

**Attachment of the AFCAC Working Paper on the Status of the implementation of  
the Abuja Safety Targets, as of 31 December 2016**

<b>Nr</b>	<b>Abuja Safety Targets</b>	<b>Assessments</b>	<b>Achievements</b>
<b>1</b>	<b>Reduce Runway related accidents and serious incidents by 50% by end of 2015</b>	Runway Related Accidents & serious incidents had a rate of <b>6.8</b> accidents per million sectors in 2012 and <b>2.8</b> by end of 2015. <i>(Source: IATA)</i>	<b>Safety Target met.</b> The positive trend should be maintained by AFI States.
<b>2</b>	<b>Reduce Controlled Flight Into Terrain (CFIT) related accidents and serious incidents by 50% by end of 2015</b>	CFIT related Accidents & serious Incidents had a rate of <b>1.2</b> per million sectors in 2012 and went down to <b>0</b> in 2015. <i>(Source: IATA)</i>	<b>Safety Target met</b> 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).
<b>3</b>	<b>Reduce LOC-I related accidents and serious incidents by 50% by the end of 2015</b>	LOC-I related accidents & serious incidents had a rate of <b>2.25</b> per million sectors in 2012 and went down to <b>0.80</b> by end of 2015. <i>(Source: IATA)</i>	<b>Safety Target met</b> The positive trend should be maintained. ICAO and Stakeholders to continue their assistance to AFI States in organising more workshops on LOC-I
<b>4</b>	<b>States to establish and strengthen autonomous Civil Aviation Authorities by end of 2013</b>	From responses to the questionnaire received, the AFI States indicated that a Primary Act empowered their CAA to be an autonomous entity.	<b>Comprehensive data on status of CAAs not available.</b> At least the Civil Aviation Authorities (CAA) of the States, that have attained the 60% EI Target, are effectively autonomous.
<b>5</b>	<b>Resolve ALL identified Significant Safety Concerns [existing ones by July 2013 and new ones within 12 months]</b>	As of December 2016, there are 4 States with 4 SSCs namely Djibouti, Angola, Malawi and Eritrea.	<b>Safety Target not met</b>
<b>6</b>	<b>Implementation of State specific ICAO Plans of Action by July 2013</b>	Thirty-Two (32) States have accepted ICAO Plans of Action and are at different stages of implementation. <i>(Source: ICAO)</i>	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.

7	<b>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)</b>	<p>1. AFI States (54 African-Indian Ocean States)</p> <p>Twenty-four (24) States have attained EI <math>\geq</math> 60% and Fifteen (15) States have EI <math>\leq</math> 30%.</p> <p>AFI Average USOAP Overall EI = 48.88%</p> <p>EI Global Av. = 63.73% (Source: ICAO)</p>	<p><b>Safety Target not met</b></p> <p>Number of States with EI of 60% or greater has increased significantly from Fifteen (15) in 2014 to Twenty-four (24).</p> <p>The efforts of ICAO and AFCAC should be intensified to accelerate the implementation of the CAPs</p>
8	<b>Implement State Safety Programs (SSP) and ensure that all Service Providers implement a Safety Management System (SMS) by end of 2015</b>	<p>Eleven (11) States have initiated implementation of SSP and the highest attained is level 2.</p> <p>(Source: ICAO)</p>	<p><b>Safety Target not met</b></p> <p>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</p>
9	<b>Certify all international aerodromes by end of 2015</b>	<p>As of December, 2015 Forty-eight (48) International</p> <p>Aerodromes were certified, 21.39% of the total number of 229 international airports within AFI.</p> <p>(Source: ACI Africa)</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>
10	<b>Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification by end of 2015</b>	<p>IATA sponsored efforts to date as of October 31, 2016 only 14 airlines have been added to the IOSA Registry.</p> <p>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.</p> <p>(Source : IATA)</p>	<p><b>No comprehensive data available on the status of IOSA as a State regulatory requirement</b></p> <ul style="list-style-type: none"> <li>- Only Equatorial Guinea, Ghana and Mozambique indicated having incorporated IOSA certification into their Regulations;</li> <li>- Many Airlines are ready for IOSA certification even in States that have not required IOSA certification.</li> </ul>