**INTERNATIONAL CIVIL AVIATION ORGANIZATION
COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION
SAFETY IN AFRICA (AFI PLAN)
TWELFTH AFI PLAN STEERING COMMITTEE MEETING
Montréal, 14 November 2013**

Agenda Item 3:- Progress Report on the implementation of the AFI Plan since the eleventh meeting of the Steering Committee and status of implementation of the Work Programme for 2013.

- **Monitoring and follow-up mechanism on Aviation Safety Targets**

(Presented by AFCAC Secretariat)

EXECUTIVE SUMMARY
This paper seeks to provide a feedback on the monitoring and follow-up mechanism for the implementation of the Safety Targets with respect to the outcome of the Ministerial Conference on Aviation Safety in Africa which took place in Abuja, Nigeria, from 16 to 20, July 2012.The Targets are also aligned with the ICAO Strategic Objectives for Safety which were recently introduced in the AFI Plan Work Programme. The targets have been formulated taking into account, both current and emerging issues relating to aviation safety
Action: The Meeting is invited to: a) take note of the Safety Targets set by the Ministerial Conference on Aviation Safety in Africa;   b) urge African States to supply the requested information and data for the purpose of monitoring implementation of the Abuja Safety Targets

Strategic Objectives:	AFCAC Strategic Objective B: Aviation Safety- Enhance Civil Aviation safety In Africa
References:	Abuja Declaration on Aviation Safety in Africa, AFCAC Plenary resolutions, AFI Plan Steering Committee meeting reports, AFI-CIS Mission and USOAP reports.

1 INTRODUCTION

1.1 The Ministerial Conference on Aviation Safety in Africa was held in Abuja, Nigeria, from 16 to 20 July 2012.

1.2 At 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 African region.

2. MINISTERIAL DECLARATION

2.1   In relation to the compelling need to continuously improve aviation safety in Africa and the need to urgently find immediate and sustainable resolution to deficiencies in safety oversight, the Conference developed a Declaration referred to as the "ABUJA DECLARATION ON AVIATION SAFETY IN AFRICA"

2.2   The Declaration detailed high level commitments by the Ministers to provide a common frame of reference on aviation safety initiatives and aviation Safety Targets for implementation within the AFI region.

2.3   The "Abuja Declaration on Aviation Safety in Africa" and the Plan of Action on Aviation safety in Africa are posted on the AFCAC website (www.afcac.org).

3   SAFETY TARGETS

3.1   The Safety Targets, as endorsed by the African Ministers responsible for Aviation were developed on the basis of targets previously adopted from major events/conferences (i.e. African Union, AFCAC, ICAO, AFI Regional Air Navigation meetings, the Global Aviation Safety Plan etc.), and the various initiatives and recommendations aimed at assisting States to ensure Effective Implementation (EI) of their safety oversight obligations based on the outcomes of various meetings and conferences that have been held in Africa over the last six years. The newly identified emerging issues that may threaten aviation safety in the African region are also included in the Safety Targets (attached as Appendix A).

3.2   The Targets are also aligned with the ICAO Strategic Objectives for safety which were recently introduced in the AFI Plan Work Programme. The aim is to revise, streamline and bring up-to-date in a consolidated manner, all these elements on a single continental page of reference.

4   MONITORING AND FOLLOW-UP MECHANISM ON AVIATION SAFETY TARGETS

4.1   The Conference directed that AFCAC establish effective monitoring and reporting mechanisms for this Declaration, other resolutions and regional initiatives;

4.2   Based on this a monitoring and follow-up mechanism has been developed by ICAO and adopted by AFCAC for the implementation of the Safety Targets. Requests for information have been sent to African states, AFRAA, ACI Africa, ICAO and IATA in June 2013 to get the appropriate feedback for monitoring and follow-up (attached as Appendix B).

4.3   In order for AFCAC to populate the table and continue monitoring the implementation of the Abuja safety targets repeated reminders and follow ups were made in order to get the required information and data from Member States. As of October 2013, only South Africa and Ethiopia have responded to the request. On the side of the Industry, responses have been received from only AFRAA and IATA.
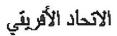
4.4   Considering the number of responses received, it was quite difficult for AFCAC to make the needful as mandated by African Union Commission. This has led inability of AFCAC to produce any tangible results in relation to monitoring the activities as set in the Safety Targets.

4.5   The only available data source for the monitoring of the Safety Targets is the Safety Regional Performance Dashboards which is developed by ICAO although it is still a work-in-progress. When fully completed, the Dash board will be useful in determining in real time, the status of implementation of the Safety Targets as a region. For individual African States AFCAC still needs State by State data to assist in monitoring implementation of the Abuja safety targets.

4.6   For AFCAC to be able to effectively play its role, the requested data and information from Civil Aviation Authorities and industries are required from time to time to populate the table and continue monitoring the status of the Safety Targets.

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Annex 3

AVIATION SAFETY TARGETS FOR AFRICA

AFRICAN UNION

الاتحاد الأفريقي

UNION AFRICAINE

UNIÃO AFRICANA

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IE8658

**MINISTERIAL CONFERENCE ON
AVIATION SAFETY IN AFRICA
16 – 20 JULY 2012
ABUJA, NIGERIA**

AU/ MIN /AT/ Rpt. (IV)
Annex 3

AVIATION SAFETY TARGETS FOR AFRICA

Aviation Safety Targets for Africa

Improve African Aviation Safety Record

Progressively reduce the African accident rate to be in line with the global average by the end of 2015.

i.   Reduce runway related accidents and serious incidents by 50% by the end of 2015.

ii.   Reduce controlled flight into terrain (CFIT) related accidents and serious incidents by 50% by the end of Dec 2015

Implement Effective and Independent Regulatory Oversight

a.   Establish 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 (or delegate their responsibilities to RSOOs if justified) by the end of 2013

b.   As a matter of urgency, States resolve ALL 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

   i. Existing by 2013;
   ii. Any newly identified within 1 year from identification.

c.   Establish timelines and provide resources for implementation for ICAO/State Plans of Action by 2013.

d.   Progressively increase the Effective Implementation (EI) score of ICAO's USOAP results to no less than 60% (35% of all African States by the end of 2013, 70% by the end of 2015 and 100% by the end of 2017).

e.   States to implement State Safety Programmes (SSP) and to ensure that all Service Providers implement a Safety Management System (SMS) by the end of 2015.

f.   Certify all International Aerodromes by the end of 2015.

g.   Require all African carriers to complete an IATA Operational Safety Audit (IOSA) by the end of 2015.

Aviation Safety Targets for Africa
Follow up table of the Status of Implementation of Safety Targets

Improve African Aviation Safety Record											
Progressively reduce the African accident rate to be in line with the global average by the end of 2015						Implementation Status					
	Strategies	Action Required	Deadline	Lead Institution	Structures involved	2012	2013	2014	2015	2016	2017
1 Reduce runway related accidents and serious incidents by 50%.	To sensitize and advocate the Implementation of all High Level Safety Targets adopted by the Ministers and adhere to the agreed timelines. Implement the necessary safety enhancement tools including • PBN implementation, • Appropriate Training • Appropriate Policy and Procedures	Utilization of IATA Tool Kit Promote the establishments of Runway safety teams. Use of APEX.	By the end of 2015.	STATES	AU, AFCAC, ICAO, REC, AFRAA, IATA, ACI, CANSO						
2 Reduce controlled flight into terrain (CFIT) related accidents and serious incidents by 50%.		• AFI-CIS • In collaboration with Stake holders Organize workshop/Semi nar	By the end of 2015.	STATES	AU, AFCAC, ICAO, REC, AFRAA, IATA, ACI, CANSO						
3 Reduce Loss of Control related accidents/serious incidents by 50%.			By the end of 2015.	STATES	AU, AFCAC, ICAO, REC, AFRAA, IATA, ACI, CANSO						

	Implement Effective and Independent Regulatory Oversight					
		Strategies	Action Required	Deadline		
1	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 (or delegate their functions and tasks to RSOOs or other African State(s)).	a) Sensitize States and increase awareness on Autonomous CAAs. b) To Support the creation and use of RSOO.	• Identify CAA,s that are not autonomous and facilitate its transformation by sensitizing States on the benefit of Autonomous CAA • Collaborate with the creation of RSOO.	by the end 2013	STATES	AU, AFCAC, ICAO, REC, AFRAA, IATA, ACI, CANSO
2	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	a) assist States to develop and implement safety oversight corrective action plans; b) assist States to carry out AOC certification and surveillance	AFI- CIS mission to selected SSC States and to ICVM candidates.	i. Existing by July 2013; ii. Any newly identified within 12 months from identification.	STATES	AU, AFCAC, ICAO, REC, AFRAA, IATA, ACI, CANSO

#	Strategies	Action Required	Deadline		
	privileges attached to it without meeting the minimum requirements of the State and ICAO.	activities.			
3	Abide by the timelines and provide resources for implementation of ICAO/State Plans of Action.	• AFI-CIS Mission • Organizing Work shops	By July 2013.	STATES	AU, AFCAC, ICAO, REC, AFRAA, IATA, ACI, CANSO
4	Progressively increase the Effective Implementation (EI) score of ICAO's USOAP results to no less than 60%.	AFI-CIS Assistance Mission to States	19 States by the end of 2013, 35 States by the end of 2015, all African States by the end of 2017.	STATES	AU, AFCAC, ICAO, REC, AFRAA, IATA, ACI, CANSO
5	Implement State Safety Programmes (SSP) and ensure that all Service Providers implement a Safety	To sensitize and advocate for the Implementation of Safety Programmes.	a) Legislation for requirement of SSP/SMS b) Continued implementation of SSP/SMS	by the end of 2015	STATES	AU, AFCAC, ICAO, REC, AFRAA, IATA, ACI, CANSO

	Management System (SMS).				
6	Certify all International Aerodromes.	To sensitize and advocate for the Certification of Aerodromes.	Urge States, that Airports take advantage of the ACI APEX Initiative	by the end of 2015.	STATES	AU, AFCAC, ICAO, REC, AFRAA, IATA, ACI, CANSO
7	Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification.	Establish a mechanism of consultation ensure African States Airlines are IOSA certified.	a) Signing of MOU with IATA b) Urge States for mandatory IOSA certification of their Airlines at Plenary as approved by Abuja Declaration.	by the end of 2015.	STATES	AU, AFCAC, ICAO, REC, AFRAA, IATA, ACI, CANSO