WP/04E Appendix-A: Status of implementation of the AFI Regional Aviation Safety Plan

(AFI-RASP, 2023-2025 Edition).

PART 1.   ORGANIZATIONAL CHALLENGES (ORG) ROADMAP

COMPONENT 1 – STATE SAFETY OVERSIGHT SYSTEM
PHASE 1 – ESTABLISHMENT OF A SAFETY OVERSIGHT FRAMEWORK (CE-1 TO CE-5)

Goal 2: Strengthen States' safety oversight capabilities.
 	
Target 2.1: All States to improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system (with focus on priority PQs) as follows:
   a)   by 2024 – 75 per cent EI score;
   b)   by 2026 – 85 per cent EI score;
   c)   by 2030 – 95 per cent EI score.

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
G2-SEI-1 Consistent implementation of ICAO SARPs at the regional level.	Assist States to, • address Significant Safety Concerns as a priority; • Address all protocol questions (PQs) of the USOAP Continuous Monitoring Approach (CMA); • Establish primary aviation law and regulations, to empower the competent authority to conduct regulatory oversight, this includes separation of oversight functions and service provision functions (CE-1 and CE-2). • Conduct workshops to support States establish a process for identification of differences with the ICAO SARPs (CE-2).	**In progress**	• DRC, Liberia and Zimbabwe are receiving ongoing assistance in developing and implementing their SSC corrective action plans; • A high-level mission was conducted to Liberia to draw the attention of the State authorities and secure their commitment to enhancing the aviation safety oversight system; • Guidelines provided to states during ROST assistance missions to help them effectively transpose the relevant articles of the Chicago Convention, as well as the specific provisions related to safety management and aircraft accident investigation; • 34% of AFI States have not achieved 75% of EI in CE-1; • 29% of AFI States have not achieved 75% of EI in CE-2; • Presentations are made during ROST assistance missions on ICAO Doc 10055 - Manual on Notification and Publication of Differences, and guidelines provided for completing the USOAP-CMA CC/EFOD module.
G2-SEIs-2 Establishment of an independent regional accident and incident investigation process, consistent with Annex 13 — Aircraft Accident and Incident Investigation	Identify champion States, via the RASGs, • to assist in building the accident and incident investigation capabilities of States that require assistance (CE-3 to CE-4); • Provide resources for accident and incident investigation (including, but not limited to, personnel and technical support) to perform those functions which cannot be performed by the State acting on its own.	**In progress**	An AIG capacity-building project which includes the establishment of a pool of African aircraft accident investigators is under development.

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
G2-SEI-3 Regional safety enhancement initiatives to support consistent coordination of regional programmes in establishing adequate safety oversight capabilities	☐ 3A – Identify resources that are available to support safety enhancement initiatives for States in the region (all CEs, emphasis on CE-1 to CE-5). ☐ 3B – Use the global aviation safety roadmap and RASG- and/or RSOO-specific analyses of relevant safety-critical information to determine regional safety issues and resources that can be used to assist States. Due to limited resources, any planned actions should target those safety risks that can be most effectively addressed (all CEs, emphasis on CE-1 to CE-5) ☐ 3C – Encourage regional entities (RASG, RSOO, ICAO, States, banks, RECs and other programmes) to provide financial and technical assistance. Focus on States needing assistance (in alignment with State SEI-4) (all CEs, with emphasis on CE-1 to CE-5). ☐ 3D – Strengthen existing RSOOs (CE-1 to CE-5)	**In progress**	3A - The Fundamentals of Safety oversight (FSO) project is ongoing. Guinea Bissau has been assisted in 2025. - The technical assistance project for the São Tomé and Príncipe Civil Aviation Authority, funded by the SAFE, has achieved the establishment of CE-1 to CE-5 of the State Safety Oversight System. 3C – The agreement between ICAO and ECOWAS is under revision.
G2-SEI-4 Strategic collaboration with key aviation stakeholders to enhance	☐ 4A – Establish a mechanism to identify key aviation stakeholders and develop and execute an action plan to resolve the identified hazards and safety deficiencies (CE-1 to CE-5).	**In progress**	4A – The CASIP, operating within the safety stream, identified runway safety, wildlife hazard management and RFFS shortcomings as priority areas. It was agreed that runway safety missions and workshops on wildlife hazards and RFFS would be conducted in 2025.

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
safety in a coordinated manner.	☐ 4B – Establish via RASG-AFI and/or RSOOs a mentoring/collaboration system, including assistance to State/industry, best practices sharing and internal follow-up (CE-3). ☐ 4C – Collaborate with RASG-AFI, RSOOs, States, ICAO, industry and technical school partnerships to attract, recruit and train technical personnel and develop a strategy for their retention (CE-4). ☐ 4D – Establish and implement a process for developing and promulgating technical guidance, tools and safety-critical information. These materials must be tailored to the national regulations and operational environment (CE-5) of each State. ☐ 4E – Improve safety oversight and work with RASG-AFI and/or RSOOs to address high-risk occurrences		4B – The AFI RSOO's strategic plan and roadmap are being validated for implementation.
G2-SEI-5 Provision of the regional safety information to ICAO by asking States to complete, submit and update all relevant documents and records	☐ 5A – Assess if States in the region have provided the information in 5B to 5E to ICAO. ☐ 5B – Solicit States in the region to complete and submit their USOAP corrective action plans. ☐ 5C – Solicit States in the region to complete and submit their self-assessment	**Continuous**	The ESAF and WACAF regional offices assess States' completion of the USOAP-CMA Online Framework (OLF) during remote and on-site assistance activities. The level of completion of CAPs is very low.

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
	checklist based on USOAP CMA PQs ☐ 5D – Solicit States in the region to complete and submit their SAAQ ☐ 5E – Solicit States in the region to complete and submit their CCs on the EFOD system ☐ 5F – Make use of the RASG-AFI, regional organizations or other regional fora to collect and share safety information, in order to assess the level of implementation of ICAO SARPs at the regional level		
G2-SEI-6 Continued implementation of, and compliance with, ICAO SARPs at the regional level	☐ 6A – Increase the level of compliance with ICAO SARPs and the EI of CEs within the region (CE-6 to CE-8) ☐ 6B – Work with States' competent authorities and their enforcement oversight processes, to address safety issues regarding foreign operators, in a timely manner (CE-6 to CE-8). ☐ 6C – Continue work on the regional high-risk categories of occurrences	**In progress**	60% of AFI States have not achieved 75% of EI in CE-6 87% of AFI States have not achieved 75% of EI in CE-7 89% of AFI States have not achieved 75% of EI in CE-8
G2-SEI-7 Regional safety enhancement initiatives to support consistent	☐ 7A – Identify resources that are available to support safety enhancement initiatives for States in the region (all CEs, emphasis on CE-6 to CE-8).	**In progress**	

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
coordination of regional programmes in implementing adequate safety oversight capabilities	☐ 7B – Use the global aviation safety roadmap and regional analysis to determine regional priorities and resources for assisting States. Due to limited resources, focus on those safety risks that can be most effectively addressed to improve safety (all CEs, emphasis on CE-6 to CE-8). ☐ 7C – Encourage regional entities (RASG, RSOO, ICAO, States, banks and other programmes) to provide financial and technical assistance. Focus on States needing assistance, following SEI-10 (all CEs, emphasis on CE-6 to CE-8). ☐ 7D – Strengthen existing RSOOs, if necessary (CE-6 to CE-8)		7C – The EU ASA project has supported the AFI RSOOs and RAIO in implementing their annual work programme, as well as conducting capacity-building workshops. - The agreement between ICAO and ECOWAS is under revision. 7D – The AFI RSOO's strategic plan and roadmap are being validated for implementation.
G2-SEI-8 Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner	☐ 8A – Establish a mechanism to identify key aviation stakeholders and develop an action plan to resolve safety issues (CE-6 to CE-8). ☐ 8B – Provide assistance via RASG-AFI and/or RSOOs to States for the conduct of surveillance activities (CE-7). ☐ 8C – Use technical guidance, tools and safety-critical information to assist in safety oversight functions (CE-6 to CE-8). ☐ 8D – Resolve safety issues (CE-8).	**In progress**	8A – 8B – The RSOOs and the AFI-CIS support the ESAF and WACAF states as an additional resource to the regional offices. 8C - The RSOOs and RAIO are developing common regulations, guidance material and tools for use by their member states.

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
	☐ 8E – Improve safety oversight and work with RASG-AFI and/or RSOOs to address high-risk occurrences		
G2-SEI-9

Continued provision of the primary source of regional safety information to ICAO by asking States to update all relevant documents and records as progress is made. | Assess if States in the region have updated their primary source of safety information to ICAO. | | |
| **COMPONENT 2 –STATE SAFETY PROGRAMME (SSP)** | | | |
| **Goal 3 : Implement effective State safety programmes (SSPs)**

     Target 3.1 By 2023, all States to implement the foundation of an SSP

     Target 3.2 By 2024, all States to publish a national aviation safety plan (NASP)

     Target 3.3 All States to work towards an effective SSP as follows:

a)   by 2025 – Present

b)   by 2028 – Present and effective | | | |
| G3-SEI-1

Guide and support SSP implementation in the region | Support the SSP implementation through the implementation of AFI Plan SSP project activities. | **In progress** | The ICAO ESAF and WACAF Regional Offices provided technical assistance to Botswana ,Burundi, Cabo Verde Djibouti, Eswatini, Ethiopia, Gabon, Ghana, Malawi, Mauritania ,Mozambique, Madagascar, Mauritius, Seychelles, Togo, Senegal and Zimbabwe under the AFI Plan SSP project and regular programme, to support the States' efforts in the establishment and implementation of their State Safety Programmes (SSP). |

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
	☐ 1A Complete OLF CAPs related to the SSP foundational PQs and update the iSTARs GAP-Analysis	**In progress**	The overall level of SSP implementation in the WACAF Region is 66.85% with 9.1% CAP completed. With regards to SSP implementation, the information reported by WACAF States in the iSTARS, indicates that 16.67% of States did not provide any report, 8.33% of States are at L1 (Started the GAP Analysis), 8.33% of States are at L2 (GAP-Analysis completed) and 66.67 % of States are at L3 (Implementation Plan defined). The overall level of SSP foundation PQ in the ESAF Region is 69.9% with 14.1% of CAPs completed. With regards to SSP implementation, the information reported by ESAF States in the iSTARS and Regional Office data indicate that 12.5% of States did not provide any report, 4.1% of States are at L1 (Started the GAP Analysis), 16.67% of States are at L2 (GAP-Analysis completed) and 62.5 % of States are at L3 (Implementation Plan defined) and 4.17% are at Level 4 (completed SSP implementation). According to the information reported by ESAF and WACAF States in the iSTARS and Regional Office data, the overall weighted average of State Safety Programme (SSP) Implementation is 58.5% and 56.3%, respectively.
	☐ 1B Support the Implementation of NASP through iPacks and Workshops	**In progress**	Workshops on NASP conducted by ICAO in Nairobi and Dakar and iPACK on NASP was provided to Botswana and Zambia
	☐ 1C develop/amend the SMS regulations, SSP guidance materials and tools	**In progress**	Subject matter experts from ESAF and WACAF States have developed/customized regulations, procedures, and checklists under the AFI Plan project. The newly established SMO/SG has SSP as one of its project areas. A project description has been developed and endorsed by both the SMO/SG1 and PRCC/1

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
			meetings. The project team will also develop additional generic guidance materials related to SSP and Safety Management Systems (SMS).
	☐ 1D Provide Assistance on the SMS acceptance (AED, AMO, ATOs, AOC) and reviewing SP Safety Risks		
G3-SEI-2 Facilitate capacity building activities through training, seminars and workshops in partnership with States/ industry/RSOOs/RAIOs	Conduct workshop on validation of SSP implementation/ documentations and tools	**In progress**	1. The State Safety Programme (SSP) Generic Document Validation Workshop — covering regulations, procedures, and checklists developed or customized by subject matter experts and resource personnel nominated by the States — was held virtually from 26 to 28 July 2023. 2. The AFI Plan SSP Project Launch Meeting and Workshop was conducted virtually from 16 to 17 February 2024.
	☐ 2A Provide training on Safety Risk Based Surveillance (SRBS)	**In progress**	Safety Risk-Based Surveillance (SRBS) was addressed during the four onsite workshops on safety intelligence and safety performance management workshop held in Addis Ababa, Dakar, Gaborone and Nairobi, as well as during SSP technical assistance activities.
	☐ 2B Provide training on SMS acceptance , monitoring and reviewing SP Safety Risks		
	☐ 2C Provide training on SSP	**In progress**	1. Two training on SSP were conducted in Nairobi by ICAO using HRDF fund and in collaboration with Boeing. 2.In coordination with CAAS and EASA, five workshops were organised focusing on Safety Management Implementation, the State Safety Programme (in both French and English), and the National Aviation Safety Plan (NASP).

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
	☐ 2D Provide Aviation Data-driven Decision Making (AD3M) - Part 1 and 2 training		
	☐ 2E Provide training/awareness to CAA staff and other stakeholders on safety data and safety information governance process	**In progress**	ICAO conducted three onsite workshops on safety intelligence and safety performance management in Addis Ababa, Dakar, and Nairobi.
G3-SEI-3 Promote safety culture and the establishment of safety data and safety information collection and processing systems, including exchange and protection of information.	☐ 3A development/amendment of regulations, guidance materials; and implementation of mandatory and voluntary reporting systems, including requirements for protection of safety data and information and their related sources.	**In progress**	Subject matter experts from ESAF and WACAF States have developed/customized regulations, procedures, and checklists under the AFI Plan project. The newly established SMO/SG has SSP as one of its project areas. A project description has been developed and endorsed by both the SMO/SG/1 and PRCC/1 meetings. The project team will also enhance/develop additional generic guidance materials related to SSP and Safety Management Systems (SMS).
	☐ 3B establishing/enhancing aircraft accident and investigation processes, including the implementation of accidents/incidents databases		
	☐ 3C Develop regulations and guidance on safety data and safety information governance	**In progress**	Subject matter experts from ESAF and WACAF States have developed/customized regulations, procedures, and checklists under the AFI Plan project. The newly established SMO/SG has SSP as one of its project areas. A project description has been developed and endorsed by both the SMO/SG1 and PRCC/1 meetings. The project team will also develop additional generic guidance materials related to SSP and Safety Management Systems (SMS).

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
	☐ 3D Establish mechanism/models for States to collect Safety Risks and SPIs and share with RASGs		
	☐ 3E Enhance sharing and exchange safety information, analyses, safety risk discoveries/lessons learned and best practices that support a positive safety culture through a regional platform such as APIRG and RASG.	**In progress**	The newly established SMO/SG has identified Safety Data Collection and Processing Systems as a project area. A project description has been developed, and the project team will address existing gaps in the sharing and exchange of safety information, analyses, safety risk discoveries, lessons learned, and best practices.

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PART 2:

REGIONAL OPERATIONAL SAFETY RISKS (OPS) ROADMAP - DETAILED SAFETY ENHANCEMENT INITIATIVES (SEIS).

R-HRC 1: Controlled Flight Into Terrain (CFIT)

Goal 1: Achieve a continuous reduction of operational safety risks

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Target 1.1: Maintain a decreasing trend of regional accident rate.

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
G1-SEI-1 **AFI REGION** (AFI-RASP OPS SEI on CFIT) Mitigate contributing factors to the risk of CFIT	1A. Organise Seminars on CFIT to facilitate the implementation of the following CFIT safety actions: • Support the adoption of TAWS in accordance with Annex 6 – *Operation of Aircraft;* Promote, • the wider use of TAWS beyond the	Annual CFIT Workshop conducted **Accomplished**	The CFIT Workshops were conducted as follows: 15-16 December 2021 – Virtual; 21-22 December 2022 – Virtual; 9-11 October 2023 – Lagos, Nigeria; 7-9 October 2024 – Yaounde, Cameroon; 6-8 October 2025 – Abuja, Nigeria. The AFI Region registered a **3.59%** improvement rate in the implementation score for the related PQs (4.093 ; 4.434; 4.149; 4.151; 4.153; 4.161; 4.165; 4.171; 4.203; 4.435;

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
	requirements of Annex 6; adherence to TAWS warning procedures; greater awareness of approach risks; implementation of CDFA; implementation of MSAW systems; timeliness of updates and accuracy of eTOD; use of global positioning system (GPS)-derived position data to update TAWS		4.301) (i.e. from **69.36%** in 2023 to **72.95%** in 2024).
	Identify additional contributing factors, for example: Flight in adverse environmental conditions; Approach design and documentation; Phraseology used (standard vs non-standard); Pilot fatigue and disorientation.	**In progress**	
	Conduct continuous evaluations of the performance of the SEIs	**Accomplished**	9 States out of the 46 audited RASG-AFI States have fully implemented all the identified CFIT-related SEIs (PQs) (19.57%) in 2022; 15 out of the 46 audited RASG-AFI States have fully implemented all the identified CFIT-related SEIs (PQs), representing 32.6% in 2023; 17 out of the 46 audited RASG-AFI States have fully implemented all the identified CFIT-related SEIs (PQs) in 2024.
G1-SEI-2 **STATES**	Ensure that the following CFIT safety actions are implemented during air operator certification process, or continuous surveillance activities:	**In Progress**	

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
Mitigate contributing factors to CFIT accidents and incidents	Ensure aircraft are equipped with terrain awareness and warning system (TAWS) in accordance with Annex 6 – Operation of Aircraft; Promote the wider use of TAWS beyond the requirements of Annex 6; Issue a Safety Advisory to increase adherence to TAWS warning procedures; Promote greater awareness of approach risks; Consider the implementation of continuous descent final approaches (CDFA); Implement "Minimum Safe Altitude Warning"(MSAW) system in ATC surveillance radar system; Ensure the timeliness of updates and accuracy of Electronic Terrain and Obstacle Data (eTOD); Promote the use of GPS-derived position data to feed TAWS.		
	Validate the effectiveness of the safety enhancement initiatives (SEIs) presented in this roadmap through the analysis of mandatory occurrence reporting (MORs) and voluntary occurrence reporting systems (VORs) and accident/incident investigations (apply safety management methodologies)		

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
	Identify additional contributing factors, for example: Flight in adverse environmental conditions; Approach design and documentation (e.g. approaches with vertical guidance (APV) or localizer performance with vertical guidance (LPV) approaches); Phraseology used (standard vs. non-standard); Pilot fatigue and disorientation; Altimetry error (QNH blunder); Communication error.		
	Develop and implement Corrective Action Plans (CAPs)/State Self-Assessment on deficiencies identified by the USOAP CMA activities and related Protocol Questions (PQs) to mitigate the risk of the identified contributing factors, if any; and continuously evaluate the performance of the SEIs.		
G1-SEI-3

INDUSTRY
Mitigate contributing factors to CFIT accidents and incidents | Implement the following CFIT safety actions: Equip aircraft with TAWS; Increase adherence to TAWS warning procedures; Develop greater awareness of approach risks; Promote CDFA; Utilize MSAW systems; Utilize up-to-date Etod; Utilize GPS-derived position data to feed TAWS. | | Data to be collected by States and furnished to the AASPG. |

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
	Validate the effectiveness of the SEIs presented in this roadmap through the analysis of flight data monitoring (FDM)* and pilot reports** (apply safety management methodologies)		
	Identify additional contributing factors, for example: Flight in adverse environmental conditions; Approach design and documentation; Phraseology used (standard vs non-standard); Pilot fatigue and disorientation.		
	Develop and implement further SEIs to mitigate the risk of the identified contributing factors, if any, for CFIT.		
	Conduct continuous evaluation of the performance of the SEIs *TAWS cautions and warnings, and pilot responses to TAWS warnings. **Flight planning - failure to comply with minimum safe altitude (MSA) or military operations area (MOA) restrictions.		

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
	R-HRC 2: Loss of control in-flight (LOC-I)		
	Goal 1: Achieve a continuous reduction of operational safety risks **Target 1.1: Maintain a decreasing trend of regional accident rate.**		
Safety Enhancement Initiatives (SEIs)	**Actions**	**Status of implementation**	**Remarks**
G1-SEI-1 Assist States and stakeholders implement LOC-I safety mitigation actions through promotion/sensitiz ation	Organize an annual workshop on LOC-I and UPRT	**Accomplished**	Workshops held to further guide States and to sensitize them on Safety Enhancement Initiatives linked to the HRCs as per the AFI-RASP
G1-SEI-2 Implementation of the RASG-AFI 5-year LOC-I and UPRT Plan of Action	Implement the RASG-AFI 5-year LOC-I and UPRT Plan of Action	**In progress**	Most States have promulgated updated regulations that include provisions on UPRT However, only 11 States have reported on progress made on implementation through the survey initiated by ICAO and which includes among others, items of the 5-Year LOC-I Plan
G1-SEI-3 Build on initiatives and actions identified or	Consolidate and promote the implementation of relevant initiatives and actions as previously identified during past workshops	**In progress**	Only 11 States have reported on progress made through the survey initiated by ICAO and which include among others, Safety Enhancement Initiatives

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
recommended during past workshops			
G1-SEI-4 Factor in Error and Threat Management	Apply all ICAO pilot competencies (Flight path management, Automation, Manual flying, Communication, Leadership and Teamwork, Workload management, Problem solving and Decision making)	**In progress**	Only 11 States have reported on progress made through the survey initiated by ICAO and which include among others, Safety Enhancement Initiatives
G1-SEI-5 Ensure the Effectiveness of the SEIs	Continuously Validate the effectiveness of the SEIs and identify additional contributing factors	**Accomplished**	This is being reviewed on each workshop and associated recommendations formulated
G1-SEI-6 Mitigate the risk of the identified contributing factors	Develop and implement further SEIs to mitigate the risk of the identified contributing factors, if any, for LOC-I and Conduct continuous evaluations of the performance of the SEIs.	**Accomplished**	This is being reviewed on each workshop and associated recommendations formulated

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks

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R-HRC 3: Mid-Air Collision (MAC)

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Goal 1: Achieve a continuous reduction of operational safety risks

Target 1.1: Maintain a decreasing trend of regional accident rate.

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Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
G1-SEI-1 Collection of data concerning airspace around the Horn of Africa coordination challenges	To understand why failure in coordination is occurring and what CAP can be put in place to improve the situation	**In progress**	- Data collection received from MIDRAMA reports and LHD reports from airspace users. - HLM made to Eritrea address the requirement; noted need to update Letters of Procedures (LOPs) between the MID ATC centers and Asmara FIR. Draft LOPs completed between Asmara and Jeddah FIR pending signing. - Challenges encountered in holding coordination meeting for all stakeholders to finalise coordination arrangements; deferred to later in Q4 of 2025. Newly established AEAG carries out ATS Events analysis on 13-17 Oct 2025; recommendations provided.

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
RVSM airspace monitoring	RVSM data reports to ARMA on a monthly basis	**In progress**	- Challenge encountered with the data for 2025 as ARMA Manager leaves and delay in appointment of new Manager. - Newly appointed Manager in process of gathering pending data to enable 17th CRA report. List of National Programme Managers not updated; failure to communicate with some States causing delay in data collection.

R-HRC 4: Runway Excursions (RE)

Goal 1: Achieve a continuous reduction of operational safety risks

Target 1.1: Maintain a decreasing trend of regional accident rate.

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
G1-SEI-1 Mitigate contributing factors to risk of RE	1A Organize Runway Safety Workshops , Seminars and Webinars	**In progress**	A virtual runway safety workshop is scheduled to be held by the end of year 2025.
	Identify contributing factors	**In progress**	
	Promote the establishment and implementation of State Runway Safety Programme	**In progress**	

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
	1B Organize and implement follow up activities on implementation of GRF at Regional and State level.	**In progress**	To date, 44% of airports in the ESAF and WACAF regions have implemented the GRF.

<div align="center"><strong style="color:blue">R-HRC 5: Runway Incursions (RI)</div>

<div align="center">Goal 1: Achieve a continuous reduction of operational safety risks</div>

<div align="center">Target 1.1: Maintain a decreasing trend of regional accident rate.</div>

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
G1-SEI-1 Mitigate contributing factors to the risk of RI	1A Organize Runway Safety Workshops , Seminars and Webinairs	**In progress**	A virtual runway safety workshop is scheduled to be held by the end of year 2025.
	Identify contributing factors	**In progress**	
	1B Encourage States to request for Runway Safety Go Team missions	**In progress**	To date,36% of airports in the ESAF and WACAF regions have established an RST.

Safety Enhancement Initiatives (SEIs)	Actions	Status of implementation	Remarks
e.g., *GASP ORG SEI-3 (Region) — Establishment of an independent accident and incident investigation authority, consistent with Annex 13 — Aircraft Accident and Incident Investigation*	*Identify champion States, via the RASGs, to assist in building the accident and incident investigation capabilities of States which require assistance*	•	

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