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EXECUTIVE COMMITTEE AND TECHNICAL COMMISSION

Agenda Item 14: Technical Assistance Programme

Agenda Item 36: Aviation safety and air navigation implementation support

**SAFETY AND AIR NAVIGATION CAPACITY AND EFFICIENCY:
ENSURING THAT NO AFI COUNTRY IS LEFT BEHIND**

(Presented by IATA)

EXECUTIVE SUMMARY

Significant progress in enhancing aviation safety in Africa had been achieved as result of the efforts of aviation partners through the AFI Plan, Abuja Declaration and No Country Left Behind, However, more focused efforts are required to improve safety in Africa and bring the Region's accident rate down to the global average. This requires close collaboration with ICAO, States, Air Navigation Service Providers and airspace users, prioritizing those States with high ATS incident rates.

<i>Strategic Objectives:</i>	This information paper relates to the Safety, Air Navigation Capacity and Efficiency and Environmental Protection Strategic Objectives.
<i>Financial implications:</i>	The cost to those assisting identified States. IATA is willing to contribute towards the work and related costs.
<i>References:</i>	Abuja Declaration on Aviation Safety in Africa The Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) The Twentieth meeting of the AFI Planning and Implementation Regional Group, Report The Third meeting of the AFI Regional Aviation Safety Group, Report

1. **BACGROUND**

1.1 The Ministerial Conference on Aviation Safety in Africa which was held in Abuja, Nigeria from 16 to 20 July 2012 had established specific and measurable aviation safety targets in order to implement safety standards and initiatives in the region. The Conference adopted Safety Targets with a supporting Plan of Action on Aviation Safety in Africa, referred to as the “**Abuja Declaration on Aviation Safety in Africa** (Abuja Declaration)”. The Declaration detailed high level commitments by the Ministers to provide a common frame of reference on aviation safety initiatives and aviation Safety Targets for implementation within AFI Region.

1.1.1 In January 2013, the African Union Assembly of Heads of State and Government endorsed the Abuja Declaration and Associated Plan of Action on Aviation Safety in Africa and Aviation Safety Targets for Africa, in which IATA played a key stakeholder role.

1.2 In 2014, ICAO organized its first ever ICAO Council off-site strategy session. The **No Country Left Behind** (NCLB) campaign was endorsed to help coordinate and publicize any Organization-wide activities consistent with these priorities. The NCLB campaign highlights ICAO’s efforts to assist States in implementing ICAO Standards and Recommended Practices (SARPs). The main goal of this work is to help ensure that SARP implementation is more consistent globally so that all States have access to the significant socio-economic benefits of safe and reliable air transport. The NCLB effort also promotes ICAO’s efforts to resolve Significant Safety Concerns (SSCs) brought to light through ICAO’s safety oversight audits as well as other safety, security and emissions-related objectives.

2. **DISCUSSION**

2.1 International Air Transport Association (IATA) has deployed a number of initiatives to support the objectives of the Abuja Declaration and No Country Left Behind ever since.

2.1.1 Directly targeting African airline operators, IATA guided 25 African airlines in their preparation to reach the level required for registry in the IATA Operational Safety Audit (IOSA), an IATA program which is based on ICAO SARPs and industry best practices, applied for airline operators. As a result 13 airlines successfully completed the IOSA audit and were added to the IOSA registry.

2.1.2 IATA offered Safety Oversight training to 8 Civil Aviation Authorities (CAAs) in Africa. It aims to provide a sounder oversight framework while increasing awareness about IOSA Standards and Recommended Practices amongst CAA safety inspectors.

2.1.3 Some Aeronautical Information Services were identified as being deficient by RASG-AFI. IATA partnered with EUROCONTROL to develop training that addresses identified deficiencies and incorrect information. So far 3 CAAs and respective Air Navigation Service Providers (ANSPs) have benefited from this initiative. The RASG-AFI/3 meeting decided to include AIS issues in its work programme under Emerging Safety Issues’ Safety Support Team in view of the critical role of aeronautical information management to safety, as well as the identified challenges in this area.

2.2 Nevertheless, IATA recognizes more is required to bring the African accident rate down to a global average as well as to ensure reaching the target of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan): 70 percent of African States achieve 60 percent of Effective Implementation (EI) and no State with Significant Safety Concerns (SSCs).

2.3 In addition to Regulatory constraints, the increase in air traffic movements will most likely raise the number of ATS incidents and potential for ATS related accidents. This was recognized by the 20th APIRG meeting which was held in Yamoussoukro, Cote d'Ivoire in November/December 2015. In that meeting, a set of AFI ANS Operational Performance Targets were adopted, including the need to "Reduce the number of loss of separation occurrences due to ANS deficiencies by 50% by December 2020. IATA members, as users of these airspaces will work with States in resolving ANS deficiencies and reducing the number of loss of separation occurrences.

2.4 IATA is seeking to partner with ICAO to assist Member States to :

- a) resolve safety deficiencies in the area of aircraft operations where significant safety concerns (SSCs) continue to be reported, including development of regulatory provisions supporting air operator certification process;
- b) improve operational safety through reduction of the number of safety occurrences related to ANS deficiencies;
- c) develop national Performance Based Navigation (PBN) Plans and progress implementation of PBN procedures to improve air navigation safety, capacity and efficiency; and
- d) progress and monitor implementation of ICAO Aviation System Block upgrades (ASBUs) Block 0 priority modules related to safety.

3. CONCLUSIONS

3.1 Although significant progress in enhancing aviation safety in Africa had been achieved as result of the efforts of aviation partners through The AFI Plan, Abuja Declaration and No Country Left Behind, the Assembly it invited to note that more focused efforts are required to improve safety in Africa and bring the African accident rate down to the global average. This should be done through collaboration with ICAO, States, Air Navigation Service Providers and airspace users, prioritizing those States with high ATS incident rates.

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