



Transforming African Aviation

ICAO Global Safety Goals and Abuja Targets in Action — Status, Gaps, and Practical Implementation

20 May 2026

Revised Abuja Safety Targets 2024





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Status of Aviation Safety in Africa (2025)

62.2%

0.41%

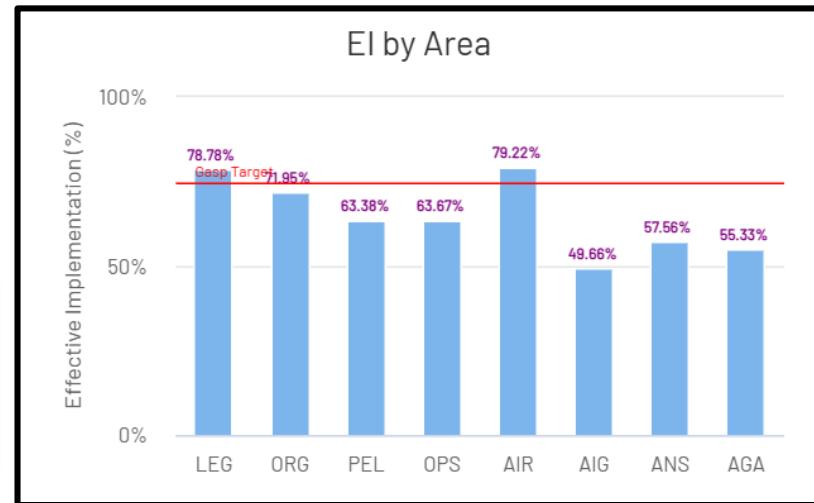
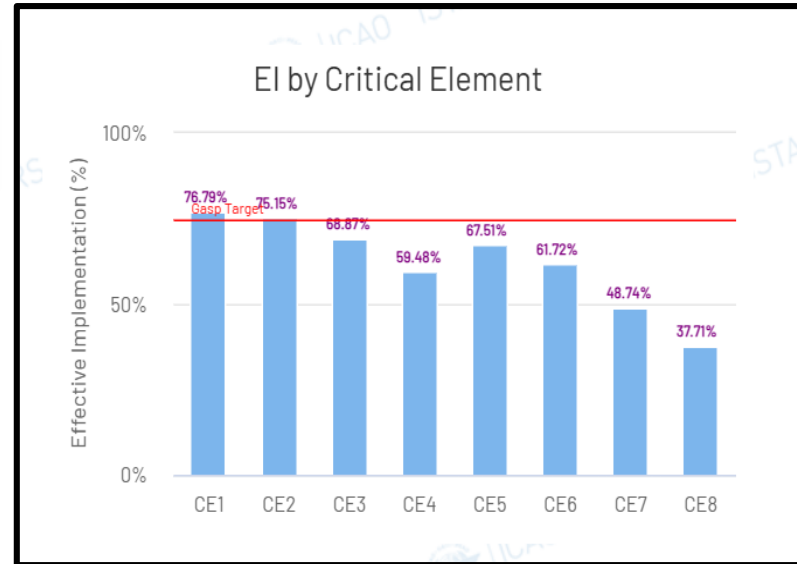


EI Africa

2025/2026

- ❑ Cote d'Ivoire final score – 93.78%
- ❑ South Africa preliminary score – 95.12% *(increased from 91.23%)*
- ❑ Nigeria preliminary score – 91.4% *(increased from 70.23%)*

Highest average EI Score for Africa
- CE 1 (76.7%) followed by CE 2 (75.1%)



Lowest performing Audit Area – AIG (49.6%)

Lowest Performing EIs –
CE 4 – 59.4%
CE 6 – 61.7%
CE 7 – 48%
CE 8 – 37.7%

Status of Aviation Safety in Africa

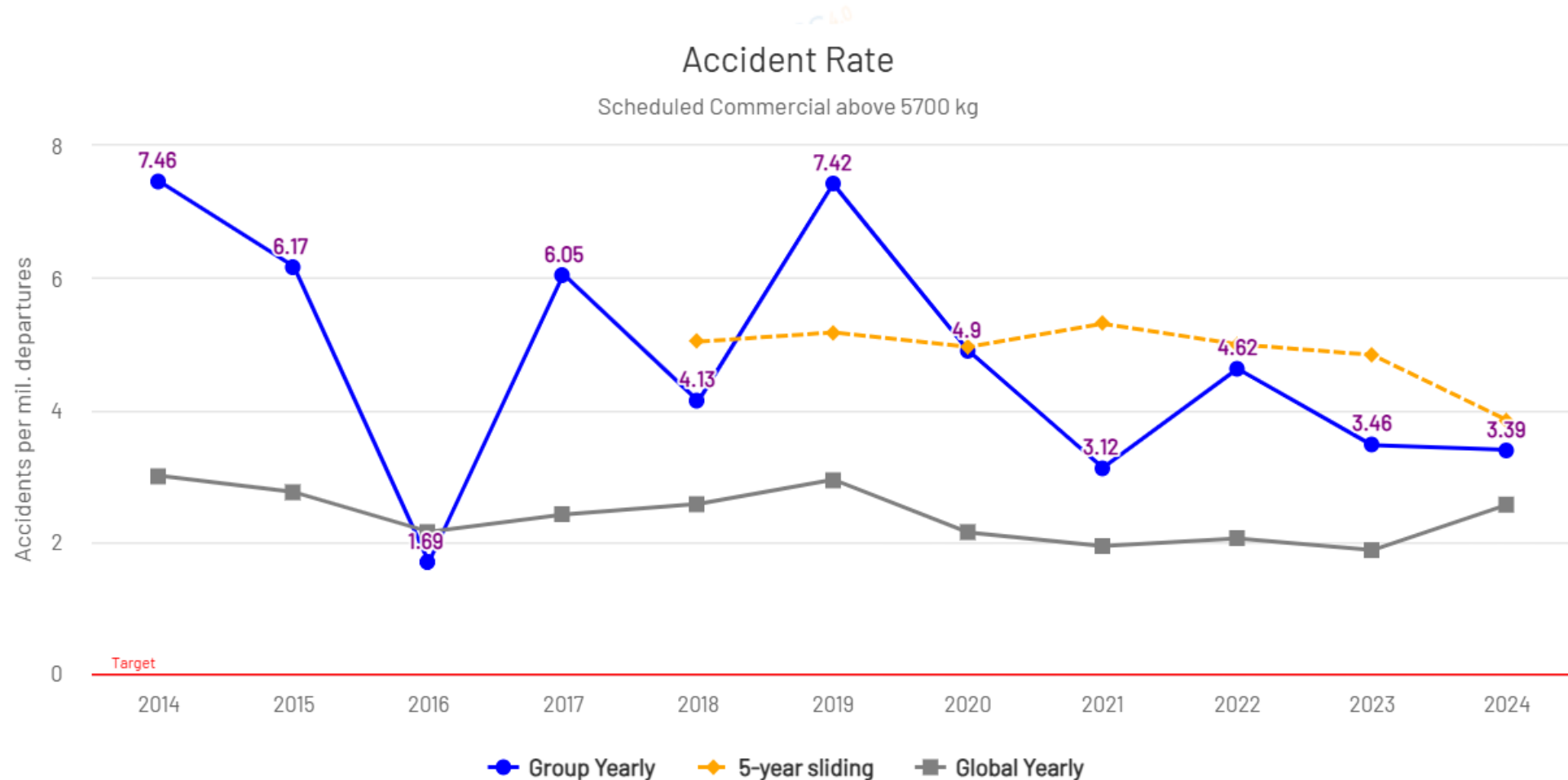


Significant Safety Concerns in Africa



3 SSCs –
ANS - Flight procedures
design and validation

Accident Rate for Africa (*per million Departures*)

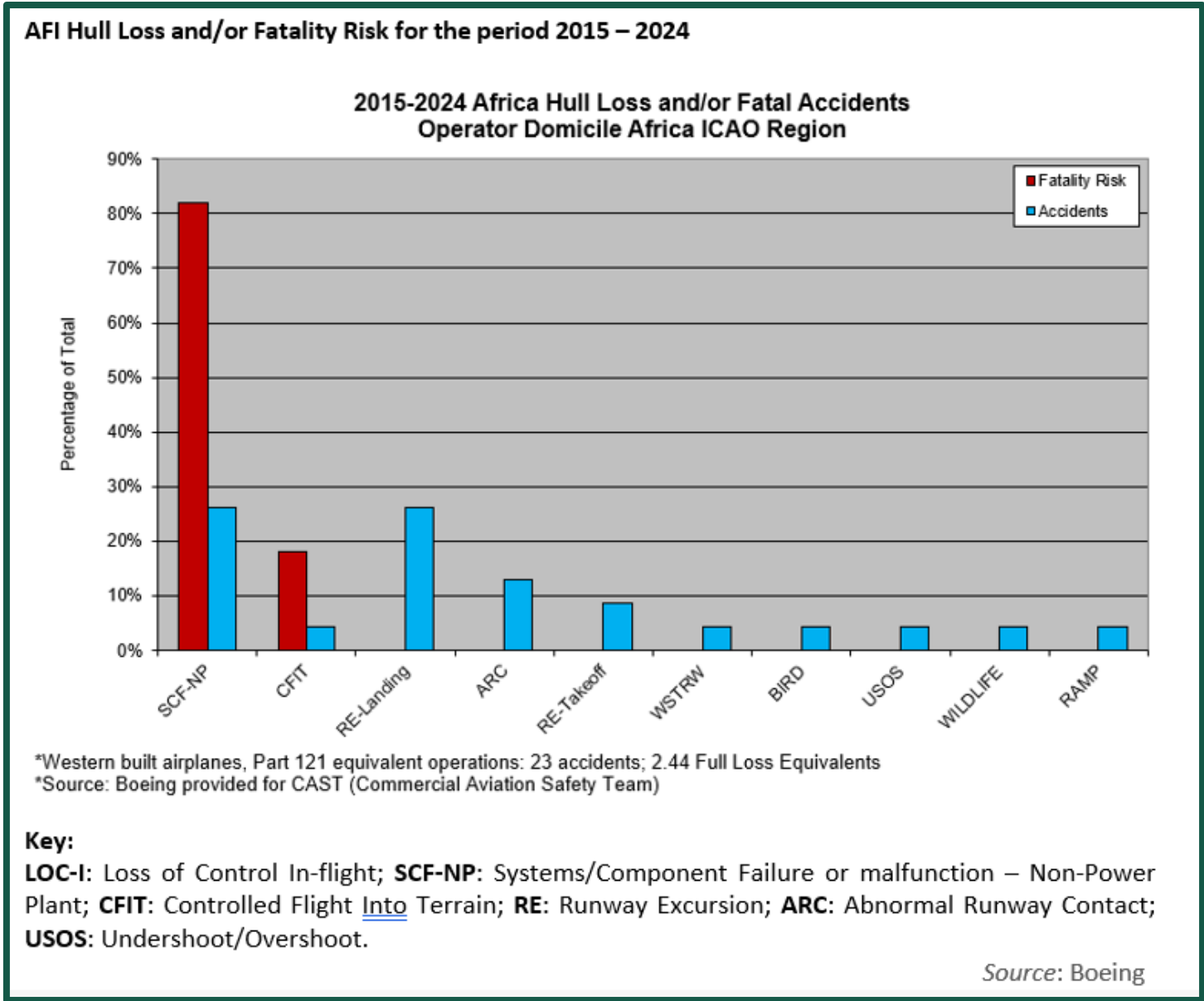


Reduction from 3.46 to 3.39 per million departures

AFI: Hull Loss / Fatality Risk Drivers (2015–2024)

Fatality risk and hull loss type accidents for the last 10 years:

- SCF-NP
- CFIT
- RE-Landing



Revised Abuja Safety Targets -2024

AST #	Abuja Target	Safety	Key Performance Indicator	Challenges	Mitigation Measures	Required Resources	Stakeholders
Goal 1: Achieve a continuous reduction of operational safety risks.							
# 1.	1.1	States to maintain a	KPI 01	1. Inadequate physical characteristics including	1. Support compliance with requirements for	1. Financial resources for infrastructure	1. ICAO 2. AFCAC 3. AATO 4. Regulators 5. Service Providers 6. Operators 7. States 8. RSOOs 9. RAIOs 10. IATA

AST #	Abuja Target	Safety	Key Performance Indicator	Challenges	Mitigation Measures	Required Resources	Stakeholders
# 2	2.1	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	KPI 01 Number of safety oversight functions delegated to a regional safety oversight organization, another State or other safety oversight organization. KPI 02 Number of States that are affiliated to an RSOO. KPI 03 Existing Regulatory framework providing for functional	1. Inadequate Regulatory framework to establish independent CAAS; 2. Lack of financial and human resources to support independent CAAs 3. Reluctance to delegate	1. Support through RSOOs and RAIOs. 2. Prioritization of Civil Aviation through National Master Plans and the development and implementation of NASPs	1. Adequate Funding. 2. Regional Collaboration mechanisms 3. Model Regulations and Technical Guidance Materials	1. States 2. ICAO 3. RSOOs 4. RAIOs 5. AFCAC 6. Others

AST #	Abuja Target	Safety	Key Performance Indicator	Challenges	Mitigation Measures	Required Resources	Stakeholders
	B) by 2028 – Present and effective.		Number of States having an SSP that is present and effective (using iSTARS) KPI 03 Number of States that require applicable service providers under their authority to implement an SMS		3. Implementation of SSP Peer review Mechanism initiative 4. Inclusion of SSP in AFI-CIS activities		
Goal 4. All States to increase collaboration at the regional level.							
# 4	4.1	States that do not expect to meet Goals 2 and 3 by December 2025, to seek assistance to strengthen their safety oversight capabilities.	KPI 01 Number of States that received assistance activities by Other States/RSOOs/ RAI0	1. Lack of resources (financial/human) to support structured assistance programs to member States. 2. Organizational limitations to recognize and utilize regional assistance programs	1. Establish pool of resources in the regions to provide technical assistance to member States 2. Established structured programs to support member States according to their needs	1. Pooling of financial and human resources to provide support to member States; 2. Established regional programs and projects to support targeted States	1. AFCAC 2. RSOOs 3. RAI0 4. ICAO ROs 5. States 6. Others

Each Revised Target is listed together with:

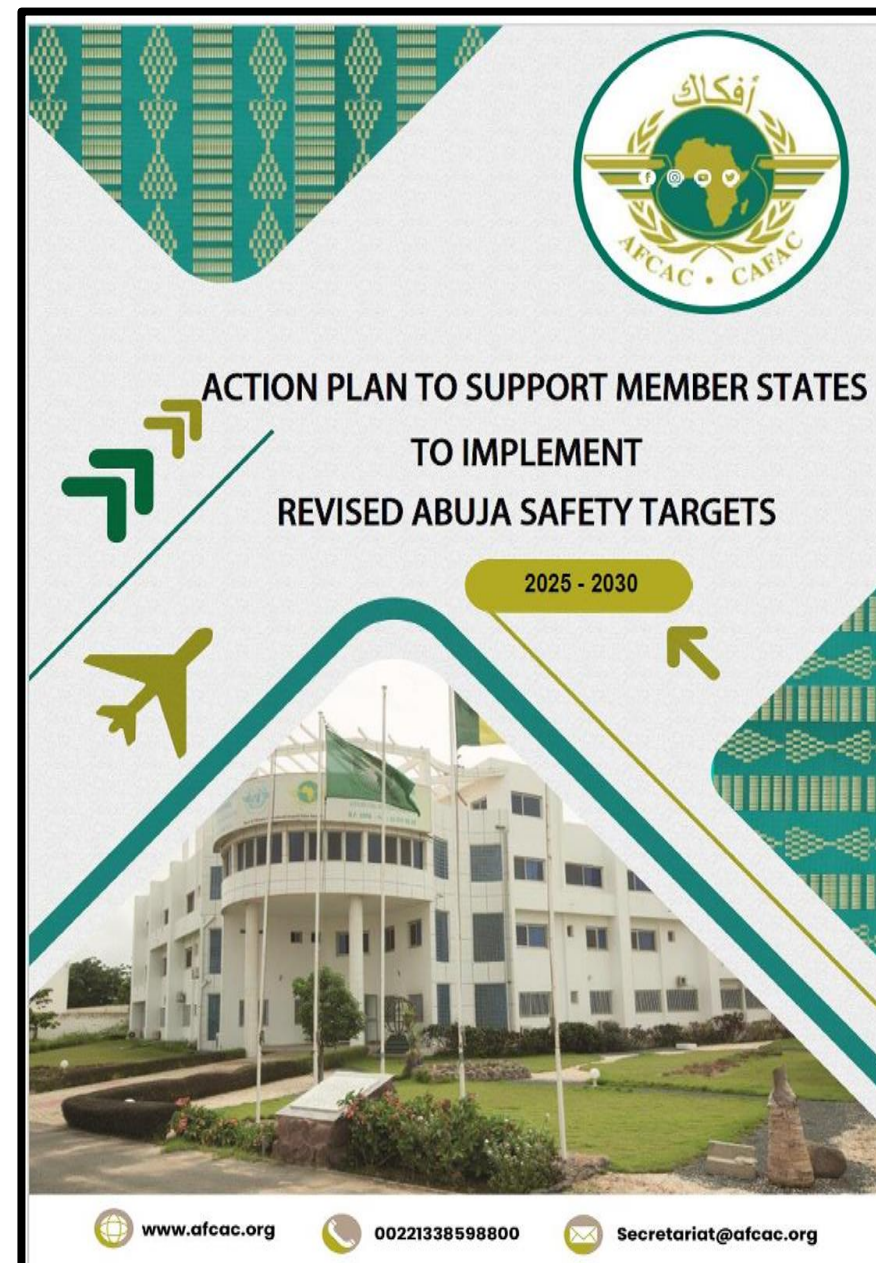
- Key Performance Indicators
- Challenges
- Mitigation Measures
- Required Resources
- Stakeholders

Revised Abuja Safety Targets Action Plan -

With assistance from EWG members, AFCAC convened a workshop to finalize the Revised Abuja Safety Targets (AST) Implementation Action Plan in Saly, Senegal from 25-28 November 2025.

The Revised Abuja Safety Targets Action Plan provides a comprehensive and coordinated framework for addressing critical aviation safety deficiencies affecting the African continent. The Action Plan is designed to strengthen safety oversight capabilities, enhance implementation of ICAO SARPs and to reduce accident rate.

The status of implementation, including challenges faced by States, will be periodically reported to the AU STC-TIITE through AFCAC.



Revised Abuja Safety Targets Action Plan -



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ACTION PLAN TO SUPPORT MEMBER STATES TO IMPLEMENT REVISED ABUJA SAFETY TARGETS (2025–2030)

GOAL 1 – ACHIEVE A CONTINUOUS REDUCTION OF OPERATIONAL SAFETY RISKS

1.1 STATES TO MAINTAIN A DECREASING TREND OF ACCIDENT AND SERIOUS INCIDENT RATE.

1.1.6 Action Plan: Training Support for High-Risk Occurrences

1.1.6.1 Strategic Alignment and Needs Assessment

- **Objective:** Ensure training initiatives align with ICAO Global Aviation Safety Plan (GASP), Regional Safety Plans, and Revised Abuja Safety Targets.
- **Action:**

#	Task	Responsible Entity	Supporting Entity	Timelines	Budget	Remarks
1.	Conduct a survey to identify Member States with elevated risk profiles in LOC-I, CFIT, MAC, runway excursions and RWY incursions	AFCAC	RSOs, CAA, ANSPs, Airport Operators, Air Operators, ICAO RSOs CANSO, ACI RAIO, IATA,	12 Weeks	USD 15,000	
2.	Analyze safety data from survey and prioritize training needs	AFCAC	CAA, ANSPs, Airport Operators, Air Operators, ICAO RSOs CANSO, ACI RAIO, IATA	12 Weeks	USD 20,000	
3.	Conduct Trainings on the identified needs in order of priorities	AFCAC	CAA, ANSPs, Airport Operators, Air Operators, ICAO RSOs CANSO, ACI RAIO, IATA	12 Weeks	USD 10,000	

Revised Abuja Safety Targets Action Plan -



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2.3.1 Action Plan: Establishment of independent Aircraft Accident and Incident Investigation Organization.

- **Objective:** To ensure the independent, impartial, and effective investigation of aircraft accidents and incidents by establishing and strengthening a dedicated Aircraft Accident and Incident Investigation Organization or Unit, in compliance with ICAO Annex 13, thereby enhancing aviation safety through the identification of root causes and the implementation of safety recommendations.
- **Actions:**

#	Task	Responsible Entity	Supporting Entity	Timelines	Budget	Remarks
	<i>Legal and Institutional Framework</i>					
1.	Draft and enact legislation establishing the AIG as an independent entity.	Ministry of Transport/ Ministry of Legal Affairs/Parliament	AFCAC; RECs, RAIOS; RSOOs; ICAO, State (Law Reform Commission, Attorney General); Others (parliamentary committees)	24 weeks	US\$30,000	Led by national legal drafters and parliamentary counsel using ICAO Annex 13 and regional model laws. ICAO/AFCAC/RAIOS/RSOOs provide templates and peer review. External legal consultants used only if there is no in-country aviation legal expertise or complex constitutional issues.
2.	Define mandate, powers, and reporting structure	Ministry of Transport / Interim AIG Task Force	AFCAC; RECs, RAIOS; RSOOs; ICAO, State (Cabinet Office, Presidency); Others (good-governance bodies)	20 weeks	US\$30,000	National policy and legal experts define scope, independence, access to information and direct reporting to the highest level of government. Partners provide examples of good

Revised Abuja Safety Targets Action Plan -



3.3 ALL STATES TO WORK TOWARDS AN EFFECTIVE SSP AS FOLLOWS: (A) BY 2026 – PRESENT AND (B) BY 2028 – PRESENT AND EFFECTIVE..... 207

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3.3 ALL STATES TO WORK TOWARDS AN EFFECTIVE SSP AS FOLLOWS: (A) BY 2026 – PRESENT AND (B) BY 2028 – PRESENT AND EFFECTIVE.

3.3.1 Action Plan: Enlist member State's commitment to implement SSP/SMS through Change Management strategies.

- **Objective:** States' commitment to implement SSP/SMS through change management.
- **Action:**

#	Task	Responsible Entity	Supporting Entity	Timelines	Budget	Remarks
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1.	Develop and promulgate a high-level national safety policy declaration committing SSP/SMS implementation across all aviation sectors.	CAA	ICAO, AFCAC, RSOOs	12 weeks	US\$ 5 000	The policy should be endorsed by all the State Authorities involved in the establishment, maintenance and implementation of SSP, and circulated to all Stakeholders.
2.	Establish a formal, national SSP Implementation SSP Coordinating Group (High level Committee includes key aviation stakeholders involved in the implementation of	CAA	ICAO, AFCAC, RSOOs, State Agencies, AIG Industry	16 months	US\$ 2 000	SSP Coordinating Group (High level Committee) includes key aviation stakeholders

Revised Abuja Safety Targets Action Plan -



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6.1 ESTABLISH AND MAINTAIN AN INCREASING TREND OF AIR NAVIGATION INFRASTRUCTURE, INTEROPERABLE SYSTEMS AND AERODROME INFRASTRUCTURE THAT MEETS RELEVANT ICAO STANDARDS.

6.1.1 Develop Action Plan Continental Infrastructure Gap Analysis.

- **Objective:** Support to improvements of Air Navigation, Aerodrome and interoperable system infrastructure that meet ICAO Standards.
- **Action:**

#	Task	Responsible Entity	Supporting Entity	Timelines	Budget	Remarks
1.	Complete the status of the infrastructure inventory and gap analysis for all aerodromes and ANS facilities against ICAO SARPs (Annexes 10, 14, 15).	CAA	AFCAC, ICAO, ANSPs, Aerodromes operators.	6–18 months	USD 50,000 State-funded (expert teams, harmonized inspection tools)	Completed, however limited to international aerodromes only based on the outcome of the

6.1.4 Action Plan on Continental approach to funding of strategic infrastructure and general access to capital by States.

- **Objective:** Enhance continental approach to funding of strategic infrastructure.
- **Action:**



#	Task	Responsible Entity	Supporting Entity	Timelines	Budget	Remarks
1.	Develop bankable project proposals for prioritized infrastructure projects identified in the national development plan.	CAA	AFCAC, ICAO, RSOOs, RECs, Development Partners, State Agencies	Continuous	USD 150,000 State-funded (technical consultants, economic studies, proposal drafting)	Requires multi-stakeholder coordination and alignment with AFCAC project templates.

Online Monitoring and Reporting Tool

AFCAC REVISED ABUJA SAFETY TARGETS

Multi-State Monitoring Dashboard · Revised Abuja Safety Targets

Live Q4 2024 Admin

EXECUTIVE SUMMARY

54
Total Countries
▲ +2 since 2023

312
Total Actions
▲ +18 this quarter

26%
% Completed
▲ +4% this month

44%
% In Progress
▲ On track

14
Avg Duration (wks)
● 3.5 months avg.

14
Experts Planned
● AFCAC Experts

burkina_faso
Top Expert – Mises à Jour
▲ 2 mäj · 4j ago

STATUS OVERVIEW

STATUS DISTRIBUTION

312 Actions

ACTION PLAN – DETAIL

54 rows

COUNTRY	TARGET ID	SECTION	STATUS	START	END
+ Cabo Verde	AST	Safety Targets Questionnaire	Not Started	2024	2025
+ Cameroon	T12.1	Seamless ANS	Not Started	2024	2025
+ Central African Republic	AST	Safety Targets Questionnaire	Not Started	2024	2025
+ Chad	AST	Safety Targets Questionnaire	Not Started	2024	2025
+ Comoros	AST	Safety Targets Questionnaire	Not Started	2024	2025
+ Conao (Republic)	AST	Safety Targets Questionnaire	Not Started	2024	2025

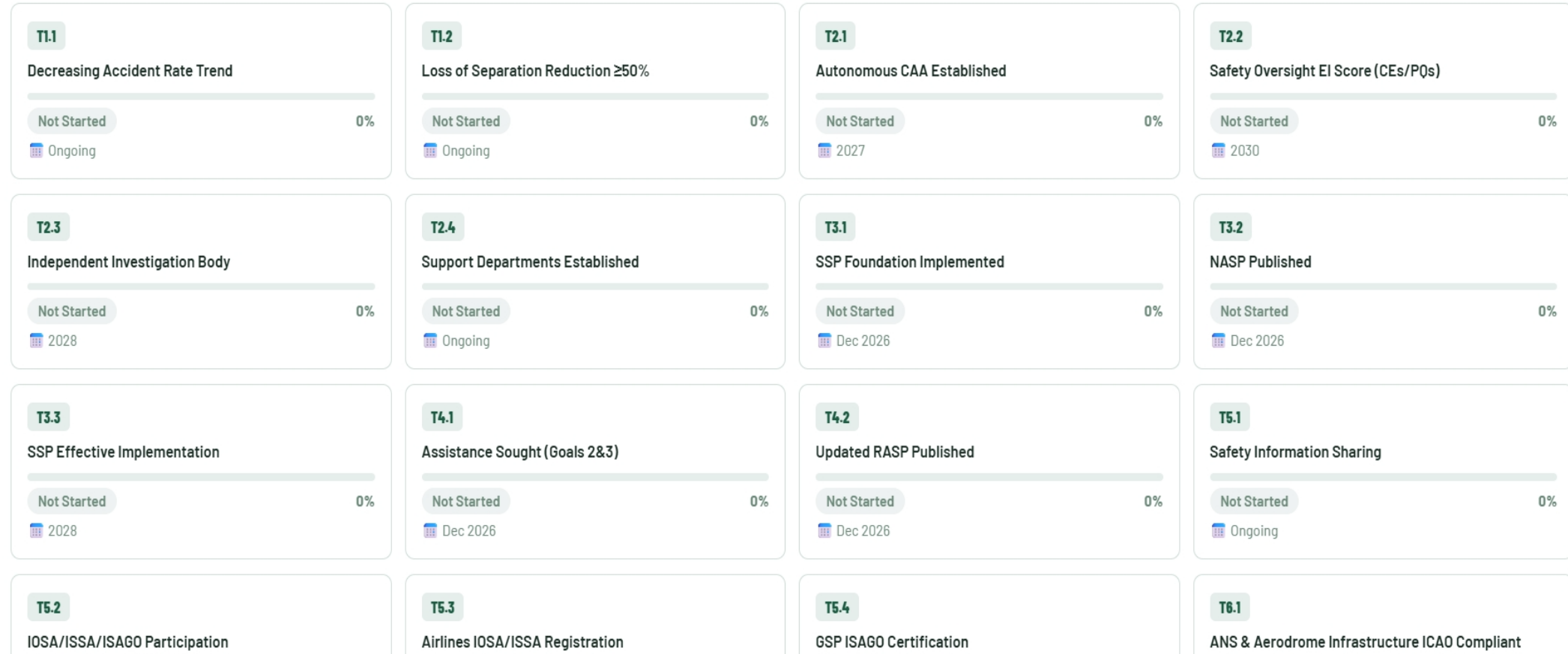
Online Monitoring and Reporting Tool



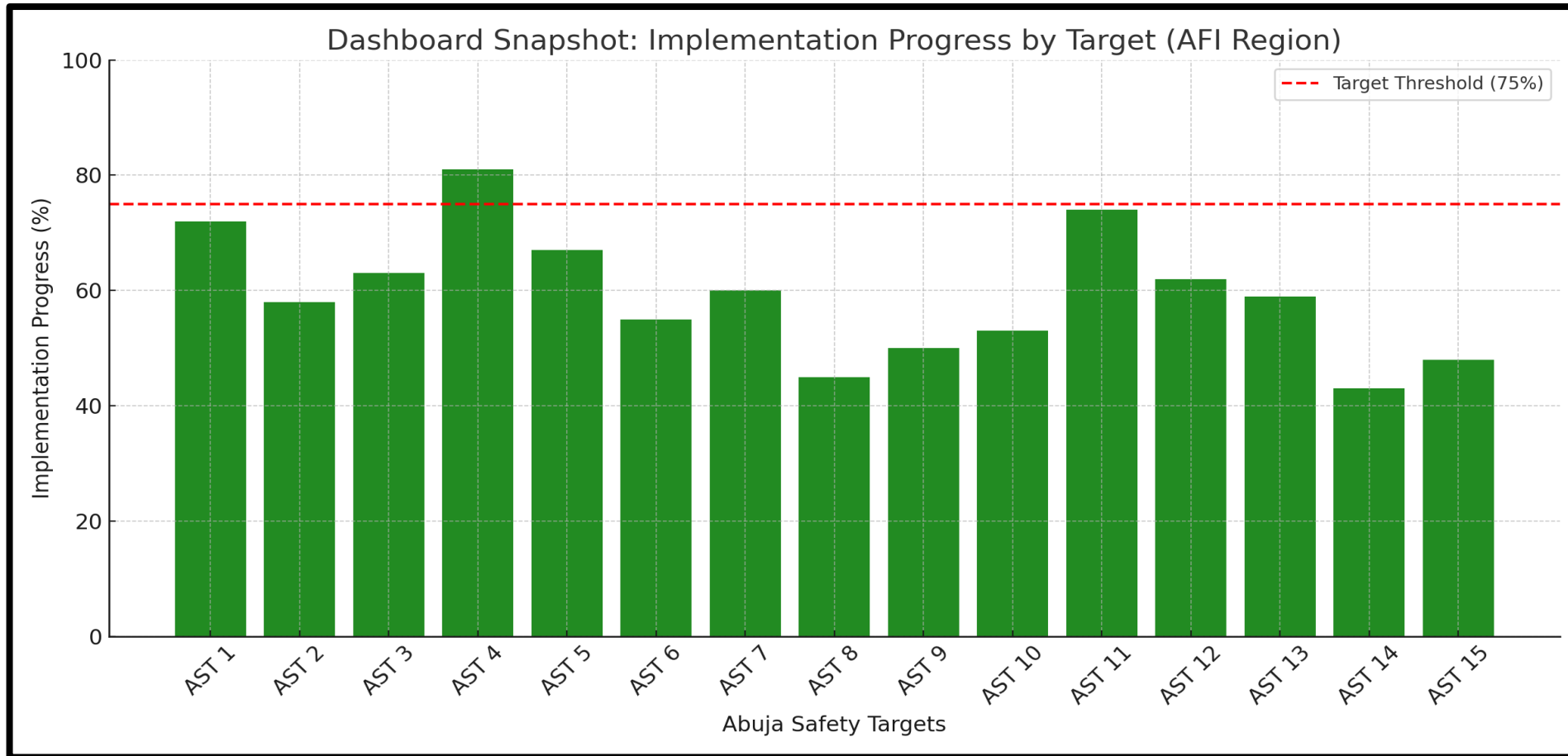
AFCAC SAFETY TARGETS – QUESTIONNAIRE PROGRESS

AFCAC / ABUJA SAFETY TARGETS – ACHIEVEMENT PROGRESS

Revised Abuja Safety Targets

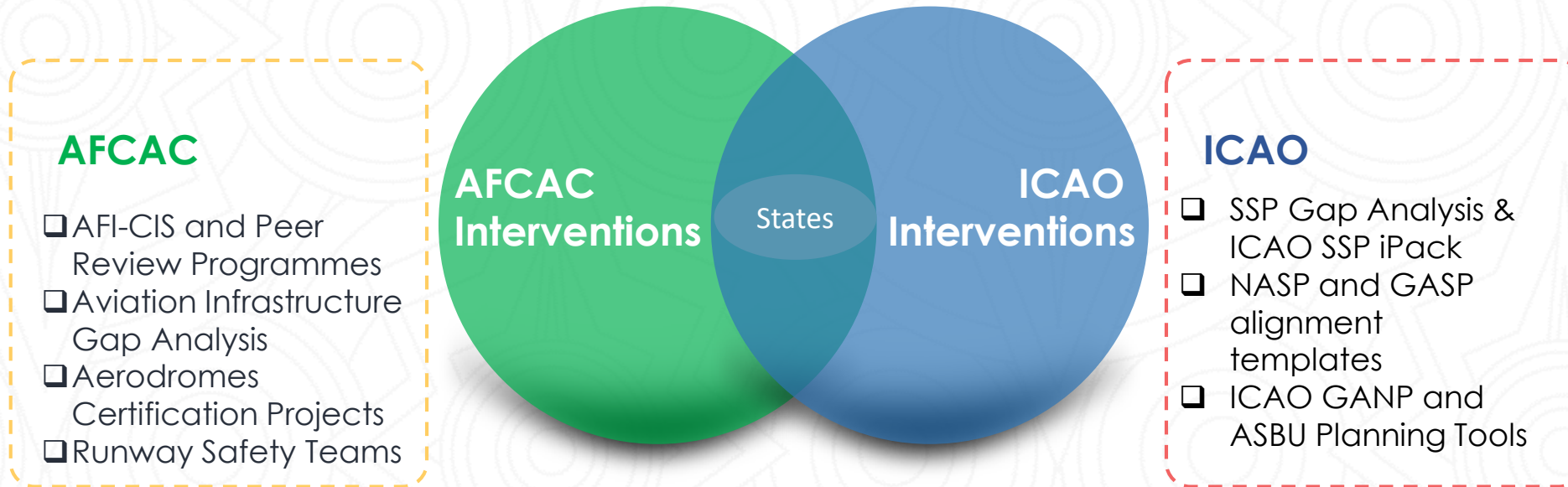


Auto-generated Questionnaire for National Facilitators



AST Progress Dashboard Snapshot – AFCAC/Member States

Key Implementation Tools and Resources



International Partners' funding and Support



African Aviation Transformed

Thank You

 www.afcac.org

 Dakar, Senegal

