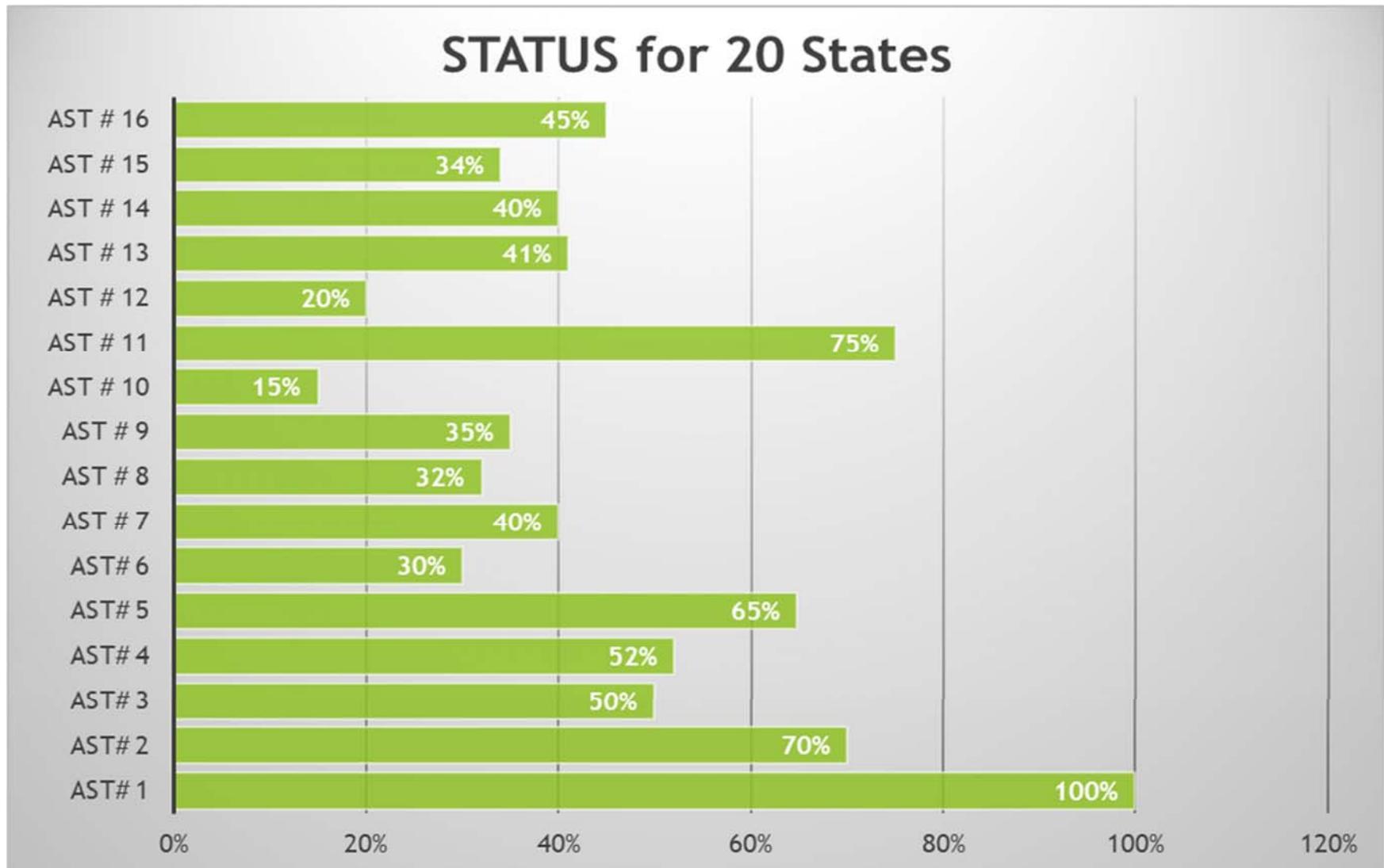


## Appendix 2B



## Appendix 2B

### COMBINED PERFORMANCE FOR ALL 48 AFI STATES

#	Abuja Safety Targets	Assessments	Achievements
1	<p><b>Progressively reduce the African accident rate from 8.6 to 2.5 per million departures by the end of 2022.</b></p> <ul style="list-style-type: none"> <li>▪ runway related accidents and serious incidents (Runway Excursion, RE).</li> <li>▪ controlled flight into terrain (CFIT) related accidents and serious incidents.</li> <li>▪ Loss of Control In-flight (LOC-I) related accidents and serious incidents.</li> </ul> <p><b>Achieve and maintain zero fatalities in aircraft accidents.</b></p>	<p><i>[Insufficient data collected in 2018]</i></p> <p>For a total of 969 900 departures within RASG-AFI States, there were 5 fatalities.</p> <p><i>(Source:- ICAO iSTARs)</i></p>	<p><b>Safety Target not met.</b></p> <p>There was a general decrease in accidents compared to the same period in 2017.</p>
2	<p><b>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.</b></p>	<p><i>[Comprehensive data on status of CAAs not available]</i></p> <p>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><i>(Source:-ICAO iSTARs and questionnaires)</i></p>	<p>Comprehensive data on status of CAAs not available.</p>
3	<p><b>States resolve:</b></p> <p><input type="checkbox"/> Existing SSCs by June 2018;</p>	<p>2012 - 2018:</p> <ul style="list-style-type: none"> <li>▪ 20 SSCs found in 13 States;</li> <li>▪ 18 resolved in 12 States;</li> <li>▪ 1 SSCs still exist in 1 State;</li> </ul>	<p><b>Safety Target not met</b></p>

#	Abuja Safety Targets	Assessments	Achievements
	<input type="checkbox"/> Newly identified SSCs within 6 months from the date of its official publication by ICAO.	Most exceeded 12 month deadline.  <i>(Source: ICAO iSTARS)</i>	
4	<b>States abide by the timelines and provide resources for implementation of ICAO/State Plans of Action</b> <ul style="list-style-type: none"> <li>• All States to have accepted ICAO Plans of Action by 2019 and</li> <li>• Abide by the timelines and provide resources for their implementation.</li> </ul>	Fourty (40) States have accepted ICAO Plans of Action and are at different stages of implementation.  <i>(Source: AFI Plan)</i>	Data collected was insufficient to determine level of implementation of the ICAO/ State Plans of Action.
5	<b>States progressively increase the effective implementation (EI) percentage under the ICAO USOAP such that States with:</b> <ul style="list-style-type: none"> <li>• EI &lt; 60% attain 60% by 2020;</li> <li>• 60% ≤ EI ≤ 70% attain 80% by 2022;</li> <li>• 70% &lt; EI attain 95% by 2028.</li> </ul>	<ul style="list-style-type: none"> <li>• 2012-: 14 States with EI above 60% (27% of States).</li> <li>• Oct 2017-: 27 States or 52% of the Audited states achieved EI above 60%.</li> <li>• December 2018-: About 56% of the Audited states achieved EI above 60%. <b>This is 4% increase compared to 2017.</b></li> </ul>	<b>Safety Target not met</b>  Number of States with EI of 60% or greater has increased significantly from Fifteen (15) in 2014 to Twenty-four (24).  The efforts of ICAO and AFCAC should be intensified to accelerate the implementation of the CAPs.
6	<b>For the purposes of SSP/SMS Implementation, all States:</b> <ul style="list-style-type: none"> <li>• to have a Foundation SSP established, addressing all pre-requisites by end 2022;</li> <li>• to have an Effective SSP with appropriate maturity level established by end of 2025;</li> </ul>	At least twenty (20) States initiated SSP implementation with level 3 being the highest attained. <ul style="list-style-type: none"> <li>• However, none of the forty eight (48) States attained level 4 SSP implementation for the period January – December 2018.</li> </ul>	<b>Safety Target not met</b>  Implementation of SSP/ SMS remains a serious challenge, as no State has realized has realized level 4 SSP Status. Although ICAO's recommendation is clear that

#	Abuja Safety Targets	Assessments		Achievements
	<ul style="list-style-type: none"> <li>to contribute information on safety risks, including SSP SPIs, to the RASG-AFI by end of 2022;</li> <li>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) by end of 2022;</li> </ul> <p>All Service Providers to use globally harmonized SPIs as part of their SMS.</p>	<ul style="list-style-type: none"> <li>None of the States contributed information on safety risks to RASG-AFI;</li> </ul> <p>(Source: ICAO iSTARS)</p>		<p>ALL States above 60% EI should implement SSP/SMS, activities on the ground indicate that implementation is at its infancy.</p>
7	<p>All International Aerodromes to be certified by 2022:-</p> <ul style="list-style-type: none"> <li>At least one international aerodrome in every State to be certified by end of 2020;</li> <li>All airport operators to participate in the ICAO-recognized industry assessment programme for airports (APEX) by end of 2022;</li> </ul> <p>At least one international aerodrome in every State to establish a Runway Safety Team (RST) by end of 2020.</p>	<p>As of 31 December 2018, 54 International Aerodromes certified out of 195 (27.6%).</p> <p>(Source: ICAO)</p>		<p><b>Safety Target Not Met.</b></p> <p>From the responses to the questionnaire, aerodrome certification is still a serious challenge for AFI States. However, almost all AFI States indicated that the process of certification of international aerodromes is in progress;</p>
8	<p>Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification:</p> <ul style="list-style-type: none"> <li>All States to establish an</li> </ul>	<p>From a total of 20 airlines on the IOSA Registry in 2012 there were 32 airlines on the Registry by end of December 2018. By end of 2018 only four (4) RASG-AFI</p>		<p><b>Safety Target not met</b></p> <div style="border: 1px solid black; padding: 5px;"> <p>Target to be retained and improved by separating the regulatory Requirement for IOSA and the registry</p> </div>

#	Abuja Safety Targets	Assessments	Achievements
	<p><b>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.</b></p>	<p>States: Mozambique, Rwanda, Togo and Zimbabwe had established some form of legal instrument that recognizes IOSA.</p> <p><i>(Source: IATA)</i></p>	
9	<p><b>All States to establish an effective and operational SAR organization:</b></p> <ul style="list-style-type: none"> <li>▪ <b>Development of a National SAR Plan by end of 2018;</b></li> <li>▪ <b>Conclusion of SAR Agreements/ MoUs with all neighboring States by end of 2018;</b></li> <li>▪ <b>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.</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ Based on data collected as part of AFI Plan project, 25 SAR agreements have been signed between States and 35 new Draft agreements have been developed to either supersede old agreements or formalised cooperation where this has been lacking.</li> <li>▪ 8 States have developed National SAR Plans and 2 States have draft National SAR Plans in place.</li> </ul> <p><i>(Source:- AFI-Plan)</i></p>	<p><b>Safety Target not met.</b></p> <p>States are progressively developing SAR Plans though at a slow pace.</p>

#	Abuja Safety Targets	Assessments	Achievements
10	<p><b>All States to implement the transition from AIS to AIM:</b></p> <ul style="list-style-type: none"> <li>▪ <b>Development of a National Action Plan By end of 2018;</b></li> <li>▪ <b>Implementation of the National Action Plan in accordance with the ASBU Block 0 D-ATM by end of 2020.</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ 36% of States have fully completed Phase 1 Consolidation;</li> <li>▪ 44% have partially accomplished Phase 2 Going Digital.</li> </ul> <p><i>(Source : ICAO)</i></p>	<p><b>No comprehensive data available</b></p> <ul style="list-style-type: none"> <li>- There is need to establish and promote sufficient data collection tools;</li> <li>- Effective coordination among key stakeholders and appropriate regional master plans/ interventions are required to ensure effective implementation of this target.</li> </ul>
11	<p><b>All States to implement PBN procedures for all instrument runways.</b></p> <ul style="list-style-type: none"> <li>▪ <b>75% of Instrument Runways to have PBN procedures by end of 2020;</b></li> <li>▪ <b>100% of Instrument Runways to have PBN Procedures by end of 2025.</b></li> </ul>	<p>Available information indicate the overall average of over 75% in AFI Region which is below the Global target of 100%.</p> <p><i>(Source – ICAO iSTARS)</i></p>	<p><b>Target met.</b></p> <p>Although group average is high, a number of States have not initiated PBN procedures for their instrument runways. There is need for effective coordination among key stakeholders and appropriate regional master plans/ interventions are required to ensure effective implementation of this target.</p>
12	<p><b>All States to progressively reduce the rate of aircraft proximity (AIRPROX) occurrences in their managed airspaces by at least 50% annually</b></p>	<p>No comprehensive data to establish level of implementation.</p>	<p><b>No comprehensive data available.</b></p>

#	Abuja Safety Targets	Assessments	Achievements
	<p>from Dec. 2017 baseline, in order to attain and maintain a level of zero (0) Airprox by correspondingly reducing errors in the following contributive factors:</p> <ul style="list-style-type: none"> <li>▪ Co-ordination between ATS Units (50%);</li> <li>▪ Airspace Organization and ATC Procedures (50%);</li> <li>▪ Mobile Communications (50%);</li> <li>▪ Poor Crew Discipline on board aircraft (50%)</li> </ul>		<p>- There is need to establish and promote sufficient data collection tools.</p>
13	<p><b>Establishment of seamless Air Navigation Services in the AFI Region by end of 2024:</b></p> <p>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.</p> <p>b) Various initiatives formulated by the Regional Economic Communities (RECs) and ANSPs within the AFI Region to be harmonized.</p>	<p>Activities towards integration of the arrangements programs is anticipated in near future through RECs</p>	<p>There is need for appropriate regional master plans/interventions to ensure effective implementation of this target.</p>
14	<p><b>All States to implement ASBU B0 Modules:</b></p> <ul style="list-style-type: none"> <li>▪ All States to develop National ASBU Plan by end of 2018.</li> </ul>	<p>IATA ASBU Tracker indicate that:</p> <ul style="list-style-type: none"> <li>▪ Total % RNAV GNSS APRCH as 59% for ESAF and 75% for WACAF;</li> <li>▪ Total % RNAV SID as 40% for ESAF and 20% for WACAF;</li> </ul>	<p>Comprehensive information on current Status of ASBU implementation in AFI Region was not available.</p> <p>- There is need to establish and promote sufficient data collection tools;</p>

#	Abuja Safety Targets	Assessments	Achievements
		<ul style="list-style-type: none"> <li>▪ Total % RNAV STAR as 40% ESAF and WACAF 46%.</li> </ul> <p><i>(Source - ICAO/ IATA)</i></p>	<ul style="list-style-type: none"> <li>- There is need for appropriate regional master plans/ interventions to ensure effective implementation of this target.</li> </ul>
15	<p><b>All States to develop and implement a National Plan for the reduction of CO2 emissions due to international civil aviation:</b></p> <ul style="list-style-type: none"> <li>▪ <b>develop a National Plan for CO2 reduction by end of 2020;</b></li> <li>▪ <b>full implementation of the National Plan by 2022.</b></li> </ul>	<p>25 States in AFI Region have developed and submitted to ICAO National Plans for the reduction of CO2 emissions.</p> <p><i>(Source – ICAO)</i></p>	<p>Development of National Plans needs to be fast tracked through appropriate regional initiatives.</p>
16	<p><b>All States ensure that their ANSPs effectively participate in the African ANSP Peer Review Programme by year 2022:-</b></p> <ul style="list-style-type: none"> <li>▪ <b>Joining the programme and having in place, an annual Peer Review plan of activities.</b></li> <li>▪ <b>Develop and implement appropriate corrective action plans to satisfactorily address Peer Review recommendations.</b></li> </ul>	<p>Membership has continued to grow with current participation including:- CANSO members (all 18 ASECNA States, South Africa, 3 Robert FIR States, Uganda, Mozambique, Zambia, Algeria etc)</p> <p><i>(Source – ICAO)</i></p>	<p>More States need to be encouraged to join the ANSP Peer Review Programme in order to meet the 2022 target.</p>