Fourth AFI Aviation Safety Symposium

Gaborone, Botswana, 22 May 2017

Revised Abuja Safety Targets & ANS Targets

Presented by:

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Plan

- **Introduction**
- **Abuja Safety Targets as revised by the Third RASG-AFI Steering Committee Meeting**
- **Recommendations**

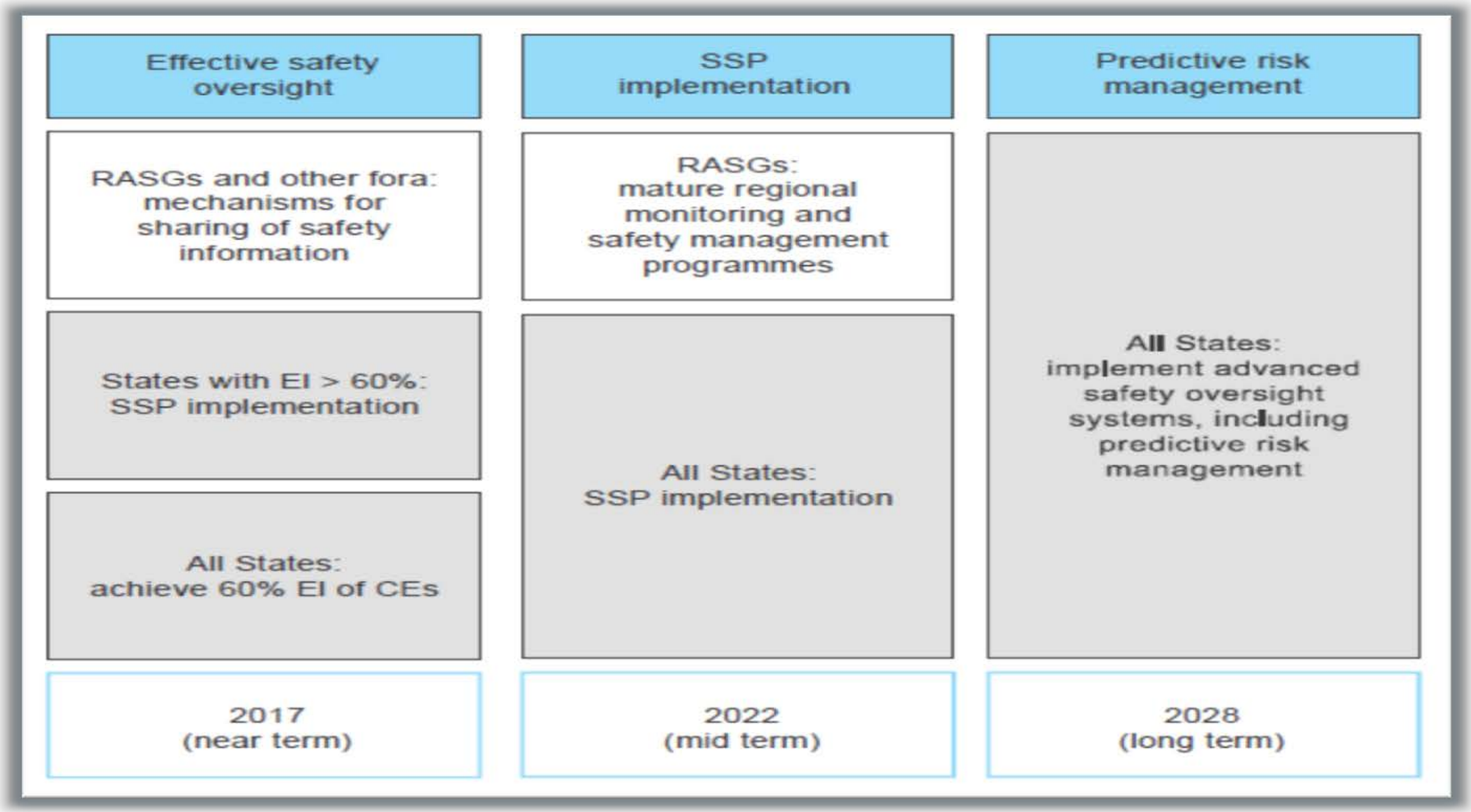
Introduction

- The “Abuja Safety Targets” were 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
- Issues related to the implementation timeframes, as all the deadlines have passed and targets are not met
- New challenges are emerging in Safety in the areas of the provision of Air Navigation Services (ANS) in Africa
- There was a need to revise the Abuja Safety Targets

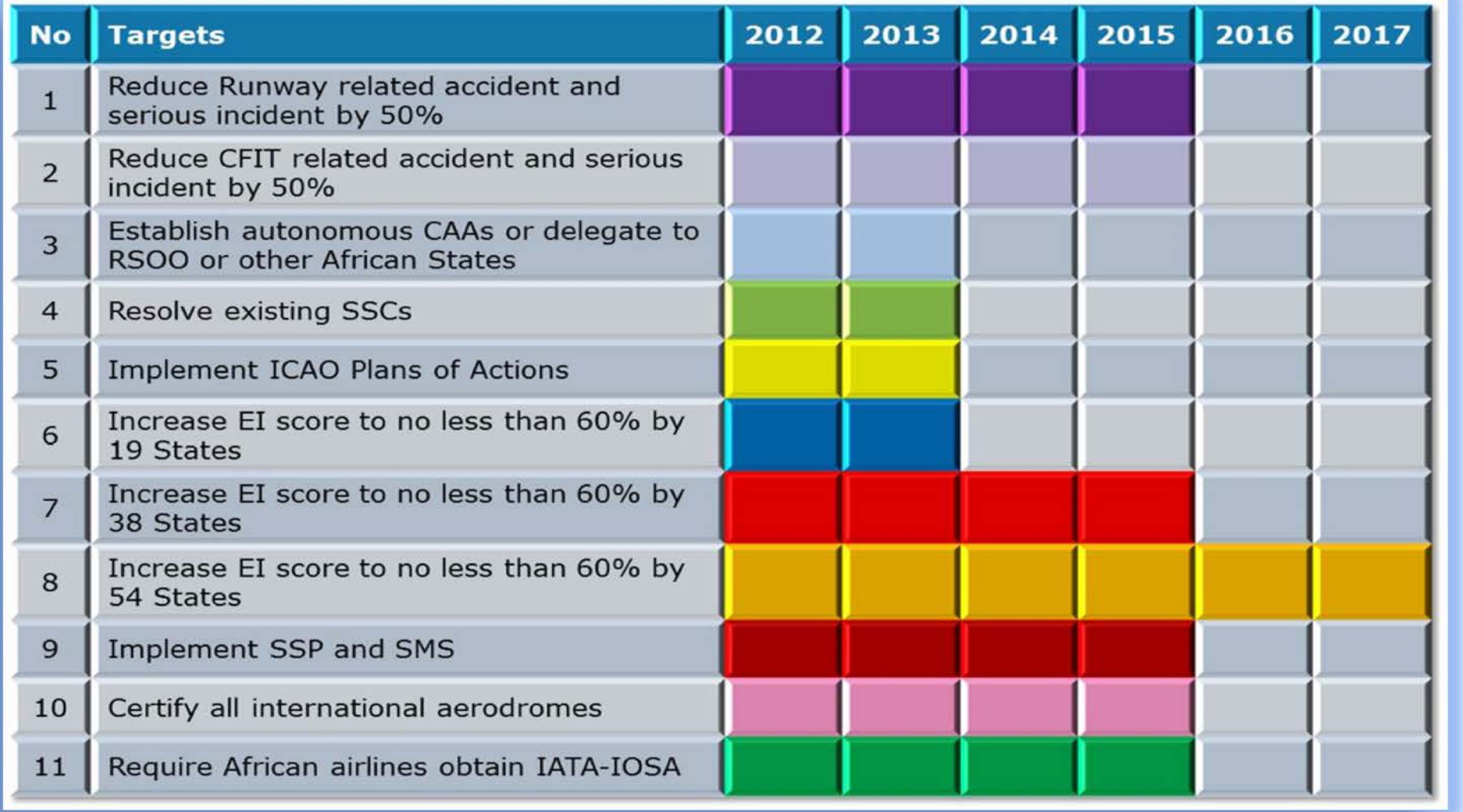
Introduction

- Authorization of the revision was required from the Ministers responsible for of Air Transport
- The 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 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 regional safety initiatives.

GASP Timelines



Effective safety oversight	SSP implementation	Predictive risk management
RASGs and other fora: mechanisms for sharing of safety information	RASGs: mature regional monitoring and safety management programmes	All States: implement advanced safety oversight systems, including predictive risk management
States with EI > 60%: SSP implementation	All States: SSP implementation	
All States: achieve 60% EI of CEs		
2017 (near term)	2022 (mid term)	2028 (long term)



No	Targets	2012	2013	2014	2015	2016	2017
1	Reduce Runway related accident and serious incident by 50%	🟪	🟪	🟪	🟪		
2	Reduce CFIT related accident and serious incident by 50%	🟪	🟪	🟪	🟪		
3	Establish autonomous CAAs or delegate to RSOO or other African States	🟦	🟦				
4	Resolve existing SSCs	🟩	🟩				
5	Implement ICAO Plans of Actions	🟨	🟨				
6	Increase EI score to no less than 60% by 19 States	🟦	🟦				
7	Increase EI score to no less than 60% by 38 States	🟥	🟥	🟥	🟥		
8	Increase EI score to no less than 60% by 54 States	🟧	🟧	🟧	🟧	🟧	🟧
9	Implement SSP and SMS	🟥	🟥	🟥	🟥		
10	Certify all international aerodromes	🟪	🟪	🟪	🟪		
11	Require African airlines obtain IATA-IOSA	🟩	🟩	🟩	🟩		

ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
❑ 1. Progressively reduce the African accident rate to be in line with the global average by the end of 2015.	❑ 1. Progressively reduce the African accident rate from 8.6 to 2.5 per million departures by the end of 2022, with focus on:	By end of 2022
❑ Reduce runway related accidents and serious incidents by 50% by the end of 2015.	❑ Runway related accidents and serious incidents (Runway Excursion, RE).	
❑ Reduce controlled flight into terrain (CFIT) related accidents and serious incidents by 50% by the end of Dec 2015.	❑ Controlled flight into terrain (CFIT) related accidents and serious incidents.	
❑ Reduce Loss of Control In-flight (LOC-I) related accidents and serious incidents by 50% by the end of Dec 2015	❑ Loss of Control In-flight (LOC-I) related accidents and serious incidents.	
	❑ Achieve and maintain zero fatalities in aircraft accidents by 2030.	By end of 2030

ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
❑ 2. Establish and strengthen autonomous CAAs with independent regulatory oversight, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry or delegate their functions to RSOOs or other African States by the end of Dec 2013	❑ 2. All States establish and strengthen autonomous CAAs with independent regulatory oversight, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry by 2020. ❑ States effectively exercise the safety oversight functions with a positive safety margin of at least 10% in all areas by 2022. ❑ States to delegate certain safety oversight functions to RSOOs or other States, by the end of 2022 in areas with safety margins below zero, and as appropriate.	By end of 2022

ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
❑ 3. As a matter of urgency, States resolve ALL identified Significant Safety Concerns created by a State in allowing the holder of an authorization or approval, to exercise the privileges attached to it without meeting the minimum requirements of the State and ICAO. ❑ Existing by July 2013; ❑ Any newly identified within 12 months from identification.	❑ 3. States resolve: ❑ Existing SSCs by December 2017; ❑ Newly identified SSCs within 6 months from the date of its official publication by ICAO.	By end of 2017

ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
❑ 4. States abide by the timelines and provide resources for implementation of ICAO/State Plans of Action by July 2013.	❑ 4. States abide by the timelines and provide resources for implementation of ICAO/State Plans of Action ❑ All States to have accepted ICAO Plans of Action by 2019; and ❑ abide by the timelines and provide resources for their implementation by 2022.	By end of 2022

ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
❑ 5. Progressively increase the Effective Implementation (EI) score of ICAO's USOAP results to no less than 60%	❑ 5. States progressively increase the Effective Implementation (EI) percentage under the ICAO USOAP such that States with:	By end of 2022
❑ 35% or 19 States of all African States by the end of 2013,	❑ EI < 60% attain 60% by 2020;	
❑ 70% or 38 States of all African States by the end of 2015; and	❑ 60% ≤ EI ≤ 70% attain 80% by 2022;	
❑ 100% or 54 of all African States by the end of 2017.	❑ 70% < EI attain 95% by 2028.	

ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
❑ 6. Implement State Safety Programmes (SSP) and ensure that all Service Providers implement a Safety Management System (SMS) by the end of 2015.	❑ 6. For the purposes of SSP/SMS Implementation, all States:	
	❑ to have a Sustainable SSP established, addressing all pre-requisites;	By end of 2022
	❑ to have an Effective SSP with appropriate maturity level established;	By end of 2025
	❑ to contribute information on safety risks, including SSP SPIs, to the RASG-AFI;	By end of 2022
	❑ with a safety margin of at least 10%, and an Effective SSP, to actively engage in RASG-AFI safety risk management activities (analysis of safety risks, design and implementation of risk mitigation actions).	By end of 2022

ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
☐ 7. Certify all International Aerodromes by the end of 2015.	☐ 7. All International Aerodromes to be certified by 2022	By end of 2022
	☐ At least one international aerodrome in every State to be certified;	By end of 2020
	☐ All airport operators to participate in the ICAO recognized industry assessment programme for airports (APEX)	By end of 2020
	☐ At least one international aerodrome in every State to establish a Runway Safety Team (RST).	By end of 2020

ABUJA SAFETY TARGETS	RE-FORMULATED ABUJA SAFETY TARGETS	REVISED DEADLINE
☐ 8. Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification by the end of 2015.	☐ 8. Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification: ☐ All States to establish an appropriate framework for recognition of IATA operational safety audit (IOSA) and IATA Standard Safety Assessment (ISSA) as effective safety mechanisms; ☐ All African airlines to obtain IOSA or ISSA certification, as appropriate, by the end of 2020.	By end of 2020

Recommendations

The Symposium is invited to:

- **Consider the revised Abuja Safety Targets as reformulated; and**
- **Provide comments as required.**

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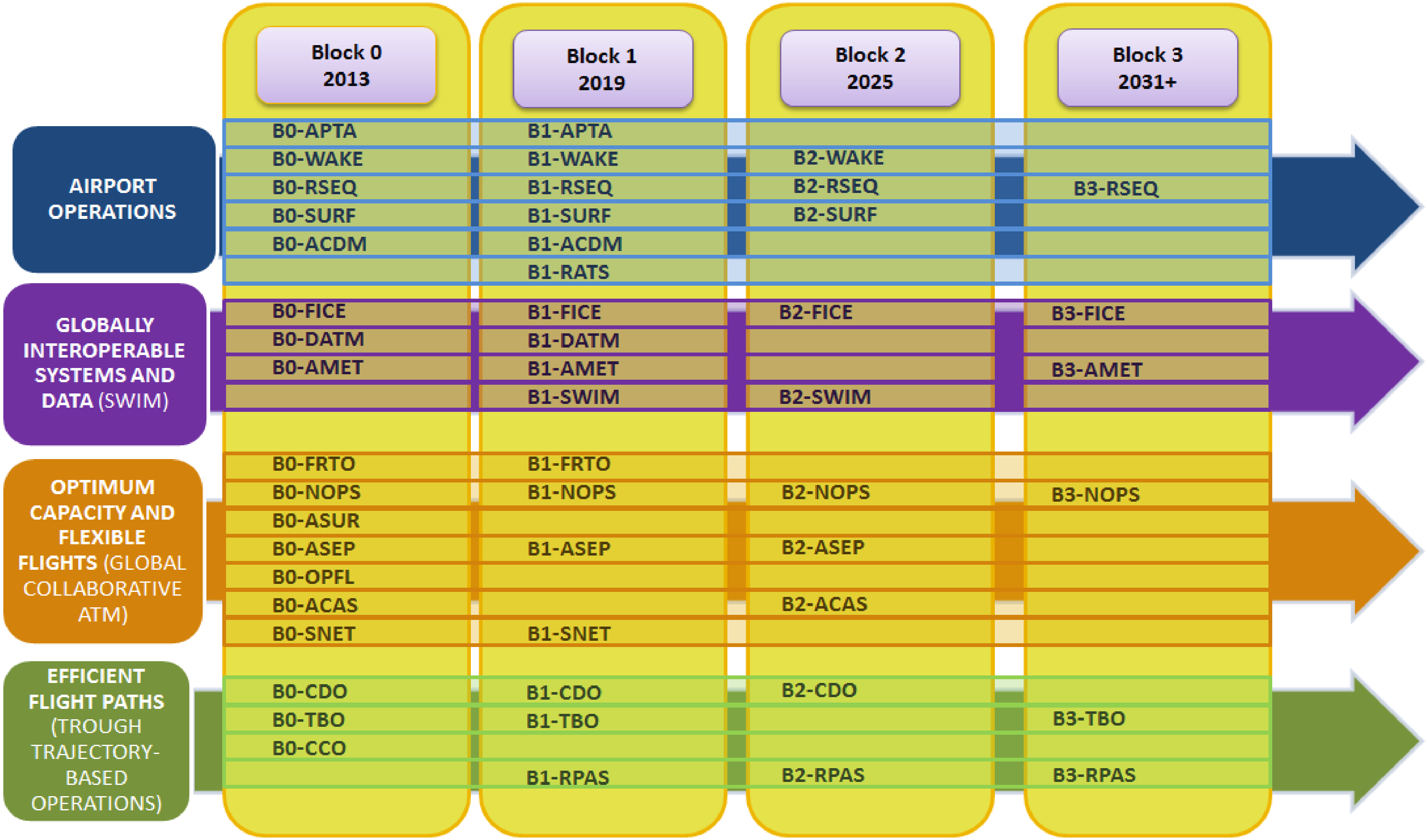
Plan

- **Introduction**
- **AFI ANS Key Performance Indicators and Targets adopted by APIRG/20 as revised by the RASG-AFI Steering Committee Third Meeting**
- **Recommendations**

GANP Timelines



	Block 0 2013	Block 1 2019	Block 2 2025	Block 3 2031+
AIRPORT OPERATIONS	B0-APTA	B1-APTA		
	B0-WAKE	B1-WAKE	B2-WAKE	
	B0-RSEQ	B1-RSEQ	B2-RSEQ	B3-RSEQ
	B0-SURF	B1-SURF	B2-SURF	
	B0-ACDM	B1-ACDM		
		B1-RATS		
GLOBALLY INTEROPERABLE SYSTEMS AND DATA (SWIM)	B0-FICE	B1-FICE	B2-FICE	B3-FICE
	B0-DATM	B1-DATM		
	B0-AMET	B1-AMET		B3-AMET
		B1-SWIM	B2-SWIM	
OPTIMUM CAPACITY AND FLEXIBLE FLIGHTS (GLOBAL COLLABORATIVE ATM)	B0-FRTO	B1-FRTO		
	B0-NOPS	B1-NOPS	B2-NOPS	B3-NOPS
	B0-ASUR			
	B0-ASEP	B1-ASEP	B2-ASEP	
	B0-OPFL			
	B0-ACAS		B2-ACAS	
	B0-SNET	B1-SNET		
EFFICIENT FLIGHT PATHS (TROUGH TRAJECTORY-BASED OPERATIONS)	B0-CDO	B1-CDO	B2-CDO	
	B0-TBO	B1-TBO		B3-TBO
	B0-CCO			
		B1-RPAS	B2-RPAS	B3-RPAS

TARGETS	TIMELINES					ANS AREAS INVOLVED					
	2016	2017	2018	2019	2020	AGA	ATM	AIM	SAR	CNS	MET
OPERATIONAL TARGETS BY 31 DECEMBER 2020											
1. Reduce the number of loss of separation occurrences due to ANS infrastructure deficiencies by 50%	X	X	X	X	X		X			X	
2. Reduce the number of aircraft accidents related to ATM safety by 50%	X	X	X	X	X		X				
3. Reduce the number of uncoordinated flights by 50%	🟦	🟦	🟦	🟦	🟦		🟦			🟦	
INSTITUTIONAL TARGETS 100% BY 31 DECEMBER 2018											
At national level											
4. Implement ICAO Aviation System Block Upgrades (ASBUs)											
• Implement Priority ASBU Block-0 Modules by 2018	X	X	X			X	X	X	X	X	X
• Establish and update national PBN plans by 2016	X						X				
• Implement all applicable elements of PBN by 2018	X	X	X				X				
• Implement Continuous Descent Operations/Continuous Climb Operations (CDO/CCO) by 2018	X	X	X				X				
5. Reduce CO_2 Emissions											
• Establish CO2 emissions reduction action plans by December 2016	X						X				X
• Implement mitigation measures	X	X	X				X				X
6. Assess and manage risks											
• Establish effective and operational Search and Rescue (SAR) organization by 31 December 2016	X								X		
• Establish aerodrome emergency plans	X	X	X			X					
• Establish wildlife management systems	X	X	X			X					
• Establish ANS human resource management system	X	X	X			X	X	X	X	X	X
At regional level											
7. Integrate ANS systems by 31 December 2018											
• Implement digital ATS coordination	X	X	X				X			X	
• Implement en-route data link applications	X	X	X				X			X	
• Implement ANS Quality Management Systems (QMS)	X	X	X					X			X
8. Increase harmonization between ANS operations and regulations by 31 December 2016											
• Implement seamless ANS along Air Traffic Flows (AFI Single Sky)	X					X	X	X	X	X	X

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS TARGETS	REVISED DEADLINE
☐ 9. All States to establish effective and operational SAR organization by: ☐ Developing SAR National Plan; and ☐ Concluding SAR Agreements/ MoUs).	☐ 9. All States to establish an effective and operational SAR organization: ☐ Development of a National SAR Plan by end of 2018; ☐ Conclusion of SAR Agreements/ MoUs with all neighbouring States by end of 2018; ☐ *Organisation of multi-agency, multi-State and combined Regional SAR exercises to test SAR systems in place involving as many SAR units as practicable by end of 2019.*	**By end of 2019**

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS TARGETS	REVISED DEADLINE
☐ 10. States to implement the transition from AIS to AIM.	☐ 10. All States to implement the transition from AIS to AIM: ☐ Development of a National Action Plan By end of 2018; ☐ Implementation of the National Action Plan in accordance with the ASBU Block 0 D-ATM by end of 2020.	By end of 2020

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS TARGETS	REVISED DEADLINE
☐ 11. All States to implement PBN procedures for all instrument runways.	☐ 11. All States to implement PBN procedures for all instrument runways. ☐ 75% of Instrument Runways to have PBN procedures by end of 2020; ☐ 100% of Instrument Runways to have PBN Procedures by end of 2025.	By end of 2025

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS TARGETS	REVISED DEADLINE
❑ **12. All States to reduce airproxes due to loss of separation.**	❑ **12. All States to continuously reduce the rate of aircraft proximity (AIRPROX) occurrences in their managed airspace to attain and maintain a level of zero (0) AIRPROX.**	**By end of 2020**

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS TARGETS	REVISED DEADLINE
❑ 13. All States to establish seamless Air Navigation Services.	❑ 13. All States to establish seamless Air Navigation Services. ❑ All States to Increase harmonization and seamless ANS along major air traffic flows (AFI Seamless Sky) by 2024.	By end of 2024

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS AND TARGETS	REVISED DEADLINE
☐ 14. All States to implement ASBU B0 Modules	☐ 14. All States to implement ASBU B0 Modules:	By end of 2020
	☐ All States to develop National ASBU Plan by end of 2018.	

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS TARGETS	REVISED DEADLINE
☐ 15. States to develop and implement a National Plan for the reduction of CO2 emissions due to international civil aviation	☐ 15. All States to develop and implement a National Plan for the reduction of CO2 emissions due to international civil aviation: ☐ develop a National Plan for CO2 reduction by end of 2020; ☐ full implementation of the National Plan by 2022	By end of 2022

APIRG DECISION 20/04 (AFI ANS TARGETS)	RE-FORMULATED ANS TARGETS	REVISED DEADLINE
☐ 16. All ANSPs to participate in the Africa ANSP Peer Review Programme	☐ 16. All ANSPs to participate in the Africa ANSP Peer Review Programme ☐ All ANSPs to effectively participate in the African ANSP Peer Review Programme by 2019. ☐ All ANSPs to Implement the African ANSP Peer Review recommendations by 2022.	By end of 2022

Recommendations

The Symposium is invited to:

- **Consider the AFI ANS Targets adopted by APIRG/20, as reformulated in view of their consolidation with the revised Abuja Safety Targets;**
- **Recommend that the revised ANS Targets be referred to APIRG for endorsement and necessary alignment; and**
- **Provide comments as required.**

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South American (SAM) Office Lima

ICAO Headquarters Montreal

Western and Central African (WACAF) Office Dakar

European and North Atlantic (EUR/NAT) Office Paris

Middle East (MID) Office Cairo

Eastern and Southern African (ESAF) Office Nairobi

Asia and Pacific (APAC) Office Bangkok

Thank You