



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### First Meeting of the Africa-Indian Ocean Aviation System Planning and implementation Group (AASPG/1)

Libreville, Gabon, from 3 to 7 November 2025.

#### Agenda Item 4 - Implementation of safety and air navigation goals, targets and indicators, including priorities set in the Regional Aviation Safety and Air Navigation Plans

#### 4.5 Regional and National Aviation Safety and Air Navigation Plans

*(Presented by the Secretariat)*

SUMMARY	
This working paper provides updates on the status of the AFI Regional Aviation Safety Plan (AFI-RASP) and the AFI Air Navigation Plan (ANP).	
Action by the Meeting is provided in <b>paragraph 3</b> .	
<b>REFERENCE(S)</b>	<ul style="list-style-type: none"> <li>▪ Doc 10004, Global Aviation Safety Plan (GASP)</li> <li>▪ Doc 10131 – Manual on the Development of Regional and National Aviation Safety Plans</li> <li>▪ AFI Regional Aviation Safety Plan (AFI-RASP 2023-2025 Edition)</li> <li>▪ Doc 9750, Global Air Navigation Plan (GANP)</li> <li>▪ AFI Air Navigation Plan (AFI ANP)</li> <li>▪ APIRG/27 &amp; RASG-AFI/10 Report.</li> </ul>
<i>Strategic Objectives</i>	<i>A – Safety, B – Air Navigation Capacity and Efficiency, D – Economic Development of Transport, and E – Environmental Protection.</i>

### 1. INTRODUCTION

- 1.1. In accordance with the GASP, each ICAO region and State should develop a RASP and a National Aviation Safety Plan (NASP), that outline their strategic directions for safety management. The RASP and NASP emphasize the commitment of a region or a State to aviation safety.
- 1.2. The AFI Regional Aviation Safety Plan (AFI-RASP 2023 – 2025 Edition) was endorsed by the Ninth Meeting of the AFI Regional Aviation Safety Group (RASG-AFI/9). It aligns with the GASP 2023–2025 Edition and includes the six goals and the five global high-risk categories of occurrences (G-HRCs), in addition to the goals and regional high-risk categories of occurrences (R-HRCs) specific to the AFI Region. The vision of the AFI-RASP is to achieve and maintain the aspirational safety goal of *zero fatalities in commercial operations by 2030 and beyond*, in line with the United Nations' 2030 Agenda for Sustainable Development.
- 1.3. Regarding air navigation, the ICAO Council, during its 202<sup>nd</sup> Session (June 2014), decided (*Decision C-DEC 202/4*), that the Regional Air Navigation Plans (ANPs) should be published in three volumes. Volume I of the AFI ANP was approved by the President of the Council on 19 August 2016, while Volume II and Volume III of the AFI ANP were approved by AFI Planning and Implementation Regional Group (APIRG) 22<sup>nd</sup> and 26<sup>th</sup> meetings respectively.

## 2. DISCUSSION

### *AFI Regional Aviation Safety Plan (AFI-RASP)*

- 2.1. The First Edition of the AFI-RASP 2023-2025 Edition was produced by the Operational Safety Issues Safety Support Team (OSI-SST) of the RASG-AFI and registered with the ICAO Online Community in November 2023.
- 2.2. The Plan aims to continually enhance regional aviation safety performance and resilience by providing a collaborative framework for States and industry. This is supported by a series of goals:  
  
**Goal 1** is to achieve a continuous reduction of operational safety risks.  
**Goal 2** calls for all States to strengthen their safety oversight capabilities.  
**Goal 3** calls for the implementation of effective State safety programmes.  
**Goal 4** calls for States to increase collaboration at the regional level to enhance safety.  
**Goal 5** aims to expand the use of industry programmes and safety information sharing networks.  
**Goal 6** focuses on the appropriate infrastructure needed to support safe operations.
- 2.3. Safety Enhancement Initiatives (SEIs) were identified and linked to each Goal established in the Regional Safety Strategy to address organizational issues and operational and emerging risks.
- 2.4. Two AFI RASP/NASP workshops were held in Nairobi (Kenya) and Banjul (The Gambia) in September 2024, attended by over 80 participants from States, industry, and Regional/International Organizations. The workshops reviewed the AFI-RASP structure, goals, targets, operational Safety risks, organizational challenges, and the regional High-Risk Categories of occurrences (R-HRCs).
- 2.5. Most States expressed their appreciation of the workshop and advocated for its annual conduct. Following the workshops, four States (Botswana, Chad, Senegal and Tanzania) developed and registered new NASPs while Cabo Verde revised its NASP in alignment with the AFI-RASP 2023-2025. Several other States are at different stages of NASP development or revision.
- 2.6. As of 30 September 2025, eight WACAF States (Benin, Cabo Verde, Chad, Cote d'Ivoire, Ghana, Senegal, Sierra Leone and Togo) and seven ESAF States (Botswana, Ethiopia, Kenya, Namibia, Rwanda, Tanzania and Uganda) had developed and registered their NASPs on the ICAO NASP Online Community.
- 2.7. The ICAO Regional Offices continued to support States in the development of their NASPs through SSP technical assistance and NASP iPACKs deployed to Botswana, Gabon and Zambia. The status of implementation of the Safety Enhancement Initiatives (SEIs) is provided as **Appendix-A** to this Working Paper.
- 2.8. The newly established Safety Management and Oversight Sub-Group (SMO/SG) of the AASPG has identified six proposed projects, amongst which is the "*Revision of the AFI-RASP and assistance to States to develop/revise their NASPs*". A dedicated Project team is being established to align the next AFI-RASP 2026-2028 Edition with the GASP 2026-2028 Edition.

### *AFI Air Navigation Plan (AFI ANP)*

#### *Volume I and Volume II*

- 2.3. APIRG/27 noted that only a few States had submitted contributions to the ICAO Regional Offices for updating of volumes I and II of the AFI ANP and urged all States to review their

data regularly and submit amendment requests as necessary, to ensure data consistency and accuracy.

- 2.4 The ICAO ESAF and WACAF Regional Offices have consolidated the proposals for amendment (PfAs) to Volumes I and II of the ANP and are coordinating their processing with the States concerned.

#### *Volume III and ASBU implementation*

- 2.5 Volume III of the AFI ANP focusses on the planning, implementation and monitoring of ASBU elements in the AFI Region. To facilitate data collection and monitoring of the planning and implementation of the ASBU elements identified as applicable in the region, the ASBU Tool of the AANDD platform was developed, following *APIRG/25 Conclusion 25/11*, and endorsed by *APIRG/27 Conclusion 27/16*.
- 2.6 The second edition of the AFI Air Navigation Report (December 2023) indicates an overall ASBU implementation of 42%, including 25% for Information Elements, 52% for Operational Elements and 50% for Technology Elements.
- 2.7 These figures may not fully depict the actual progress due to the lack of or insufficient data submissions from States. The meeting may wish to encourage States to establish and operationalize national committees, as recommended by *APIRG/27 Conclusion 27/17*, to ensure regular reporting on ASBU implementation. In this regard, the Regional Offices are ready to assist States as required.
- 2.8 The status of implementation of the AFI Regional Air Navigation Plan and the detailed status of ASBU implementation by States, as per the current Volume III of the AFI ANP, are provided in **Appendices B & C** to this working paper, respectively.

#### *National air navigation plans*

- 2.9 States are encouraged to develop national air navigation plans aligned with the Global Air Navigation Plan (GANP) and AFI ANP serving as reference documents for infrastructure investment and modernization. While some efforts have developed National ASBU Plans, it is recommended that ASBU planning be integrated into their national air navigation Plans, in line with the fourth layer of the structure of the GANP.
- 2.10 Although ICAO plans to release an online template for national air navigation Plans via the GANP portal, this resource is not yet available. Therefore, the meeting may wish to task the Airspace and Aerodrome Operations Sub-Group (AAO/SG) and the Infrastructure and Information Management Sub-Group (IIM/SG) with developing a regional template to guide States in the AFI Region in a harmonized manner.

### **3 ACTION BY THE MEETING**

- 3.1 The meeting is invited to :

- a) Note the information contained in this paper;
- b) Acknowledge the progress made in the monitoring of ASBU implementation; and
- c) Provide further guidance as appropriate.

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