<table>
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| 1  | Reduce Runway related accidents and serious incidents by 50% by end of 2015          | Runway Related Accidents & serious incidents had a rate of 6.8 accidents per million sectors in 2012 and 2.8 by end of 2015. *Source: IATA* | Safety Target met.  
The positive trend should be maintained by AFI States.                                                   |
| 2  | Reduce Controlled Flight Into Terrain (CFIT) related accidents and serious incidents by 50% by end of 2015 | CFIT related Accidents & serious Incidents had a rate of 1.2 per million sectors in 2012 and went down to 0 in 2015. *Source: IATA* | Safety Target met  
The positive trend should be maintained by AFI States with Fleet modernization by AFI operators, implementation of PBN procedures (APV) by AFI States; and establishment and/or maintenance of CCO/CDO). |
| 3  | Reduce LOC-I related accidents and serious incidents by 50% by the end of 2015         | LOC-I related accidents & serious incidents had a rate of 2.25 per million sectors in 2012 and went down to 0.80 by end of 2015. *Source: IATA* | Safety Target met  
The positive trend should be maintained.  
ICAO and Stakeholders to continue their assistance to AFI States in organising more workshops on LOC-I |
| 4  | States to establish and strengthen autonomous Civil Aviation Authorities by end of 2013 | From responses to the questionnaire received, the AFI States indicated that a Primary Act empowered their CAA to be an autonomous entity. | Comprehensive data on status of CAAs not available.  
At least the Civil Aviation Authorities (CAA) of the States, that have attained the 60% EI Target, are effectively autonomous. |
| 5  | Resolve ALL identified Significant Safety Concerns [existing ones by July 2013 and new ones within 12 months] | As of December 2016, there are 4 States with 4 SSCs namely Djibouti, Angola, Malawi and Eritrea. | Safety Target not met                                                                                                                                 |
| 6  | Implementation of State specific ICAO Plans of Action by July 2013                    | Thirty-Two (32) States have accepted ICAO Plans of Action and are at different stages of implementation *Source: ICAO* | The Abuja Safety Targets are fully incorporated in the Plans of Action.  
Most States with ICAO Plans of Action have registered significant progress in the level of safety oversight. |
|   | Progressively increase the Effective Implementation (EI) score of ICAO’s USOAP results to no less than 60% (35% or 19 of all African States by end of 2013, and 70% or 38 of all African States by end of 2015 and 100% or 54 of all African States by end of 2017) | 1. AFI States (54 African-Indian Ocean States)  
Twenty-four (24) States have attained EI ≥ 60% and Fifteen (15) States have EI ≤ 30%.  
AFI Average USOAP Overall EI = 48.88%  
EI Global Av. = 63.73%  
(Source: ICAO) | Safety Target not met  
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 |
|---|---|---|---|
|   | Implement State Safety Programs (SSP) and ensure that all Service Providers implement a Safety Management System (SMS) by end of 2015 | Eleven (11) States have initiated implementation of SSP and the highest attained is level 2.  
(Source: ICAO) | Safety Target not met  
Comprehensive data on status of SSP/SMS implementation not available. The implementation of SSP remains a serious challenge, as no State indicated to have realized full implementation of SSP. However, the AFI States indicated that some of their operators have implemented SMS |
|   | Certify all international aerodromes by end of 2015 | As of December, 2015  
Forty-eight (48) International Aerodromes were certified, 21.39% of the total number of 229 international airports within AFI.  
(Source: ACI Africa) | Safety Target Not Met.  
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; |
|   | Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification by end of 2015 | IATA sponsored efforts to date as of October 31, 2016 only 14 airlines have been added to the IOSA Registry.  
The progress is very low as only 14 more airlines have been added to IOSA registry since 2012. The progress is noted only through IATA sponsorship.  
(Source: IATA) | No comprehensive data available on the status of IOSA as a State regulatory requirement  
- Only Equatorial Guinea, Ghana and Mozambique indicated having incorporated IOSA certification into their Regulations;  
- Many Airlines are ready for IOSA certification even in States that have not required IOSA certification. |