) Provide further guidance and orientation as necessary.

#### REFERENCE(S):

- Final Report of the Second Meeting of the Regional Aviation Safety Group for Africa-Indian Ocean (RASG-AFI/2)
- Report of the 16<sup>th</sup> AFCAC Technical Committee Meeting

**Related ICAO Strategic Objective(s):** The working paper relates to the Safety Strategic Objective of ICAO.

## 1. INTRODUCTION

- 1.1. AFCAC has been effectively monitoring and reporting on the status of the Abuja Safety Targets, through requested data and information from African Civil Aviation Authorities and the Industry.



- 1.2. The Safety Regional Performance Dashboard, which was developed by ICAO was also utilised as a data source for the Monitoring and Follow-up Mechanism on Aviation Safety Targets. The Dashboard is useful in determining in real time, the status of implementation of the Safety Targets on a region by region basis.
- 1.3. The approved AFCAC Strategic Objective on Safety calls for the enhancement of Civil Aviation Safety in Africa by establishing a strong aviation safety system. This will require all aviation stakeholders and partners working together to meet the deadline of the Abuja Safety Targets. By meeting the set Safety Targets, African States will decrease aviation accidents and serious incidents.
- 1.4. Though AFCAC still needs State-by-State and item-by-item data for the monitoring of the implementation of the Abuja Safety Targets, not all African States have submitted data to AFCAC in this regard.

## **2. STATUS OF IMPLEMENTATION OF THE ABUJA SAFETY TARGETS**

- 2.1. The questionnaire on collection of the data which is attached as an appendix to the Working Paper was based on two (2) broad criteria namely:-
  - i. Reducing the accident rate in the AFI Region to within world average by the end of 2015, and
  - ii. Implementing effective and Independent Regulatory Oversight bodies within AFI States.
- 2.2. There were a total of 10 questions to be answered or responded to by AFI States to determine the status of implementation of the Abuja Safety Targets.

As at October 31, 2015, **thirteen (13) States; Botswana, Burundi, Republic of Central Africa, Cote d'Ivoire, Ethiopia, Kenya, Gabon, Madagascar, Mali, Nigeria, South Africa, Tanzania and Togo** responded to AFCAC's request and provided information to populate the table, however **thirty-one (31 States)** had accepted ICAO State Specific Plans of Action.

- **Establishment of an Autonomous CAA** –: From the feedback received on the establishment of autonomous CAAs. Two (2) of the States indicated that a Primary Act empowered the CAA to be an autonomous entity and made reference to the source of funding for its function. Seven (7) States indicated that their CAAs are autonomous referring to their Acts, which gave them the mandate, but these did not mention their source of funding. One (1) of the States is under the process of having an autonomous CAA. The other three States mentioned that they have autonomous CAAs without indicating the Act which gave them the mandate.
- **Significant Safety Concerns (SSCs)** – States with SSCs within the AFI Region in 2012 were 10 and this number **had reduced to 6 by the end of November 2015**. Sierra Leone is the only remaining State in the WACAF Region with an SSC in Personnel Licensing (PEL) while in the ESAF Region, there are still Botswana, Djibouti, Angola, Malawi and Eritrea outstanding :
  - **Sierra Leone** received assistance from Ghana under an MoU to address the PEL SSC. This facilitated an OJT for Sierra Leone ATC personnel using a Ghanaian ATC Instructor.



- A ROST mission was conducted in **Botswana** where significant progresses towards resolving the State's SSCs have been made. The CAA of Botswana has planned to resolve the SSC's by the end of 2015.
- A follow-up AFI-CIS mission was conducted in **Malawi** from 12 to 23 October 2015. The AFI-CIS Inspectors assisted the Malawi CAA to address specific PQs for the implementation of its Corrective Action Plan. The AFI-CIS Inspectors organized with the Malawi CAA, meetings with two local Air Operators in view of the AOC certification.
- **Angola** has made significant progress towards resolving its SSC.
- **Djibouti** and **Eritrea** remain priority States for AFCAC AFI-CIS missions.

➤ **Effective Implementation of the Critical Elements of States' Safety Oversight Systems (EIs)** – so far, 30% of States in the AFI Region have attained EI ≥ 60%. 37% of States in the WACAF Region have attained EI ≥ 60% whilst 25% of States in the ESAF Region have attained EI ≥ 60%. The target set by RASC was to ensure that 50% of the States within the AFI Region reach 60% by the end of 2015:

- 9 States (37%) within WACAF as of November 2015 had reached 60 % or better in terms of Effective Implementation (EI) and these are **Burkina Faso, Cape Verde, Cote d'Ivoire, Gambia, Ghana, Mauritania, Nigeria, Senegal and Togo**. An AFI-CIS mission was conducted in **Zambia** from 26 October to 06 November. EIs of Zambia are expected to increase since the focus of the mission was the implementation of the CAP.

➤ **Status of Implementation of SMS/SSP**

- **Ethiopia** is in the process of establishing an Autonomous CAA. SSP was partially implemented;
- **South Africa** is in process of fully implementing SSP;
- **Togo** indicated progress in implementing SSP.

➤ **Status of Aerodrome certification:**

- A Runway Safety Team (RST) was established in Togo and a Runway Safety Go Team mission was conducted in Banjul, Gambia from 24 to 28 August, 2015. Furthermore, a Runway Safety Go Team mission is scheduled for deployment to Brazzaville, Congo before end of 2015;
- Airports Council International (ACI) indicated that as at October 13, 2015 forty Seven (47) International aerodromes from 12 AFI States have been certified. This list will be updated as more information is received. In this regard, there are no further changes and the state of implementation in terms of internationally certified aerodromes remains as follows:

❖ Total number of Aerodromes on database :	229
❖ Total number of Certified Aerodromes :	47
❖ Total percentage of certified Aerodromes as per database:	21%



- ACI conducted APEX missions to assist aerodromes with certification process in the following countries: Mauritania, Nigeria, Zambia and Mozambique.

➤ **IATA Operational Safety Audit (IOSA) Certification**

- IATA extended offers to three (3) Operators in addition to the Twenty four (24) operators benefitting from the IOSA Training Initiative (ITI),
- IATA also launched a new global program for sub 5700kg MTOW operators called IATA Standard Safety Assessment (ISSA). Two workshops were conducted in Nairobi (44 participants) and Johannesburg (23 participants) in June and August 2015 respectively.
- **Togo** indicated progress in getting eligible airline certified in IOSA.

- 2.3. During the 4<sup>th</sup> 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.

**3. PROGRESS REPORT ON THE IMPLEMENTATION OF THE AFI-CIS**

- 3.1. The aim of the AFI-CIS Project is to provide assistance to African States in addressing their safety oversight deficiencies. In assisting member States, two (2) AFI-CIS missions were conducted in Malawi and Zambia respectively in October and November 2015.
- 3.2. From November 2012 to November 2015, fifteen (15) initial and follow up AFI-CIS Assistance Missions were conducted to nine (9) African States. These Missions have played a considerable role in resolving significant safety deficiencies and in satisfactorily removing States with Significant Safety Concerns (SSCs) from the ICAO list. The missions have also helped States to achieve commendable results in improving Effective Implementation of ICAO SARPs.
- 3.3. Two additional countries namely Tanzania and Burundi signed the AFI-CIS MOU in 2015, bringing the total number of signatories to thirty-six (36) as at November, 2015. The priority States meanwhile to be considered for the AFI-CIS Missions are Tanzania, Burundi, Seychelles, Central Africa Republic, Equatorial Guinea, Djibouti, Eritrea, Sao Tome & Principe and Chad.
- 3.4. As a result of the continuation and expansion of the AFI Plan to cover the technical areas of Air Navigation Services (ANS), Aerodromes and Ground Aids (AGA), the AFI-CIS MOU has 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.

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