



**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
EASTERN AND SOUTHERN AFRICAN OFFICE**

**TENTH MEETING OF THE AERODROME OPERATIONS PLANNING SUB-GROUP  
(AOP/SG/10) (NAIROBI, KENYA, 5-7 AUGUST 2013)**

**Agenda Item 7: High Level Safety Targets-Abuja 2012 Ministerial Conference**

*(Presented by Secretariat)*

**SUMMARY**

This paper presents information related to the decisions of the Abuja Ministerial Conference on aviation safety in Africa held in Abuja, Nigeria 16-20 July 2012 and endorsed by the twenty-second ordinary session of the Executive Council of the AU held in Addis-Ababa 21-25 January 2013. The paper outlines the High Level Safety Targets of which most deal with issues related to aerodrome operations. The targets were formulated by taking into account, both current and emerging issues relating to aviation safety.

**Action by the Meeting:** As indicated in Paragraph 8.

**Strategic objective:**

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**References:**

**Abuja Ministerial Conference Report**

**1. Background**

1.1 The Ministerial Conference on Aviation Safety in Africa was held at the Transcorp Hilton Hotel Abuja, Nigeria, from 16 to 20 July 2012. More than 250 participants attended, representing 38 States and 15 international organizations.

1.2 During this Conference, specific and measurable aviation safety targets were established in order to enhance safety standards and implement all safety initiatives in the region. The Safety Targets with the Plan of Action on Aviation Safety in Africa also included recently identified emerging issues that may threaten aviation safety in the AFI region.

**Safety Targets**

1.3 These targets are considered realistic, achievable and measurable. The focus in their formulation is directed to States for their ownership with the implied involvement of continental/sub-regional bodies, aviation stakeholders and partners.

1.4 Most of ICAO plans of Action specific to states, developed after the Abuja Ministerial Conference was held, include the safety targets for implementation. The focus in their formulation is directed to States for their ownership with the implied involvement of continental/sub-regional bodies, aviation stakeholders and partners.

1.5 The ministers responsible for civil aviation demonstrated a goodwill and political support at the Ministerial Conference on Aviation Safety which will significantly help to implement aviation safety in the AFI region, to strengthen regulatory oversight and enhance safety performance. The political support demonstrated during the Conference is seen as an important element for achieving the Safety Targets within the time lines as indicated in the Plan of Action on Aviation Safety in Africa.

### **Plan of Action for the implementation the Safety Targets**

1.6 In order to systematically and effectively achieve the above Safety Targets, the Conference developed a Plan of Action on Aviation Safety in Africa to monitor and evaluate the status of implementation of the various issues, recommendations and initiatives:

- ✓ Reduce runway related accidents and serious incidents to no more than **8 by December 2015**
- ✓ Reduce controlled flight into terrain (CFIT) related accidents and serious incidents to no more than one by **December 2015**.
- ✓ Establish and strengthen Civil Aviation Authorities with full autonomy, powers and independence, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry **by 2013**.
- ✓ Implementation of ICAO specific Plans of Action derived from ICAO ROST missions **by December 2013**.
- ✓ Implement State Safety Programmes (SSP) and ensure that all Service Providers implement a Safety Management System (SMS) by the **end of 2015**.
- ✓ Certify all International Aerodromes by the **end of 2015**.
- ✓ Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification by the **end of 2015**.

### **2. Action by the AOP/SG Meeting**

- ✓ Take note of the Safety Targets set by Ministerial Conference on Aviation Safety in Africa.
- ✓ Urge AFI Member States to strictly follow the proposed plan of action for the implementation of the proposed Safety Targets in conformity with the set time lines.
- ✓ Recommend to AFI States to provide information/feedback on the implementation status of the Safety Targets to enable ICAO ROs monitor the level of implementation.

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