INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty-Fifth Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/25) & Eighth Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/8) – Joint sessions

7 - 11 November 2022

Agenda Item 3: APIRG and RASG-AFI Coordination

Alignment of the Abuja Safety and the Air Navigation Targets with the goals and targets of the ICAO Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP)

(Presented by AFCAC Secretariat)

SUMMARY

This Working Paper presents progress made in the review and alignment of the Abuja Safety and Air Navigation targets with the ICAO GASP and GANP, respectively.

Action required: Actions required are provided in paragraph 4 of this Working Paper.

REFERENCE(S):
- Abuja Declaration on Aviation Safety in Africa;
- Revised Abuja Safety Targets incorporating AFI ANS Performance Indicators;
- ICAO Doc 10004 - GASP 2020-2022 and
- ICAO Doc 9750 – GANP (6th edition).
- Reference framework of the Basic Building Blocks (BBBs)
  https://www4.icao.int/ganpportal/BBB
- Aviation System Block Upgrade (ASBU) Reference Framework
  https://www4.icao.int/ganpportal/ASBU
- Electronic Air Navigation Plan (e-ANP) Volumes I, II and III

1. Introduction

1.1 The Abuja Safety Targets (ASTs) are high level safety targets established to assist African States to proactively ensure aviation safety. These targets were adopted by the African Ministers responsible for aviation in Abuja, Nigeria, in July 2012.

1.2 On the other hand, the ICAO Global Aviation Safety Plan (GASP) also contains global targets aimed at continuously reducing fatalities, and the risk of fatalities, by guiding the development of a harmonized aviation safety strategy, developing and implementing regional and national aviation safety plans. The GASP incorporates guidelines and a structure by which States, groups of States or entities within a region identify hazards and mitigate operational safety risks through the assistance of regional aviation safety groups (RASGs) as well as regional coordination.

1.3 RASC/8 – Decision 8/02 related to "Review of the Abuja Safety Targets" – states that:-
   a) The Secretariat (ICAO) coordinate the revision of the Abuja safety targets to align with the current ICAO Global Plans targets/goals or requirements;
   b) the RASG-AFI Aviation Safety Report Team (ASRT) be tasked with:
      i. Carrying out a comprehensive review of the Abuja Safety Targets and Action Plan in light of the provisions of the ICAO Global Aviation Safety Plan (Doc 10004);
      ii. Analyzing existing Projects/Programmes addressing/referring to aviation safety targets; and
      iii. Developing proposals for a suitable and consistent aviation safety performance framework to be used by States and Regional Institutions and Organizations.

1.4 In line with RASC/8 – Decision 8/02 and RASG-AFI/7 Conclusion 7/07, AFCAC in collaboration with ICAO WACAF & ESAF reviewed the ASTs in order to ensure alignment with ICAO GASP, GANP and best practices and this WP provides an update of the progress made.

2 Discussion

   a) At the combined meeting held virtually from 23 November to 2 December 2020, the APIRG/23 and RASG-AFI/6 Conclusion 2/07 identified the need to review and align the Abuja Safety and Air Navigation Targets with the ICAO Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP), respectively, and further tasked AFCAC and ICAO to lead the review process. The aim was to ensure harmonization and to expedite implementation of the Abuja Safety and ANS targets in Africa.

   b) The GANP which was amended in 2020 provides a series of operational improvements to increase capacity, efficiency, predictability, and flexibility while ensuring interoperability of systems and data as well as harmonization of procedures.

   c) The proposed amendments of the ASTs took into consideration the following:-

      o review of the global progress made in improving aviation safety performance and in the implementation of SSP/Safety Management Systems (SMS), as well as any relevant risk mitigations;
      o recommendations by RASG-AFI and APIRG, such as the need to establish and implement automated safety data collection and information sharing tools consistent with AFCAC's Mechanism for Monitoring Implementation of Safety Systems & Initiatives;

> o lessons learnt by States, regions and industry;
> o operational and technological matters which may affect the global aviation safety roadmap; and
> o amendments to the ICAO GASP and GANP.

d) Refer to attachment A showing proposed amendments to the Abuja Safety & ANS Targets.

3   Conclusion

a) The proposed amendments are consistent with the ICAO GASP and GANP goals and targets and international best practices.

b) There is a need for further collaboration between AFCAC and ICAO, including joint planning of technical assistance activities, resource optimization and capacity building for the benefit of member States, to ensure the on-going implementation of the Abuja Safety and ANS Targets as aligned with the ICAO GASP and GANP.

4   Action required

The Meeting is invited to:

a) Note the need to continuously ensure the alignment of Abuja Safety and Air Navigation Targets with the ICAO GASP and GANP, respectively, and their subsequent amendments within their respective cycles (triennium);
b) Endorse the proposals for amendment of the Abuja Safety and Air Navigation Targets as provided in the Appendix to this Working Paper;
c) Direct RASG-AFI to further develop and implement the Regional Aviation Safety Plan for Africa-Indian Ocean Region (AFI-RASP), through its relevant Safety Support Teams (SSTs);
d) Urge member States to include implementation of the GASP goals and targets and the Abuja Safety and ANS targets in their National Aviation Safety Plans.

ATTACHMENT A

Proposed Amendments to the Abuja Safety and Air Navigation Targets

Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
1. **Progressively reduce the African accident rate from 8.6 to 2.5 per million departures by the end of 2022, with focus on:** ▪ **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 aircraft accidents.**	ICAO Doc 10004 – GASP, 2023–2025 Edition; **Goal 1:** Achieve a continuous reduction of operational safety risks, Target 1.1: Maintain a decreasing trend of global accident rate.	**Goal 1:** Achieve a continuous reduction of operational safety risks. **Target 1.1**: Progressively maintain a decreasing trend of African accident rate from 1.53 per million departures in 2021, as baseline, with focus on the Regional High Risk Categories of Occurrences (R-HRCs): ▪ Runway related accidents and serious incidents (Runway Excursion, RE). ▪ Runway related accidents and serious incidents (Runway Incursion, RI). ▪ Controlled Flight Into Terrain (CFIT) related accidents and serious incidents. ▪ Loss of Control In-flight (LOC-I) related accidents and serious incidents. ▪ Mid-Air Collison (MAC) ▪ Achieve and maintain zero fatalities in aircraft accidents.	• Number of accidents per million departures (accident rate). • Number of fatal accidents per million departures (fatal accident rate). • Percentage of occurrences related to regional high-risk categories (R-HRC). • % of International airports with established RST. • Number of AIRPROX Occurrences recorded.
2. **All States establish and strengthen autonomous Civil Aviation Authorities with independent regulatory**	ICAO Doc 10004 – GASP, 2023 – 2025 Edition;	**Goal 2:** Strengthen States' safety oversight capabilities,	• Number of States that met the EI score as per the timelines.

Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
oversight, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry by 2022. ▪ **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 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.**	**Goal 2:** Strengthen States' safety oversight capabilities, Target 2.1: All States to improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system (with focus on priority PQs) as follows: a) by 2024 – 75 per cent EI score b) by 2026 – 85 per cent EI score c) by 2030 – 95 per cent EI score.	**Target 2.1**: All States to improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system (with focus on priority PQs) as follows: a) by 2024 – 75 per cent EI score b) by 2026 – 85 per cent EI score c) by 2030 – 95 per cent EI score; and d) establish processes/mechanisms for early identification of potential SSCs and avoidance of their emergence. Resolve newly identified SSC within 6 months from the date of its official publication by ICAO. .	• Percentage of completed CAPs per State (using OLF). • Number of States that have fully implemented the priority PQs • Number of potential SSCs avoided before their identification by a USOAP CMA activity. • Number of SSCs resolved within 6 months from the date of its official publication by ICAO.
	ICAO Doc 10004 – GASP, 2023 – 2025 Edition; **Goal 3:** Implement effective State safety programmes (SSPs), Targets 3.1: By 2023, all States to implement the foundation of an SSP.	**Goal 3:** All States to implement effective State safety programmes (SSPs). **Target 3.1**: By 2023, all States to implement the foundation of an SSP;	• Number of States having implemented the foundation of an SSP. • Percentage of required CAPs related to the SSP foundation PQs submitted by States (using OLF)

Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
	3.2: By 2024, all States to publish a national aviation safety plan (NASP). 3.3: All States to work towards an effective SSP as follows: a) by 2025 – Present[1] b) by 2028 – Present and effective.	**Target 3.2**: By 2024, all States to publish a national aviation safety plan (NASP). **Target 3.3**: All States to work towards an effective SSP as follows: a) by 2025 – Present[2] b) by 2028 – Present and effective. [1] The terms "present" and "present and effective" are based on the maturity levels established in the ICAO SSP Implementation Assessment (SSPIA).	• Number of States having published their NASP. • Number of States having an SSP that is present • Number of States having an SSP that is present and effective • Number of States that require applicable service providers under their authority to implement an SMS
	ICAO Doc 10004 – GASP, 2020-2022 Edition; **Goal 4:** Increase collaboration at the regional level, Target 4.1: By 2023, States that do not expect to meet GASP Goals 2 and 3 to seek assistance to	**Goal 4**. All States to Increase collaboration at the regional level:- **Target 4.1**: By 2023, States that do not expect to meet Goals 2 and 3, to seek assistance to strengthen their safety oversight capabilities or facilitate SSP implementation.	• Number of States that received assistance. • Number of States offered assistance activities by Other States/RSOOs/ RAIOS • An updated AFI-RASP published.

[1] The terms "present" and "present and effective" are based on the maturity levels established in the ICAO SSP Implementation Assessment (SSPIA).
[2] The terms "present" and "present and effective" are based on the maturity levels established in the ICAO SSP Implementation Assessment (SSPIA).

Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
	strengthen their safety oversight capabilities or facilitate SSP implementation. Target 4.2: By 2023, all regions to publish an updated regional aviation safety plan (RASP), in line with the 2023-2025 edition of GASP. Target 4.3: By 2025, all States to contribute information on operational safety risks, including SSP safety performance indicators (SPIs), and emerging issues, to their respective regional aviation safety group (RASG).	Target 4.2: By 2023, publish an updated regional aviation safety plan for the RASG-AFI (AFI-RASP), in line with the 2023-2025 edition of GASP. Target 4.3: By 2025, all States to contribute information on operational safety risks, including SSP safety performance indicators (SPIs), and emerging issues, to their respective regional aviation safety group (RASG).	• Number of States that are sharing their SSP SPIs with the RASG-AFI. • Percentage of safety enhancement initiatives completed by the RASG-AFI Region on safety risk management. • A mechanism to collect and process data on operational safety risks and emerging issues established by the RASG-AFI Region.

Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
	ICAO Doc 10004 – GASP, 2020-2022 Edition; **Goal 5:** Expand the use of industry programmes and safety information sharing networks by service providers. Target 5.1: Maintain an increasing trend in industry's contribution in safety information sharing networks to States and regions to assist in the development of NASPs and RASPs.	**Goal 5:** Expand the use of industry programmes and safety information sharing networks by service providers.: **Target 5.1**: Maintain an increasing trend in industry's contribution in safety information sharing networks to States and regions to assist in the development of NASPs and RASPs. **Target 5.2**: By 2025, increase the number of service providers participating in the corresponding ICAO recognized industry assessment programmes (e.g. IOSA, ISSA, etc.).	• Number of States in the RASG-AFI region reporting increased and improved provision of safety information by industry to assist in the development of NASPs and AFI-RASP. • AFI-RASP developed in consultation with industry. • Number of States having established safety data collection and processing systems (SDCPS) to facilitate participation in a safety information-sharing network. • Number of service providers participating in the corresponding ICAO recognized industry assessment programmes. • Number of service providers contributing to a Safety Data Collection and Processing Sysytem (SDCPS) or a safety information sharing network.
	ICAO Doc 10004 – GASP, 2023-2025 Edition;	**Goal 6:** All States to ensure the appropriate infrastructure is available to support safe operations:-	

Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
	Goal 6: Ensure the appropriate infrastructure is available to support safe operations, Target 6.1:By 2025, maintain an increasing trend of States with air navigation and aerodrome infrastructure that meets relevant ICAO Standards.	**Target 6.1**: By 2025, maintain an increasing trend of States with air navigation and aerodrome infrastructure that meets relevant ICAO Standards.	• Number or percentage of infrastructure-related air navigation deficiencies reported by State, against the regional air navigation plans. • Number or percentage of States having implemented infrastructure-related PQs linked to the basic building blocks.
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.**	Best Practise	**Goal 7:** States abide by the timelines and provide resources for implementation of ICAO/State Plans of Action. **Target 7.1**: All States to have accepted ICAO Plans of Action by 2023; and **Target 7.2**: Abide by the timelines and provide resources for their implementation 2025. Motivation:- State to reaffirm commitment to ICAO/ State Plans of Action	• Number of States that have accepted ICAO Plans of Action. • Number of States that have fully implemented the ICAO Plans of Action.
5. **States progressively increase the Effective Implementation (EI) percentage under the ICAO USOAP such that States with:**	-	Delete target as it is incorporated in the new target # 2	

Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
▪ **EI < 60% attain 60% by 2020;** ▪ **60% ≤ EI ≤ 70% attain 80% by 2022;** ▪ **70% < EI attain 95% by 2028.**			
6. **For the purposes of SSP/SMS Implementation, all States:** ▪ **to have a Foundation SSP established, addressing all pre-requisites;** ▪ **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 positive safety margin, 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).** ▪ **All Service Providers to use globally harmonized SPIs as part of their SMS.**	ICAO Doc 10004 – GASP Chapter 4 (GASP GOALS, TARGETS AND INDICATORS)	Delete target as it is incorporated in the new target # 3	
7. **All International Aerodromes to be certified by 2022,** • **At least one international aerodrome in every State**	ICAO GASP; APIRG Conclusion 22/18;	**Goal 8:** All International Aerodromes to be certified by 2025, **Target 8.1**: At least one international aerodrome in every State to be certified by end of 2024;	• Number of States that have certified at least one international aerodrome.

Abuja Safety Target	GASP/ GANP/ Other Reference	Proposed Amendment Text	Proposed Indicators
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 2022;** • **At least one international aerodrome in every State to establish a Runway Safety Team (RST) by end of 2020.**		**Target 8.2**: At least one international aerodrome in every State to establish a Runway Safety Team (RST) by end of 2024.	• Number of States that have established a Runway Safety Team (RST) at least at one international aerodrome.
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 2022.**	Best Practise	▪ Target captured in new target # 5 above.	

Air Navigation (ANS) Target	GASP/ GANP/ Other Reference	Proposed Amendment	Proposed Indicators
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 neighboring 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.	GANP – BBB Framework **GADS** GADS B1/2 COMS B0/2 ASUR B0/1 ASUR B1/1 COMI B0/5 COMI B1/3 COMI B1/2	AFI region to develop an AFI Regional SAR Plan by end of 2022. All States to establish an effective and operational SAR organization: • Establish National SAR Coordination Committee by end of June 2022. • Development of a National SAR Plan by end of 2022; • Conclusion of SAR Agreements/ MoUs with all neighboring States by end of 2023; • 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 2022. • Establish cooperative link to the GADSS by end of 2022.	Improved SAR System at National and regional level: • % Of Approved National SAR Plans • % Of SAR LOA signed between States • No. Of SAREX conducted • % of States implemented cooperative links to GADSS **Elements** GADS GADS B1/2 – Contact directory service COMS B0/2 – ADS-C (FANS) 1/A) for procedural airspace ASUR B0/1 – Automatic Dependent Surveillance – Broadcast (ADS-B) ASUR B1/1 – Reception of aircraft ADS-B signals from space (SB ADS-B)

			COMI B0/5 – Satellite communications (SATCOM) Class C Data COMI B1/3 – SATCOM Class B Voice and Data COMI B1/2 – PBCS approved ADS-C (FANS /A+) for procedural airspace
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.**	ICAO GANP – BBB Framework	All States to implement the transition from AIS to AIM:- • Development of a National Action Plan By end of 2024; • Implementation of the National Action Plan in accordance with the ASBU Block 0 D-ATM by end of 2026.	• Number of National Action Plans submitted; • Number of National Action Plans consistent with relevant ASBU modules
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.**	GANP – APTA Elements B0/1 and B0/2 Improve arrival and departure operations	All States to implement PBN procedures for all instrument runways. • 75% of Instrument Runways to have PBN procedures by end of 2023; • 100% of Instrument Runways to have PBN Procedures by end of 2025.	**Block 0** **Terminal Area Arrival and Departure Procedures:** Enhanced STARS and SIDS with altitude constraints along the lateral path improve ATC management, and further support operational efficiency by providing vertical profiles that all aircraft can follow. **Approach Procedures** Performance based aerodrome operating minima Dependencies/Relations:

			NAVS-B0/3 Aircraft Based Augmentation Systems (ABAS) AMET-B0/1 Meteorological observations products AMET-B0/2 - Meteorological forecast and warning products (PBAOM) allows for implementation of vertically guided approaches at a wider range of aerodromes and facilitates a phased approach to improvement in approach capabilities. Advanced aircraft with technology such as Enhanced Vision Systems (EVS) benefit from operational credits to continue operations below normal minima. Dependencies/Relations: NAVS-B0/3 Aircraft Based Augmentation Systems (ABAS) AMET-B0/1 Meteorological observations products AMET-B0/2 - Meteorological forecast and warning products
12. All States to progressively reduce the rate of aircraft proximity (AIRPROX) occurrences in their managed airspaces by at least 50% annually from Dec. 2017 baseline, in order to attain and maintain a level of zero (0) Airprox by	GANP – ACAS Elements B1/1 APTA Elements B0-8 SNET Elements B0-4and B1/ 1-2 FRTO B0/1-4	All States to progressively reduce the rate of aircraft proximity (AIRPROX) occurrences in their managed airspaces by at least 50% annually from Dec. 2017 baseline, in order to attain and maintain a level of zero (0) AIRPROX occurrences by correspondingly reducing errors in the following contributive factors:	Reduction in reported ATM related incidents: • % of Large Height Deviation reports • % of Coordination Failure reports • % of Implementation of safety nets in ATM systems reports

corresponding reducing errors in the following contributive factors: • **Co-ordination between ATS Units (50%);** • **Airspace Organization and ATC Procedures (50%);** • **Mobile Communications (50%)** • **Poor Crew Discipline on board aircraft (50%)**	FRTO B1/1-7	• Co-ordination between ATS Units (50%); • Airspace Organization and ATC Procedures (50%); • Mobile Communications (50%) • Poor Crew Discipline on board aircraft (50%)	• % of Communication failure reports • Improved airspace management and flight trajectories through implementation of FRTO Module: % of implementation by States
13. Establishment of seamless Air Navigation Services in the AFI Region: **a) All States to ensure provision of harmonized Air Navigation Services in terms of flight separation, interoperability of CNS/ATM systems to reduce airspace complexity and achieve seamless operations along major air traffic flows.** **b) Various initiatives formulated by the Regional Economic Communities (RECs) and ANSPs within the AFI Region to be harmonized.**	ICAO GANP; FRTO B0/1-4 FRTO B1/1-7 COMS B0/1-2 COMS B1/1-3 COMS B2/1-3	Establishment of seamless Air Navigation Services in the AFI Region by year 2025:- a) AFCAC in collaboration with AUC to establish an ANS infrastructure gap analysis report – Dec 2023 b) AFCAC in collaboration with AUC and ICAO to develop a Seamless Airspace Masterplan – Dec 2024 c) All States to ensure provision of harmonized Air Navigation Services in terms of flight separation, interoperability of CNS/ATM systems to reduce airspace complexity and achieve seamless operations along major air traffic flows – Dec 2026. d) Various initiatives formulated by the Regional Economic Communities (RECs) and ANSPs within the AFI Region to be harmonized – Dec 2026	• Approved Seamless Airspace Masterplan for Africa; • Number of harmonized Air Navigation Services (1 for each of the 5 AFCAC geographical Regions); • Number of initiatives by RECs and ANSPs for harmonization • Implementation of FRA at regional level • % of Implementation of Flexible use of airspace (FUA) at National and cross border level.
14. All States to implement ASBU B0 Modules: • **All States to develop National ASBU Plan by end of 2018.**	GANP 6th Edition AFI ANP Vol.III	All States to develop National ASBU Plan by end of 2024; • All States to implement National ASBU B0 module by 2025. • All States to implement ASBU B1 Modules by 2028	• % implementation of ASBU B0 Module;

		• All States to implement ASBU B2 Modules by 2030 • All States to implement ASBU B3 Modules by 2036	• % implementation of ASBU B1 Module; • % implementation of ASBU B2; • % implementation of ASBU B3.
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;** A. **full implementation of the National Plan by 2022.**	Annex 16 — Environmental Protection, Volume IV — Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)	All States to endeavor to develop and implement a National Plan for the reduction of CO_2 emissions due to international civil aviation: • develop a National Plan for CO_2 reduction by end of 2023; • full implementation of the National Plan by 2025.	• Number of National Plans for CO2 emissions reduction; • Number of fully implemented National Plans.
16. **All States ensure that their ANSPs effectively participate in the African ANSP Peer Review Programme by:** B. **Joining the programme and having in place, an annual Peer Review plan of activities.** C. **Develop and implement appropriate corrective action plans to satisfactorily address Peer Review recommendations.**	CANSO Standard of Excellence (SoE) in Safety Management Systems (SMS); CANSO SMS Implementation Guide; ICAO Annex 19	All States ensure that their ANSPs effectively participate in the African ANSP Peer Review Programme by: D. All ANSPs to join the Peer Review Program by Dec 2023; E. All ANSPs to successfully go through the Peer Review Program by Dec 2025; F. ALL ANSPs to be at least 60% compliant with SMS requirements by 2023. G. ALL ANSPs to be at least 90% compliant with SMS requirements by 2025.	H. Number of ANSPs party to the Peer Review Program; I. Number of ANSPs that successfully go through the Peer Review Program; J. % compliance with SMS requirements.