



AFRICAN CIVIL AVIATION COMMISSION (AFCAC)

INTERNATIONAL CIVIL AVIATION ORGANIZATION
FIFTH AFRICA-INDIAN OCEAN (AFI) AVIATION WEEK

5TH AVIATION SAFETY SYMPOSIUM

Niamey, Niger, 18 July 2018



“ABUJA SAFETY TARGETS”

Session/Panel - Three

Implementation of the Global Aviation Safety Plan (GASP)/Global Air Navigation Plan (GANP) through the Revised Abuja Safety targets in the AFI Region.



OBJECTIVE

To discuss implementation of the Revised AFI Safety and ANS Targets - Approach and Strategy



Brief background of the ABUJA SAFETY TARGETS

- ▶ These are high level safety milestones established to assist African States to proactively ensure safety in key aviation activities and to comply with the ICAO GASP & GANP and regional safety initiatives;
- ▶ The “Abuja Safety Targets” (ASTs) 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;
- ▶ As the ASTs became invalid due to expired timeframes it became necessary to review them and also to incorporate new emerging trends especially in the ANS area;
- ▶ 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;
- ▶ Eventually 16 revised ASTs were established.



Current Challenges

- ▶ The need to establish the initial 60% baseline level of implementation of the ASTs;
- ▶ Member States do not timely respond to requests for information;
- ▶ Only 15 out of 48 States responded to a request for information relating to the implementation of the Abuja Safety Targets;
- ▶ States require adequate funding and robust organizational structures to be able to implement key safety targets i.e. transitioning from DCA to independent CAAs and transitioning from AIS to AIM;

Approach & Strategies

To overcome the challenges, AFCAC relooked at its approach and strategy towards implementation of the ASTs.

- ▶ Information about ASTs will be published by AFCAC through print and electronic media;
- ▶ In order to keep track of the level of implementation of the 16 revised ASTs, AFCAC developed a monitoring and measuring mechanism;
- ▶ It is an information sharing and feedback system;
- ▶ It includes a set of questionnaires with a matrix to measure the level of implementation of the ASTs.
- ▶ Results will be published as percentage implementation of ASTs for each State;

Approach & Strategies

- ▶ For each year an agreed target is set for all States and the baseline for 2018 is 60%;
- ▶ Feedback provided by member States will be used to calculate level of compliance to ASTs as a percentage with targets for each progressive year up to 2022;
- ▶ Results of the monitoring mechanism will be analyzed and AFCAC in collaboration with ICAO will determine assistance required for an identified State;
- ▶ Technical assistance missions will be established to raise the level of compliance of the subject State to 60% or better;
- ▶ Level of implementation for each State will be published as a percentage;

Progress to date

AFCAC website now has AST Promotional material on this link

<http://www.afcac.org/beta/index.php/programmes-activities-safety/abuja-safety-targets>

Abuja Safety Targets

These are realistic, achievable and quantifiably measurable safety milestones initially adopted by the African Ministers responsible for civil aviation at the Ministerial Conference on Aviation Safety in Africa, from 16 – 20 July 2012 through the Abuja Declaration on Aviation Safety. The safety targets were reviewed in December 2017 to ensure relevance and effectiveness. African member States are expected to comply with all the Abuja Safety Targets and AFCAC was tasked to play the role of monitoring and evaluation to ensure compliance.



Progress to date

- ▶ AST flyers have been finalized and will be distributed at AFCAC functions;
- ▶ Consistent with this monitoring mechanism, AFCAC sent out questionnaires to all AFCAC member States in order to assess level of implementation for the first half of 2018;
- ▶ Out of 48 AFI States, only 15 have responded to this request and telephone follow-ups are being made to ensure that all States respond by the 31st of July 2018 deadline.

Conclusion

The success of the AST monitoring mechanism relies on the readiness of AFI States to timely provide information through the questionnaires already distributed to all States. AFI member States are encouraged to work closely with ICAO and AFCAC to ensure that all AFI States attain the target 60% baseline implementation of AST target by end of 2018.



Conclusion

The AFI CIS program is an effective tool to resolve identified deficiencies within a reasonably short period. Support from key stakeholders such as ICAO and all AFI States will result in the resolution of all SSCs by end of year 2018 and at the same time it can help all States with low EI to come up to a level equal to or above 60% EI by end year 2019.