AFRICAN CIVIL AVIATION COMMISSION (AFCAC)

THIRD MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA AND THE INDIAN OCEAN REGION

(RASG-AFI/3)

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UPDATE ON THE IMPLEMENTATION OF ABUJA SAFETY TARGETS

Papa Atoumane FALL(Mr)
Director Safety of AFCAC

INTRODUCTION

Objective/Content :

▶ **Activities undertaken by AFCAC to collect data from the African States**

▶ **the progress made so far on the implementation of the Abuja Safety Targets**

▶ **Activities undertaken under the AFI-CIS Programme**

▶ **Proposed conclusions**

INTRODUCTION

▶ **AFCAC has been monitoring and reporting on the status of the Abuja Safety Targets, through requested data and information from African Civil Aviation Authorities and the Industry.**

▶ **The Safety Regional Performance Dashboard, which was developed by ICAO was also utilised as a data source for the Monitoring and Follow-up Mechanism on Aviation Safety Targets.**

▶ **The Dashboard is very useful in determining in real time, the status of implementation of the Safety Targets on a region by region basis.**

INTRODUCTION

- ▶ **The approved AFCAC Strategic Objective on Safety calls for the enhancement of Civil Aviation Safety in Africa by establishing a strong aviation safety system.**

- ▶ **It will require all aviation stakeholders and partners working together to meet the deadline of the Abuja Safety Targets.**

- ▶ **Objective being the reduction of aviation accidents and serious incidents.**

INTRODUCTION

▶ **AFCAC still needs State-by-State and item-by-item data for the monitoring of the implementation of the Abuja Safety Targets**

▶ **Not all African States have submitted data to AFCAC in this regard.**

The questionnaire on collection of the data which was based on two (2) broad criteria namely:-

I. Reducing the accident rate in the AFI Region to within world average by the end of 2015, and

II. Implementing effective and Independent Regulatory Oversight bodies within AFI States.

There were a total of 10 questions to be answered or responded to by AFI States to determine the status of implementation of the Abuja Safety Targets

IMPLEMENTATION OF ABUJA SAFETY TARGETS

▶ As at October 31, 2015, thirteen (13) States; Botswana, Burundi, Republic of Central Africa, Cote d'Ivoire, Ethiopia, Kenya, Gabon, Madagascar, Mali, Nigeria, South Africa, Tanzania and Togo responded to AFCAC's request and provided information to populate the monitoring table.

▶ Thirty-one (31 States) had accepted ICAO State Specific Plans of Action.

Establishment of an Autonomous CAA

From the feedback received on the establishment of autonomous CAAs:

❑ Two (2) of the States indicated that a Primary Act empowered the CAA to be an autonomous entity and made reference to the source of funding for its function.

❑ Seven (7) States indicated that their CAAs are autonomous referring to their Acts, which gave them the mandate, but these did not mention their source of funding.

❑ One (1) of the States is under the process of having an autonomous CAA.

❑ Three States mentioned that they have autonomous CAAs without indicating the Act which gave them the mandate

Significant Safety Concerns (SSCs)

States with SSCs within the AFI Region in 2012 were 10 and this number had reduced to 6 by the end of November 2015. Sierra Leone is the only remaining State in the WACAF Region with an SSC in Personnel Licensing (PEL) while in the ESAF Region, there are still Botswana, Djibouti, Angola, Malawi and Eritrea outstanding :

❑ Sierra Leone received assistance from Ghana under an MoU to address the PEL SSC. This facilitated an OJT for Sierra Leone ATC personnel using a Ghanaian ATC Instructor.

❑ A follow-up AFI-CIS mission was conducted in Malawi from 12 to 23 October 2015. The AFI-CIS Inspectors assisted the Malawi CAA to address specific PQs for the implementation of its Corrective Action Plan. The AFI-CIS Inspectors organized with the Malawi CAA, meetings with two local Air Operators in view of the AOC certification.

Significant Safety Concerns (SSCs)

❑ A ROST mission was conducted in <u>Botswana</u> where significant progresses towards resolving the State's SSCs have been made. The CAA of Botswana has planned to resolve the SSC's by the end of 2015.

❑ <u>Angola</u> has made significant progress towards resolving its SSC.

❑ <u>Djibouti</u> and <u>Eritrea</u> remain priority States for AFCAC AFI-CIS missions.

Effective Implementation of the Critical Elements of States' Safety Oversight Systems (EIs)

30% of States in the AFI Region have attained EI ≥ 60%:

❑ 37% of States in the WACAF Region have attained EI ≥ 60% whilst 25% of States in the ESAF Region have attained EI ≥ 60%.

❑ The target set by RASC was to ensure that 50% of the States within the AFI Region reach 60% by the end of 2015

Effective Implementation of the Critical Elements of States' Safety Oversight Systems (EIs)

▶ An AFI-CIS mission was conducted in **Zambia** from 26 October to 06 November 2015.

▶ EIs of Zambia are expected to increase since the focus of the mission was the implementation of the CAP.

Status of Implementation of SMS/SSP

Received responses from States show that:

- ❑ **Ethiopia** is in the process of establishing an Autonomous CAA. SSP was partially implemented;

- ❑ **South Africa** is in process of fully implementing SSP;

- ❑ **Togo** indicated progress in implementing SSP.

Status of Aerodrome certification

Airports Council International (ACI) indicated that as at October 13, 2015 forty Seven (47) International aerodromes from 12 AFI States have been certified. This list will be updated as more information is received. In this regard, there are no further changes and the state of implementation in terms of internationally certified aerodromes remains as follows:

❑ Total number of Aerodromes on database :   229

❑ Total number of Certified Aerodromes :   47

❑ Total percentage of certified Aerodromes as per database: 21%

ACI conducted APEX missions to assist aerodromes with certification process in the following countries: Mauritania, Nigeria, Zambia and Mozambique

IATA Operational Safety Audit (IOSA) Certification

❑ **IATA extended offers to three (3) Operators in addition to the Twenty four (24) operators benefitting from the IOSA Training Initiative (ITI),**

❑ **IATA also launched a new global program for sub 5700kg MTOW operators called IATA Standard Safety Assessment (ISSA). Two workshops were conducted in Nairobi (44 participants) and Johannesburg (23 participants) in June and August 2015 respectively.**

❑ **Togo indicated progress in getting eligible airline certified in IOSA.**

PROGRESS REPORT ON THE IMPLEMENTATION OF THE AFI-CIS

▶ The aim of the AFI-CIS Project is to provide assistance to African States in addressing their safety oversight deficiencies.

▶ In assisting member States, two (2) AFI-CIS missions were conducted in Malawi and Zambia respectively in October and November 2015.

▶ From November 2012 to November 2015, fifteen (15) initial and follow up AFI-CIS Assistance Missions were conducted to nine (9) African States.

PROGRESS REPORT ON THE IMPLEMENTATION OF THE AFI-CIS

▶ **AFI-CIS Missions have played a considerable role in resolving significant safety deficiencies and in satisfactorily removing States with Significant Safety Concerns (SSCs) from the ICAO list.**

▶ **AFI-CIS missions have also helped States to achieve commendable results in improving Effective Implementation of ICAO SARPs**

PROGRESS REPORT ON THE IMPLEMENTATION OF THE AFI-CIS

▶ Two additional countries namely Tanzania and Burundi signed the AFI-CIS MOU in 2015, bringing the total number of signatories to thirty-six (36) as of November, 2015.

▶ The priority States meanwhile to be considered for the AFI-CIS Missions are Tanzania, Burundi, Seychelles, Central Africa Republic, Equatorial Guinea, Djibouti, Eritrea, Sao Tome & Principe and Chad.

PROGRESS REPORT ON THE IMPLEMENTATION OF THE AFI-CIS

▶ As a result of the continuation and expansion of the AFI Plan to cover the technical areas of Air Navigation Services (ANS), Aerodromes and Ground Aids (AGA), the AFI-CIS MOU has been expanded to include ANS and AGA.

▶ These are additional technical areas in AFCAC and ICAO's collective endeavour to assist African States in addressing safety-related deficiencies and to achieve the Abuja Safety Targets within the set deadlines.

Proposed conclusions

The Meeting is invited to:

▶ Direct AFCAC and ICAO to put special focus on the States that are very close to achieving 60% of EIs;

▶ Direct the States with Effective Implementation (EIs) above 60% to share their experience with other States with EIs below 60%;

▶ Direct AFCAC and ICAO to undertake joint high level missions to those States which continue to present SSCs and low EIs and other difficulties with respect to their deficiencies on safety oversight system;

Proposed conclusions

▶ Urge AFI States to provide necessary information to AFCAC, for the monitoring of Abuja Safety Targets implementation, ensuring compliance with the deadlines;

▶ Urge AFI States to designate a focal point of contact called National AFCAC Focal Point to facilitate coordination with AFCAC on Safety matters;

▶ Support AFCAC efforts in sensitizing States on the implementation of the Abuja Safety Targets; and

▶ Provide further guidance and orientation as necessary.

Thank you