



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

SEVENTEENTH STEERING COMMITTEE MEETING *Malabo, Equatorial Guinea, 30 June 2016*

Agenda Item 1:- Progress Report on the implementation of the AFI Plan since the sixteenth meeting of the Steering Committee and status of implementation of the 2016 Work Programme.

Presentation and review of Progress Report on the status of implementation of the Abuja safety targets

(Presented by the AFCAC)

EXECUTIVE SUMMARY
This Working Paper presents the progress on the implementation of the Abuja Safety Targets and activities undertaken by AFCAC and AFI States to meet the Safety Targets set by the Abuja Declaration and endorsed by the Heads of State of the African Union.
REFERENCE(S): <ul style="list-style-type: none">• 25th AFCAC Plenary Report• Final Report of the Second Meeting of the Regional Aviation Safety Group for Africa-Indian Ocean (RASG-AFI/3)• Report of the 16th AFCAC Technical Committee Meeting
Related ICAO Strategic Objective(s): The working paper relates to the Safety Strategic Objective of ICAO.

1. INTRODUCTION

1.1. The Secretariat of AFCAC was directed by the 25th AFCAC Plenary to establish a new questionnaire for the follow-up and monitoring of the implementation of the Abuja Safety Targets.

1.2. The campaign for the collection of data was based on the questionnaire developed in cooperation with ICAO and oriented to the Abuja Safety Targets.

2. STATUS OF IMPLEMENTATION OF THE ABUJA SAFETY TARGETS

2.1. The new questionnaire for the collection of 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, and
- ii). Implementing effective and independent regulatory oversight.

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.

2.3. In accordance with the Conclusion 3/11 of RASG-AFI/3, forty-four (44) AFI States have designated Focal Points to facilitate coordination with AFCAC on safety matters and the monitoring of the implementation of Abuja Safety Targets. The AFI States that have not yet designated Focal Points are: Comoros, Eritrea, Djibouti and Madagascar.

2.4. The Designated Focal Points have started to coordinate with AFCAC and a significant improvement has been noted in the collection of data. In this regard, AFCAC will continue to develop strategic solutions with the Focal Points in order to compile comprehensive data from all AFI States.

2.5. The mechanism for the follow-up and monitoring of the status of implementation of the Abuja Safety Targets also includes the collection of data from other sources such as ICAO, IATA, ACI, etc.

2.6. As of April 2016, the status of the implementation of the Abuja Safety Targets is presented as follows:

No.	Abuja Safety Targets	Assessments	Achievements
1	Reduce Runway related accidents and serious incidents by 50% by end of 2015	Runway Related Accidents & serious incidents had a rate of 6.8 accidents per million sectors in 2012 and 2.8 by end of 2015. <i>(Source: IATA)</i>	Safety Target met. The positive trend should be maintained by AFI States. As of December 2015, twelve (12) Runway Safety Teams have been established at 12 international airports within AFI Region.
2	Reduce Controlled Flight Into Terrain (CFIT) related accidents and serious incidents by 50% by end of 2015	CFIT related Accidents & serious Incidents had a rate of 1.2 per million sectors in 2012 and went down to 0 in 2015. <i>(Source: IATA)</i>	Safety Target met The positive trend should be maintained by AFI States with Fleet modernization by AFI operators, implementation of PBN procedures (APV) by AFI States; and establishment and/or maintenance of CCO/CDO).
3	Reduce LOC-I related accidents and serious	LOC-I related accidents & serious incidents had a	Safety Target met

No.	Abuja Safety Targets	Assessments	Achievements
	incidents by 50% by the end of 2015	rate of 2.25 per million sectors in 2012 and went down to 0.80 by end of 2015. <i>(Source: IATA)</i>	The positive trend should be maintained. ICAO and Stakeholders to continue their assistance to AFI States in organizing more workshops on LOC-I
4	States to establish and strengthen autonomous Civil Aviation Authorities by end of 2013	From responses to the questionnaire received, the AFI States indicated that a Primary Act empowered their CAA to be an autonomous entity. Malawi indicated that the Process is in progress.	Comprehensive data on status of CAAs not available. At least the twenty-two (22) CAA of the States, that have attained the 60% EI Target, amongst the forty eight (48) AFI States, are effectively autonomous.
5	Resolve ALL identified Significant Safety Concerns [existing ones by July 2013 and new ones within 12 months]	As of April 2016, there are 4 States with 4 SSCs namely Djibouti, Angola, Malawi and Eritrea Djibouti and Eritrea remain priority States for AFCAC AFI-CIS missions.	Safety Target not met Angola has made significant progress and has indicated willingness to receive an ICVM to verify the effective resolution of its identified SSC. A follow-up AFI-CIS mission was conducted in Malawi from 16 to 29 May 2016. The AFI-CIS Inspectors assisted the Aviation Authorities of Malawi to address specific PQs for the implementation of its Corrective Action Plan and the Air Operators certification process.
6	Implementation of State specific ICAO Plans of Action by July 2013	Thirty-Two (32) States have accepted ICAO Plans of Action and are at different stages of implementation <i>(Source: ICAO)</i>	The Abuja Safety Targets are fully incorporated in the Plans of Action. Most States with ICAO Plans of Action have registered significant progress in the level of safety oversight.
7	Progressively increase the Effective Implementation (EI) score of ICAO's USOAP results to no less than 60% (35% or 19 of all African States by end of 2013, and 70% or 38 of all African States by end of 2015 and 100% or 54	As of April 2016, Twenty-two (22) States have attained EI ≥ 60% and Fourteen (14) AFI States have EI ≤ 30%. AFI Average USOAP Overall EI = 45.43% EI Global Average = 62.87%	Safety Target not met Number of States with EI of 60% or greater has increased significantly from Fifteen (15) in 2014 to Twenty-two (22) at 2015 end. The efforts of ICAO and AFCAC should be intensified to accelerate the implementation of the CAPs

No.	Abuja Safety Targets	Assessments	Achievements
	of all African States by end of 2017)	<i>(Source: ICAO)</i>	
8	Implement State Safety Programs (SSP) and ensure that all Service Providers implement a Safety Management System (SMS) by end of 2015	<p>Eleven (11) States have initiated implementation of SSP and the highest attained is level 2. However, none of the forty eight (48) States has attained level 4 implementation of SSP</p> <p><i>(Source: ICAO)</i></p>	<p>Safety Target not met</p> <p>Comprehensive data on status of SSP/SMS implementation not available.</p> <p>The implementation of SSP remains a serious challenge, as no State indicated to have realized full implementation of SSP. However, the AFI States indicated that some of their operators have implemented SMS</p>
9	Certify all international aerodromes by end of 2015	<p>As of December, 2015 Forty eight (48) International Aerodromes were certified, 21.39% of the total number of 229 international airports within AFI.</p> <p><i>(Source: ACI Africa, based on available information)</i></p>	<p>Safety Target Not Met.</p> <p>From the responses to the questionnaire, aerodrome certification is still a serious challenge for AFI States. However, almost all AFI States indicated that the process of certification of international aerodromes is in progress;</p> <p>The expansion of the AFI Plan to cover AGA and ANS will foster the implementation of the aerodrome certification;</p> <p>The States will need more assistance in this issue</p>
10	Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification by end of 2015	<p>By end of 2015 eleven (11) airlines from eleven (11) States were added to the IOSA Registry.</p> <p>The progress is very low as only 11 more airlines have been added to IOSA registry since 2012. The total number of AFI airlines on the IOSA Registry as of December 31, 2015 was thirty (30)</p> <p><i>(Source : IATA)</i></p>	<p>No comprehensive data available on the status of IOSA as a State regulatory requirement</p> <ul style="list-style-type: none"> - Only Equatorial Guinea, Ghana and Mozambique indicated having incorporated IOSA certification into their Regulations; - Many Airlines may be ready for IOSA certification even in States that have not required IOSA certification

3. PROGRESS REPORT ON AFI-CIS PROGRAMME 2016

3.1. The aim of the AFI-CIS Programme is to provide assistance to African States in addressing their safety oversight deficiencies through the implementation of their Corrective Action Plans.

3.2. AFCAC in conjunction with ICAO and the Ethiopian Civil Aviation Authority conducted an Orientation and Refresher/Training –Workshop for the AFI-CIS Inspectors from 22 to 26 February 2016 in Addis-Ababa, Ethiopia.

3.3. The objective of the AFI-CIS Inspectors' orientation and refresher – Workshop was to provide training to the newly appointed Inspectors and refresher training to the current AFI-CIS Inspectors, as recommended by the AFI-CIS Policy and Procedure Manual. The Twenty Two (22) AFI-CIS Inspectors (OPS, AIR, AGA and ANS) are available for AFI-CIS missions for 2016.

3.4. AFCAC has already established the annual schedule of AFI-CIS missions for 2016 which was sent to ICAO WACAF and ESAF for coordination and cooperation purposes.

3.5. AFCAC has also been in coordination with the concerned States for the implementation of the annual AFI-CIS work programme. In this regard, the follow-up AFI-CIS mission to Malawi was conducted from 16 to 29 May 2016.

4. ACTION BY THE MEETING

The meeting is invited to:

- a) Direct AFCAC and ICAO to undertake joint high level missions to those States with SSCs and low EIs , and address other difficulties with respect to their deficiencies in safety oversight systems;
- b) Encourage AFI States to continue providing necessary information to AFCAC, for the monitoring of Abuja Safety Targets implementation, to ensure compliance with the deadlines;
- c) Urge AFI States that have not yet designated a focal point to do so in order to facilitate coordination with AFCAC on Safety matters;
- d) Support AFCAC efforts in sensitizing States on the implementation of the Abuja Safety Targets; and
- e) Provide further guidance and orientation as necessary.

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