



**Twenty First Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/21)
(Nairobi, Kenya, 9 – 11 October 2017)**

FRAMEWORK FOR THE REVISION OF THE ABUJA SAFETY TARGETS AND INCORPORATION OF AFI AIR NAVIGATION SERVICES PERFORMANCE INDICATORS (ANS PIs).

ABUJA SAFETY TARGET	Status of Implementation	Recommended Action (Revision of deadline/Target Re- Formulation/Sustain achievement)	References (GASP/GANP/NCLB/ RANP/APIRG/RASG- AFI/AFI DGCA, etc)	Revised Deadline	Re-formulated Target
<p>1. Progressively reduce the African accident rate to be in line with the global average by the end of 2015.</p> <ul style="list-style-type: none"> ▪ Reduce runway related accidents and serious incidents by 50% by the end of 2015. ▪ Reduce controlled flight into terrain (CFIT) related accidents and serious incidents by 50% by the end of Dec 2015 	<p>Targets met:</p> <p>Runway Related Accidents & serious incidents had a rate of 6.8 accidents per million sectors in 2012 and 2.8 by end of 2015 i.e. 59% reduction. (Source: IATA)</p> <p>CFIT related Accidents & serious Incidents had a rate of 1.2 per million sectors in 2012 and went down to 0 in 2015 i.e. 100% reduction. (Source: IATA)</p> <p>LOC-I related accidents & serious incidents had a rate</p>	<p>Sustain achievement and call for further reduction by 50% as applicable</p> <p>Include target on Fatal accidents to reflect NCLB aspirational goal.</p>	<p>GASP: Near-term Objective 2022</p> <p>NCLB: No fatal accidents in commercial scheduled flights by 2025</p>	<p>By end of 2022</p>	<p>1. Progressively reduce the African accident rate from 8.6 to 2.5 per million departures by the end of 2022, with focus on:</p> <ul style="list-style-type: none"> ▪ runway related accidents and serious incidents (Runway Excursion, RE). ▪ controlled flight into terrain (CFIT) related accidents and serious incidents. ▪ Loss of Control In-flight (LOC-I) related accidents and serious incidents. ▪ Achieve and maintain zero fatalities in

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<ul style="list-style-type: none"> ▪ Reduce Loss of Control In-flight (LOC-I) related accidents and serious incidents by 50% by the end of Dec 2015 	<p>of 2.25 per million sectors in 2012 and went down to 0.80 by end of 2015 i.e. 64% reduction. (Source: IATA)</p>				aircraft accidents by
<p>2. Establish and strengthen autonomous Civil Aviation Authorities 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</p>	<p>Comprehensive data on status of CAAs not available. However, at least the twenty-seven (27) CAAs of States that have attained the 60% EI Target, amongst the fifty-two (52) audited African States, are effectively autonomous.</p>	<p>Maintain target as it is still relevant as an enabler for SARPs implementation and effective oversight.</p> <p>Autonomy and Delegation of functions to RSOOs as separate targets to avoid inference that autonomous CAAs are not to use RSOOs.</p>	<p>NCLB: No country without an autonomous and effective CAA by 2025</p>	<p>By end of 2022</p>	<p>2. All States establish and strengthen autonomous Civil Aviation Authorities with independent regulatory oversight, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry by 2022.</p> <ul style="list-style-type: none"> ▪ States that need support in areas with safety margins below zero, to use a regional safety oversight organization's or another State's ICAO-recognized functions by 2020. ▪ States effectively exercise the safety oversight functions with a positive safety margin

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					<p>of at least 10% in all areas by 2022.</p> <ul style="list-style-type: none"> ▪ 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.
<p>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.</p> <ul style="list-style-type: none"> ▪ Existing by July 2013; ▪ Any newly identified within 12 months from identification. 	<p>Target not met</p> <p>2012 - 2017:</p> <ul style="list-style-type: none"> ▪ 20 SSCs found in 13 States; ▪ 17 resolved in 10 States. ▪ 3 SSCs still exist in 3States. ▪ Most exceeded 12 month deadline 	<p>Sustain achievement.</p> <p>Explore all possible means to resolve SSCs (i.e. RSOOs platform, AFI-CIS, Third party intervention, etc.).</p> <p>Although 12 month deadline was not met in most cases, lessons have been learnt to allow for tighter deadline (3 months) given the gravity of such occurrences.</p>	<p>NCLB: No country with significant safety concerns</p>	<p>By end of 2017</p>	<p>3. States resolve:</p> <ul style="list-style-type: none"> ▪ Existing SSCs by December 2017; ▪ Newly identified SSCs within 6 months from the date of its official publication by ICAO.
<p>4. Abide by the timelines and provide resources for implementation of ICAO/State Plans of</p>	<p>Thirty-five (35) States have accepted ICAO Plans of Action and are at different stages of implementation</p>	<p>Require that all States have tailored ICAO Plans of Action and implement them accordingly, in order</p>			<p>4.. States abide by the timelines and provide resources for implementation of ICAO/State Plans of</p>

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Action by July 2013.	(Source: AFI Plan)	to reflect the NCLB initiative.		By end of 2019 By end of 2022	Action <ul style="list-style-type: none"> ▪ All States to have accepted ICAO Plans of Action by 2019 and ▪ abide by the timelines and provide resources for their implementation.
5. Progressively increase the Effective Implementation (EI) score of ICAO's USOAP results to no less than 60% (35% or 19 States of all African States by the end of 2013, 70% or 38 States of all African States by the end of 2015 and 100% or 54 of all African States by the end of 2017).	Target not met <ul style="list-style-type: none"> ▪ 2012: 14 States with EI above 60% (27% of States) ▪ Oct 2017: 27 States or 52% of the Audited states achieved EI above 60% 	Reformulation of target to cover States below as well as those above 60% EI <ul style="list-style-type: none"> • 	NCLB: No country below 40% EI in any operational or air navigation related field. DGCA/6: by end of 2017	By end of 2022	5. States progressively increase the Effective Implementation (EI) percentage under the ICAO USOAP such that States with: <ul style="list-style-type: none"> ▪ EI < 60% attain 60% by 2020; ▪ 60% ≤ EI ≤ 70% attain 80% by 2022; 70% < EI attain 95% by 2028.
6. Implement State Safety Programmes (SSP) and ensure that all Service Providers implement a Safety Management System (SMS) by the end of 2015.	Target not met <ul style="list-style-type: none"> ▪ Eleven (11) States have initiated SSP implementation with level 2 being the highest attained. ▪ However, none of the forty 	For SSP implementation, all States above 60% EI to use the iSTARS Gap Analysis tool to perform the following: <ul style="list-style-type: none"> • Gap Analysis; • Developing implementation plan; 	GASP: Mid-term Objective by end of 2022. NCLB: No country without relevant data and tools to drive aviation development by	By end of 2022 By end of	6. For the purposes of SSP/SMS Implementation, all States: <ul style="list-style-type: none"> ▪ to have a Sustainable SSP established, addressing all pre-requisites;

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	<p>eight (48) States has attained level 4 SSP implementation</p>	<p>and</p> <ul style="list-style-type: none"> • Benchmark progres. 	<p>end of 2025.</p> <p>DGCA/6: end of 2017</p>	<p>2025</p> <p>By end of 2022</p> <p>By end of 2022</p> <p>By end of 2020</p>	<ul style="list-style-type: none"> ▪ to have an Effective SSP with appropriate maturity level established; ▪ to contribute information on safety risks, including SSP SPIs, to the RASG-AFI; ▪ 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). <p>All Service Providers to use globally harmonized SPIs as part of their SMS.</p>

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7. Certify all International Aerodromes by the end of 2015.	<p>Target not met</p> <p>As of Oct 2017,</p> <ul style="list-style-type: none"> • 37 International Aerodromes certified i.e. 28.% of the total number of 133within AFL. • 8 International aerodromes certified i.e 57 % of the total No. of 14 in MID (Egypt, Libya and Sudan) • 10 International Aerodromes Certified i.e 31% out of 32 in EUR/ NAT (Morocco, Algeria , Tunisia) 	Retain the target and reformulate it to capture the NCLB aspiration on State capacity for certification	<p>NCLB: No country without aerodrome certification capabilities.</p> <p>DGCA/6: end of 2017</p>	<p>By end of 2020</p> <p>By end of 2022</p> <p>By end of 2020</p>	<p>7. All International Aerodromes to be certified by 2022,</p> <ul style="list-style-type: none"> • At least one international aerodrome in every State to be certified; • All airport operators to participate in the ICAO-recognized industry assessment programme for airports (APEX); • At least one international aerodrome in every State to establish a Runway Safety Team (RST).
8. Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification by the end of 2015.	<p>From a total of 20 airlines on the IOSA Registry in 2012 there were 32 airlines on the Registry by end of December 2016. NB two (2) airlines went out of operation along the way</p> <p>However, no State had yet incorporated the IOSA requirement in the</p>	Target to be retained and improved by separating the regulatory Requirement for IOSA and the registry		By end of 2022	<p>8. Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification:</p> <ul style="list-style-type: none"> ▪ All States to establish an appropriate framework for recognition of IATA operational safety audit (IOSA) and IATA

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	regulatory standards. (Source : IATA)				Standard Safety Assessment (ISSA) as effective safety mechanisms; <ul style="list-style-type: none"> ▪ All African airlines to obtain IOSA or ISSA certification, as appropriate, by the end of 2022.

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<p>9. *States to establish effective and operational SAR organization (by:</p> <ul style="list-style-type: none"> • Developing SAR National Plan; and • Concluding SAR Agreements/MoUs). 	<i>New Proposal</i>		GANP:	By end of 2019	<p>9. All States to establish an effective and operational SAR organization:</p> <ul style="list-style-type: none"> • 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.
<p>10. States to implement the transition from AIS to AIM</p>				By end of 2020	<p>10. All States to implement the transition from AIS to AIM:</p>

					<ul style="list-style-type: none"> • 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.
11. All States to implement PBN procedures for all instrument runways.	<i>New Proposal</i>	No instrument runway without a PBN approach	NCLB: Aspirational Goals	By end of 2025	<p>11. All States to implement PBN procedures for all instrument runways.</p> <ul style="list-style-type: none"> • 75% of Instrument Runways to have PBN procedures by end of 2020; • 100% of Instrument Runways to have PBN Procedures by end of 2025.
12. All States to reduce airproxes due to loss of separation	<i>New Proposal</i>			By end of 2020	<p>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.</p>
13. All States to establish seamless Air Navigation Services	<i>New Proposal</i>			By end of 2024	<p>13. All States to establish seamless Air Navigation Services.</p> <ul style="list-style-type: none"> • All States to Increase

					harmonization and seamless ANS along major air traffic flows (AFI Seamless Sky) by 2024.
<i>14. All States to implement ASBUs</i>	<i>New Proposal</i>		GANP:	By end of 2020	14. All States to implement ASBU B0 Modules: <ul style="list-style-type: none"> ▪ All States to develop National ASBU Plan by end of 2018.
<i>15. States to develop and implement a National Plan for the reduction of CO₂ emissions due to international civil aviation</i>	<i>New Proposal</i>			By end of 2022	15. All States to develop and implement a National Plan for the reduction of CO ₂ emissions due to international civil aviation: <ul style="list-style-type: none"> ▪ develop a National Plan for CO₂ reduction by end of 2020; • full implementation of the National Plan by 2022
<i>16. **All State ANSPs participate in the African ANSP Peer Review Programme</i>	<i>New Proposal</i>			By end of 2022	16. All ANSPs to effectively participate in the African ANSP Peer Review Programme by 2019. <ul style="list-style-type: none"> • All ANSPs to Implement the African ANSP Peer Review recommendations by 2022.

<p>17. <i>**All States to complete the process for solemn Declaration of commitment for the establishment of a Single African Air Transport Market (Yamoussoukro Decision)</i></p>	<p>New Proposal <i>20 States have signed Solemn Declaration to implement YD</i></p>		<p>NCLB: No country without having a minimum level of air connectivity by 2025.</p>	<p>By end of 2020</p>	<p>17. .All States to complete the process for solemn Declaration of commitment for the establishment of a Single African Air Transport Market (Yamoussoukro Decision):</p> <ul style="list-style-type: none"> ▪ to sign the solemn Declaration of commitment to the full implementation of the Yamoussoukro Decision (YD) and the Single African Air Transport Market (SAATM). ▪ to meet the ICAO technical safety requirements by 2020;
<p>NB. * AFI ANS KPIs and Targets newly incorporated ** Completely New</p>					