



THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE B

- Agenda Item 7: Operational safety risks**
7.3: Other implementation issues

STRATEGIES FOR THE IMPLEMENTATION OF THE REVISED ABUJA SAFETY TARGETS AND ANS PERFORMANCE INDICATORS

(Presented by 54 Contracting States, Members of the African Civil Aviation
Commission (AFCAC)²)

EXECUTIVE SUMMARY

This working paper describes the revised approach and strategies for monitoring and measurement of implementation of the Abuja Safety Targets (ASTs) and air navigation services (ANS) performance indicators. African Civil Aviation Commission (AFCAC) developed a monitoring and measuring mechanism for implementation of the ASTs by Member States. The mechanism is an information gathering, sharing and feedback system to encourage member States to implement the ASTs and provision of technical assistance to ensure implementation where there is limited capacity.

Action: The Conference is invited to

- a) note the concept of the proposed monitoring and measuring mechanism for implementation of the ASTs;
- b) urge ICAO to share with AFCAC other methods for effective data collection, collation, analysis and sharing among all key stakeholders; and
- c) request for ICAO to support AFCAC to obtain compliance information from the ICAO Continuous Monitoring Approach (CMA) online-framework and other relevant dashboard data sources.

1. INTRODUCTION

1.1 African States, through assistance from African Civil Aviation Commission (AFCAC) and ICAO, are set to implement the revised Abuja Safety Targets (ASTs). ASTs consist of sixteen high

¹ English and French versions provided by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cap Verde, Central African Republic, Chad, Comoros, Congo, Cote D'Ivoire, Democratic Republic of The Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Republic of Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome And Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic Of Tanzania, Zambia, Zimbabwe

level safety goals established to assist AFCAC Member States achieve the ultimate objective of zero aviation accidents in Africa. Consistent with ICAO Global Aviation Safety Plan, (Doc 10004, GASP) and Global Air Navigation Plan (Doc 9750, GANP) each goal has an object and time line in which member States are expected to comply. All sixteen targets are building blocks designed to eventually achieve the three broad GASP objectives i.e.

- a) establish effective safety oversight systems;
- b) implement State safety programmes (SSP)/safety management systems (SMS); and
- c) apply predictive risk management.

1.2 AFCAC is the nominated monitoring agency with a responsibility to develop a mechanism to promote implementation and determine level of compliance of ASTs by member States and provision of technical assistance to help States achieve 100% compliance.

1.3 The “Abuja Safety Targets” were adopted by the African Ministers responsible for civil aviation at the Ministerial Conference on Aviation Safety in Africa, held from 16 – 20 July 2012 through the Abuja Declaration on Aviation Safety. In time, it became apparent that implementation timeframes were no longer relevant as all the set deadlines expired and some targets were not met. New challenges were emerging in other aviation service areas e.g. provision of air navigation services (ANS). The African Union Commission (AUC) Specialized Technical Committee (STC) meeting on Infrastructure, Transport, Tourism and Energy, held in Lomé, Togo from 13 to 17 March 2017, agreed on the necessity of the revision. AFCAC and ICAO then undertook necessary coordination meetings with the stakeholders to finalize and propose the new Safety Targets, taking into consideration the Global Aviation Safety Plan (GASP), the Global Air Navigation Plan (GANP) and relevant regional safety initiatives.

1.4 As a result, 16 safety targets were established and they included (1) revised safety targets and (2) new ANS related safety targets (refer to Attachment “A”). In order to accurately measure the level of implementation of the Abuja Safety Targets (ASTs), AFCAC developed a draft implementation and monitoring mechanism for AFI Member States. This paper describes the revised approach and strategies for monitoring and measurement of progress made by RASG-AFI Member States in the implementation of the Abuja Safety Targets.

2. DISCUSSION

2.1 AFCAC developed a draft monitoring and measuring mechanism for implementation of the ASTs by Member States. The mechanism is an information gathering, sharing and feedback system to encourage Member States to implement the ASTs and provision of technical assistance to ensure implementation where there is limited capacity. It consists of extensive use of information technology including standardized safety data gathering tools, safety promotion material through print and electronic media. AFCAC will publish flyers and website material to publicize the ASTs to member States.

2.2 AFCAC Member States are expected to establish standardized information technologies which collect, collate and distribute relevant safety data to all concerned stakeholders on a continuous basis. It includes a set of questionnaires with a matrix to measure the level of implementation of the ASTs. Results of the feedback information from questionnaires will be published in the form of percentage implementation for each State and overall combined performance of the region. For each year an agreed target is set for all States and the baseline for 2018 is 60%.

2.3 ICAO Annex 19 – *Safety Management* mandates Member States to “establish a process to analyse the safety data and safety information from the SDCPS (safety data collection and processing system) and associated safety databases. According to the Universal Safety Oversight and Audit Programme (USOAP) reports, only 42% of all Member State authorities responsible for the implementation of the SSP analyse information from their State’s accident and incident database. This is due to lack of capacity and competencies in data analysis within Member States. Consequently, Member States do not timely respond to requests for information on various compliance initiatives including the AST implementation.

2.4 To overcome these hurdles, the proposed mechanism recommends automation of State’s Safety Oversight Systems to ensure that aviation systems, procedures, equipment and training are compatible. System interoperability will ensure that capability of two or more networks, systems, components or applications to facilitate exchange of safety information. Availability of safety data will enable States and other key stakeholders to operate effectively together. The mechanism includes a system of recognizing ASTs champion States duly recognized for high performance. Such States will be used extensively to assist other need States.

3. STRATEGIES TO BE ADOPTED

- Request assistance from ICAO so that some of the compliance information is obtained from the ICAO CMA online-framework and other relevant dashboard data sources;
- RSOOs will be included to promote awareness of the ASTs, assist in data collection and to provide technical assistance missions. In this regard, AFCAC will provide training on ASTs to RSOOs (ICAO Doc 10004 Section 2.2.2);
- Re-establish focal points and use revised questionnaires requiring member States to give feedback on ASTs implementation;
- Use of dashboard techniques to show level of compliance of each member State and overall performance of African States on an annual basis;
- Measure feedback given by member States and calculate level of compliance to ASTs as a percentage with targets for each progressive year up to 2025. Share the result with all key stakeholders and publish the results for all member States to appreciate their level of compliance to the ASTs;
- Use of flyers and the AFCAC website as a means of communicating ASTs to member States and what is expected of them;
- Identify champion States who will take the lead to assist other need States in the implementation of the ASTs;
- Use results of the monitoring mechanism to identify need States and offer technical assistance to fast track compliance issues concerning ASTs.
- The mechanism will incorporate the following key performance enablers in all its strategies identified:

- a) standardization;
- b) resources;
- c) collaboration; and
- d) safety information exchange.

4. **CONCLUSION**

4.1 The monitoring mechanism promotes the concept of automation of CAA Safety Oversight Systems and calls for AFCAC to seek cooperation from ICAO to establish viable methods for effective data collection, collation, analysis and sharing among all key stakeholders. Based on safety intelligence generated from automated systems, ICAO, RSOOs, AFCAC and other key stakeholders can identify safety risks proactively and will be able to provide targeted technical assistance missions to need States. Type of technical assistance shall include AFI-CIS, ICAO ROST, AFCAC High Level Technical Assistance or HRDF. Outcomes of the mechanism will include the following:

- a) 100% status of implementation of the Abuja Safety Targets by member States; and
- b) improved Effective Implementation (EI) above 60% for all AFI States.

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