



**SAFE SKIES.
SUSTAINABLE
FUTURE.**

AFI AVIATION WEEK

**27th Meeting of the Steering Committee of the
Comprehensive Regional Implementation Plan for
Aviation Safety in Africa (AFI Plan)**

*Libreville, Gabon
16 July 2024*



Agenda Item 6: Intervention by Partners – AFI CIS Implementation & Alignment of the Abuja Safety Targets

African Civil Aviation Commission
(AFCAC)

James Danga, Safety Expert

AFI AVIATION WEEK
Libreville, Gabon, 15-19 July 2024





AFI CIS

SAFETY PERFORMANCE IN AFRICA AND
AFI CIS IMPLEMENTATION

Abuja Safety Targets

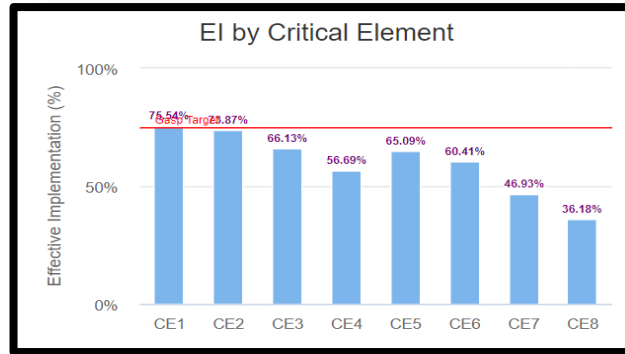
STATUS OF ALIGNMENT

SAFETY PERFORMANCE IN AFRICA

60.42%

1.09% ▲

EI Africa



3 SSC States

Highest average EI Score for Africa - CE 1 (75%) and CE 2 (73%)

Increasing risk of SSCs in ANS - Flight procedures design and validation



Lowest performing Audit Area – AIG (46%)

South Africa, Namibia, Botswana Sierra Leone and Senegal made significant progress during ICAO ICVM/ Audit 2023/2024

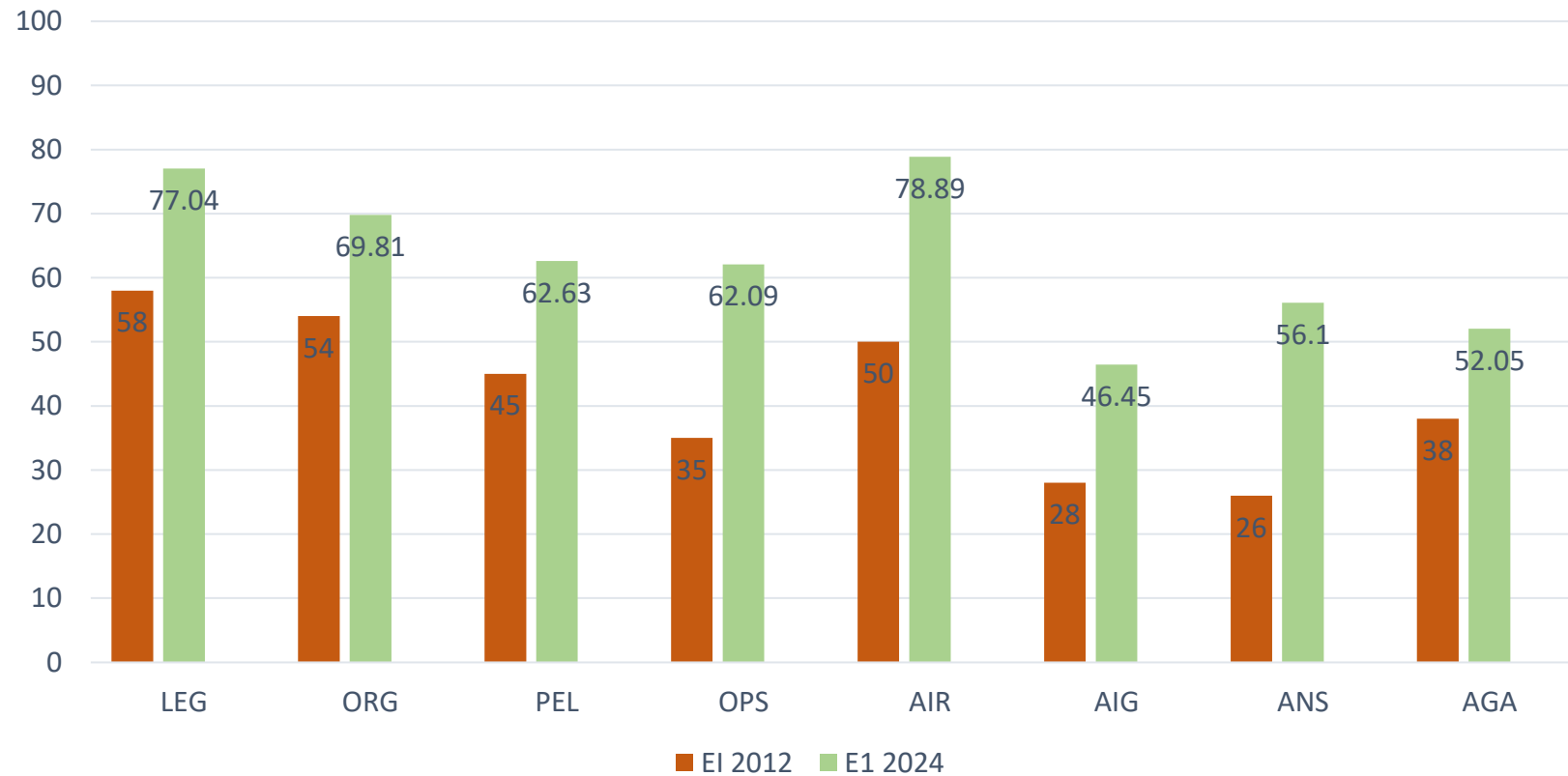


Lowest Performing EIs –
CE 4 - 56%
CE 6 - 60%
CE 7 - 46%
CE 8 - 36%

Safety Performance in Africa

Overall EI for 2012 was 44% while EI for 2024 is 60.42%

EI Status for African States 2012 vs 2024

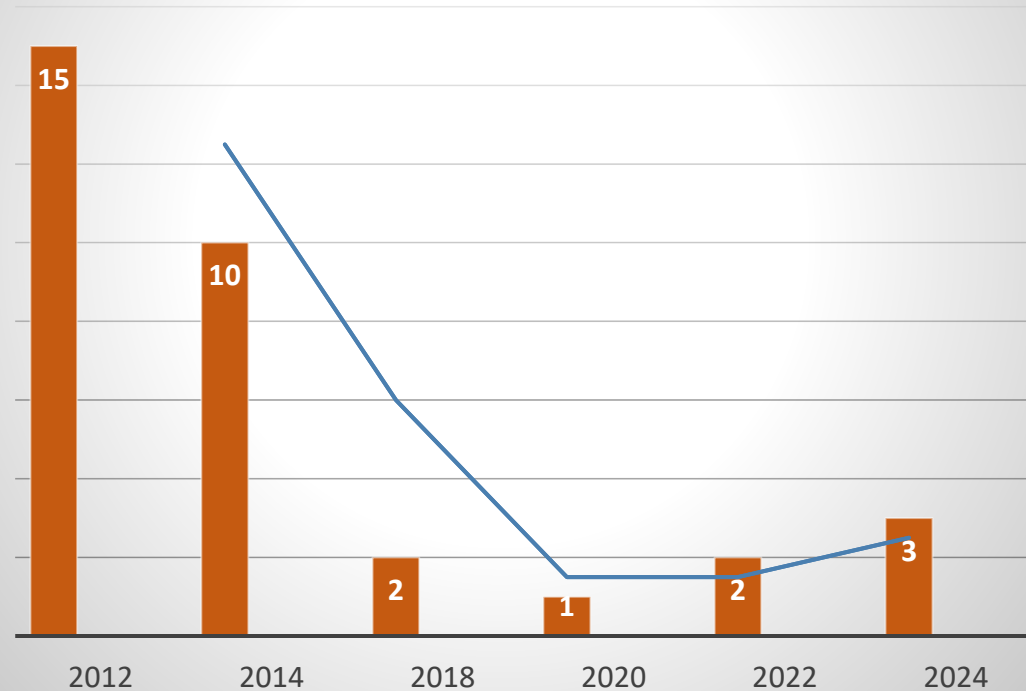


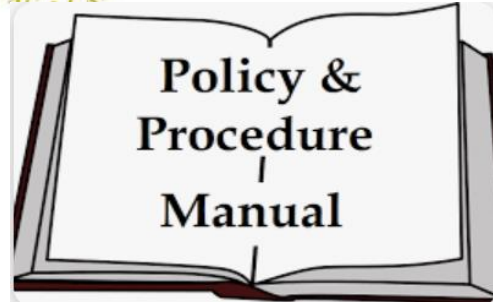
Safety Performance in Africa

At the inception of AFI CIS in year 2012, there were at least 15 SSCs in the AFI region.

Three (3) new SSCs relating to ANS were reported by December 2023 .

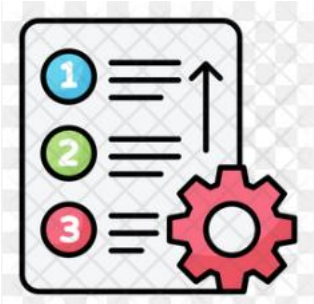
SSCs in Africa 2012 -2024





Policy &
Procedure
Manual

Procedures
Manual



Workflow and
Document
Management



Funding provided
by international
partners:-
 EU-ASA;
 AfDB;
 Boeing

AFI CIS

Coordination
with ICAO
and RSOO

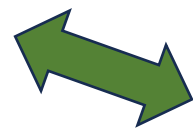
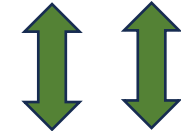
AFI CIS Program support



Induction and
Team leaders
Training



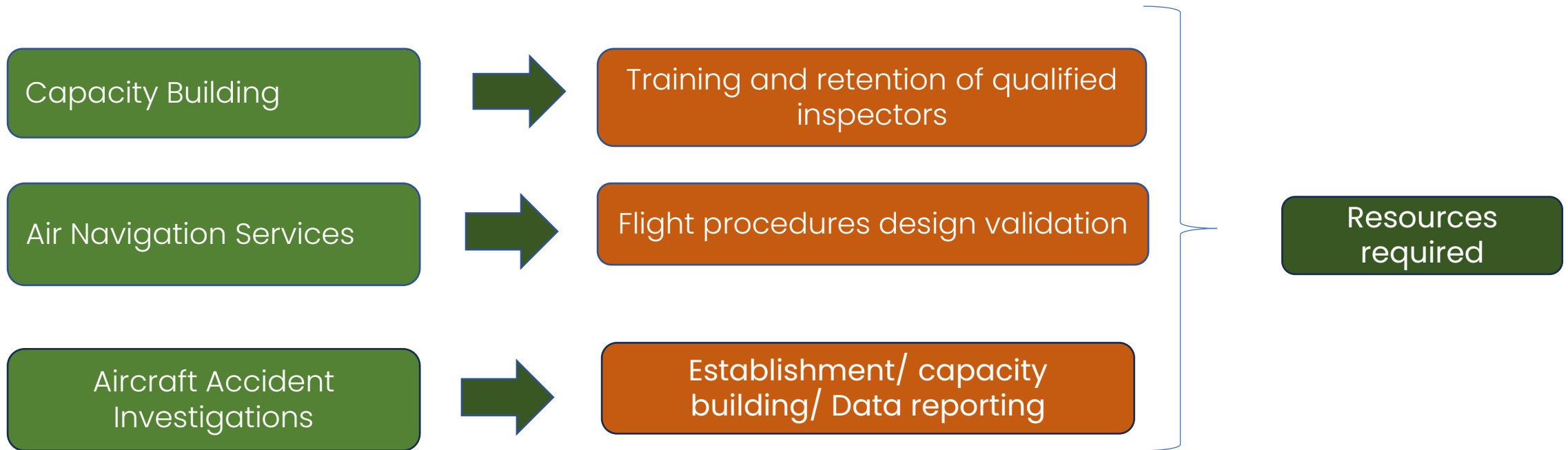
Database of
150 Experts



AFI CIS activities 2022-2024

Beneficiary State	Number of Planned Missions (2022-2024)	Number of Missions Conducted	Funding	Mission Scope	Action by ICAO	Abuja Safety Target	EI Score	
							Jan-22	Jun-24
Burundi	3	1 On-site	EU-ASA	AIR/ ANS/ AGA	Pending Audit	75%	44.44%	44.44%
CAR	4	2 On-site	AfDB/ EU-ASA	PEL/OPS/AIR/AGA/ANS	Pending Audit	75%	7.75%	7.75%
Chad	3	1 On-site	EU-ASA	PEL/OPS/AIR/AGA/ANS	Pending ICVM	75%	44.13%	44.13%
Eswatini	4	3 On-site	EU-ASA	PEL/OPS/AIR/AGA/ANS/AIG	Off-site Activity	75%	35.01%	35.16%
Guinea	3	1 On-site	EU-ASA	PEL/OPS/AIR/AGA/ANS	Off-site Activity	75%	22.76%	24.65%
Lesotho	4	1 On-site	EU-ASA	PEL/OPS/AIR/AGA/ANS	Pending ICVM	75%	21.3%	21.3%
Liberia	3	2 On-site	AfDB/ EU-ASA	PEL/OPS/AIR/AGA/ANS	CMA Audit –May 2022	75%	16.50%	27.84%
Namibia	4	4 On-site	EU-ASA/ Boeing	PEL/OPS/AIR/AGA/ANS/AIG	ICAO Audit – May 2023	75%	57.16%	72.31%
Senegal	2	1 On-site	AfDB	AIG	ICAO ICVM – April 2024	75%	63.26%	84% UC*
Sierra Leone	1	1 On-site	EU-ASA	PEL/OPS/AIR/AGA/ANS	ICAO Audit -	75%	18.47%	72.66%
South Sudan	6	5 On-site	EU-ASA	PEL/OPS/AIR/AGA/ANS	Pending ICVM	75%	-	-
Zimbabwe	4	1 virtual, 4 On-site	AfDB	PEL/OPS/AIR/AGA/ANS/AIG	Off-site Activity	75%	52.52%	69%

Areas Requiring Attention



9th EDITION OF THE AFI AVIATION WEEK

AFI PLAN SC (15 -16 JULY 2024)

LIBREVILLE, GABON

UPDATES -

ALIGNMENT OF THE ABUJA SAFETY TARGETS

**AFRICAN AVIATION
TRANSFORMED**



STATUS OF THE ALIGNMENT

➔ April 2022 – AFCAC initiated the alignment process and in collaboration with ICAO WACAF & ESAF reviewed the ASTs to ensure alignment with ICAO GASP, GANP and best practices

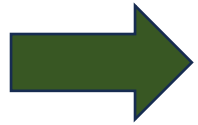
➔ September 2022 – RASG-AFI Aviation Safety Report Team (ASRT) supported the review process by carrying out the initial process of alignment of the targets with ICAO GASP – (*Outcomes of the alignment process are attached to Working Paper*)

➔ August 2023 – AFCAC presented a Working Paper on the status of implementation and alignment of the ASTs during the ICAO AFI Week 2023 which was held in Nairobi, Kenya from 21 to 26 August 2023.

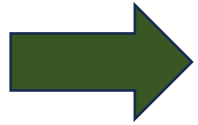
➔ September 2023 – AFCAC presented the status of the alignment of the ASTs at the AUC STC-TIIE in Zanzibar, Tanzania.



STATUS OF THE ALIGNMENT PROCESS



23 to 25 January 2024 – AST Alignment workshop convened in Dakar, Senegal – workshop participation from AFCAC EWGs, IATA, AFRAA, Boeing, CANSO and other key stakeholders. AFCAC sent outcomes of the workshop to member States for comments.



28 March 2024 – received comments from member States – and incorporated all inputs from other key stakeholders

Outcomes of the Alignment Process

1. ASTs aligned with – ICAO GASP and GANP, AFI-RASP 2023-2025, MID-RASP 2023-2025, EUR- RASP 2023-2025, AFI eANP Vol. I, II and III, MID eANP Vol. I, II and III, EUR eANP Vol. I, II and III.
2. Incorporated lessons learnt from Member States, RSOOs and industry.



Key Features of the Revised ASTs

GASP Goals, Targets, KPIs

Challenges, mitigation measures

State Action Plans based on ASTs Target to support implementation

Required Resources, Stakeholders

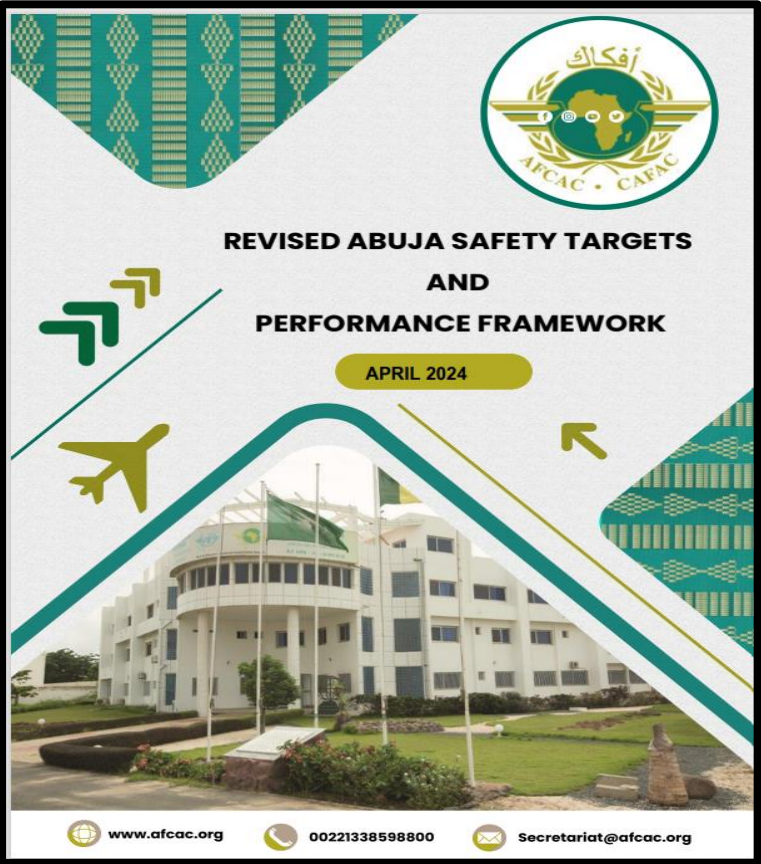
Comparative Analysis with Global and Regional Plans

Published in both English and French

Revised Abuja Safety Targets 2024

AST #	Abuja Target	Safety	Key Performance Indicator	Challenges	Mitigation Measures	Required Resources	Stakeholders
Goal 1: Achieve a continuous reduction of operational safety risks							
# 1.	1.1	States to maintain a decreasing trend of accident and serious incident rate.	<p>KPI 01 Rate/Number of accidents or serious incidents involving commercial operations with airplanes of maximum mass over 5700 kg in Africa.</p> <p>KPI 02 Rate/Number of accidents or serious incidents involving commercial operations with airplanes of maximum mass over 5700 kg and occurring in Africa per million departures (accident rate).</p> <p>KPI 03 Rate/Number of accidents or serious incidents involving commercial operations with rotorcraft of maximum mass over 3175 kg in Africa.</p> <p>KPI 04</p>	<ol style="list-style-type: none"> Inadequate physical characteristics including deficiencies such as surface runway conditions. – States. Inadequate aerodrome visual aids. Poor maintenance regimes and practices including insufficient calibration of navigational aids. Inadequate operational and ground movement control procedures. Lack of runway safety programmes and teams at airports. Limited technical capacity within States to address High Risk Categories of Occurrences i.e., Runway Excursions & Incursions. 	<ol style="list-style-type: none"> Support compliance with requirements for physical characteristics contained in ICAO Annex 14. Redesign or upgrade aerodrome facilities and infrastructure where necessary. Implementation of ICAO Global Reporting Format (GRF). Establish and implement robust aerodrome and air navigation facilities maintenance programme. Support the establishment and maintenance of Runway Safety Teams in the States at all international airports. (RST Go teams). 	<ol style="list-style-type: none"> Financial resources for infrastructure. Financial resources to conduct training for capacity building. Qualified instructors in all identified R-HRC 	<ol style="list-style-type: none"> ICAO AFAC AATO Regulators Service Providers Operators States RSOOs RAIOs IATA CANSO ACI Africa AFRAA AFDB Others

Revised Abuja Safety Targets 2024 Page 9 of 49





African Aviation

Transformed



**Thank You for your
Attention**

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