



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

Libreville, Gabon, 3 - 7 November 2025

Agenda Item 2

Title: UPDATE ON THE AFI CIS PROGRAM - 2025 (Presented by AFCAC)

EXECUTIVE SUMMARY

This paper presents a report on AFI-CIS activities conducted for 2025. AFCAC supports African Member States to enhance their effective implementation of ICAO Standards & Recommended Practices (SARPs) and to improve their EI status to 75% or better. These activities are funded by international partners such as AfDB, Boeing, and EU-ASA.

The Meeting is invited to consider action in paragraph 5 of this WP.

Ref:

- AFI CIS Policy and Procedures Manual.
- ICAO Doc 10004, Global Aviation Safety Plan (GASP).
- AFCAC Consolidated Strategic Work Programme.

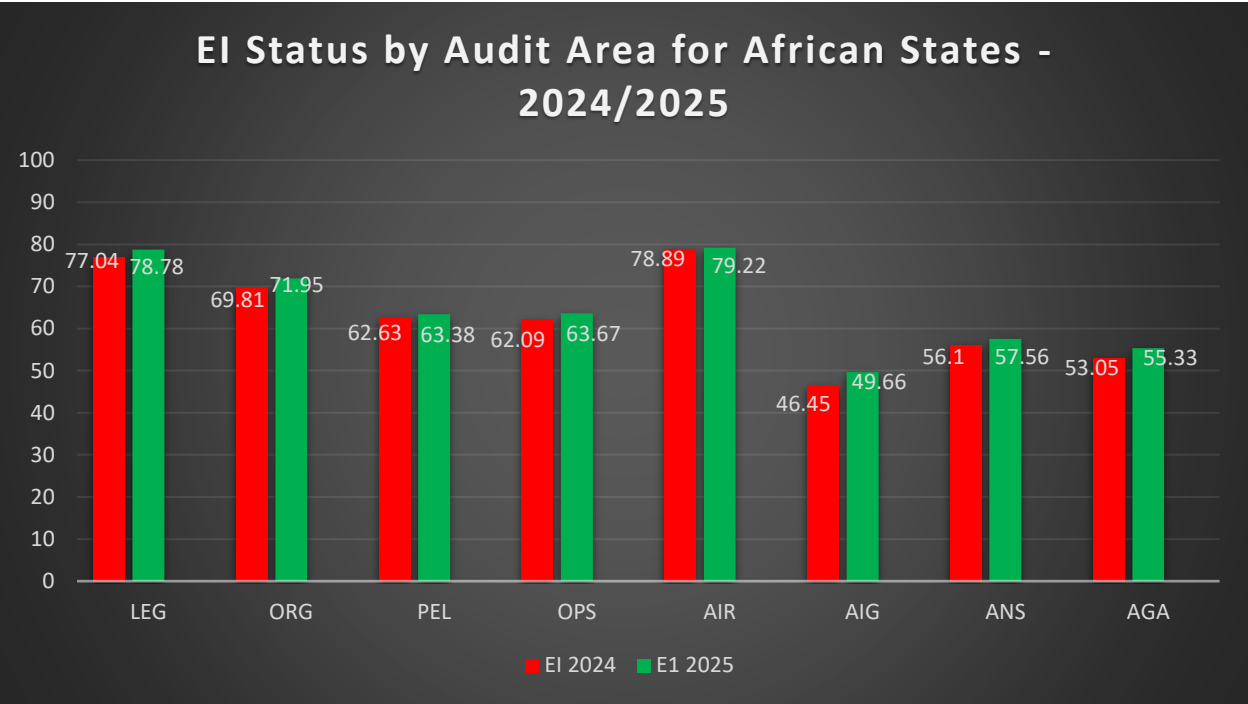
1. Introduction

- 1.1 The AFI-CIS is one of the main technical assistance programmes initiated by AFCAC with support from ICAO and RSOOs. Launched in 2012, it comprises a pool of qualified inspectors from Member States to strengthen national safety oversight systems. Its objectives include resolving SSCs, improving EI of SARPs, and strengthening States' Safety Oversight capabilities. The main objectives of the AFI CIS program are to:
 - a) assist AFI States to resolve safety oversight deficiencies and significant safety concerns (SSCs);
 - b) improve effective implementation (EI) of ICAO SARPs and strengthening of AFI States' Safety Oversight Systems; and
 - c) establish and maintain robust State Safety Oversight Systems in Member States
- 1.2 The AFI-CIS inspector pool was expanded, with assistance from ICAO WACAF and ESAF, from 50 to 150 experts, with training covering additional domains such as AIG, SSP and DG. Challenges observed amongst States during AFI CIS assistance missions include gaps in inspector training, SSP/SMS

implementation, airline certification capability, resources for ANS Instrument Flight Procedures design and capacity for certification of Air navigation services.

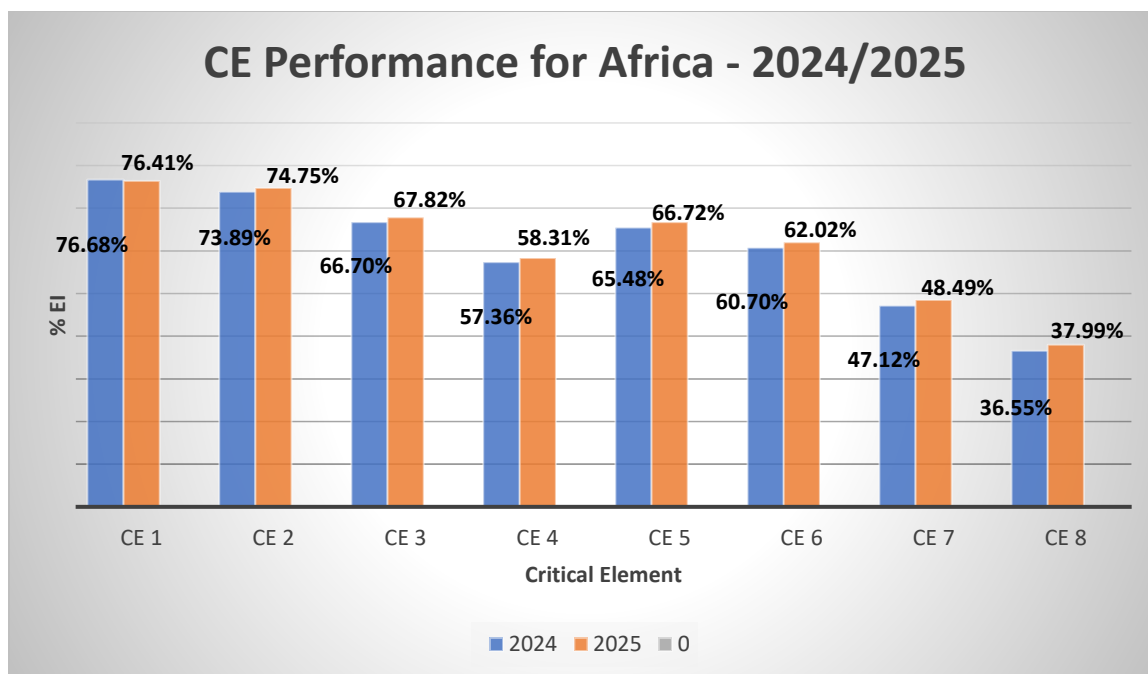
2. Discussions

- 2.1 During 2025, AFCAC successfully coordinated ten AFI-CIS missions across four Member States. These missions were implemented under a project-based framework, each guided by a dedicated High-Level Action Plan to ensure structured delivery and measurable outcomes.
- 2.2 Performance by Audit Area - EI in Africa is at 62.2% as of September 2025. The graph below summarizes the general increase of EI status in all audit areas for Africa since 2024.



2.3 Performance by Critical Element:

The graph below summarizes the 2025 EI status for Africa in all Critical Elements compared to 2024 status



Performance in CE1 (Primary Aviation Legislation) and CE2 (Specific Operating Regulations) slightly declined, indicating a need for renewed focus on regulatory frameworks. The lowest scores remain in CE7 (Surveillance Obligations) and CE8 (Resolution of Safety Concerns), though slight progress in 2025 suggests growing momentum toward strengthening State oversight capabilities. Targeted capacity-building efforts and increased technical support in these areas will be critical to sustaining and accelerating improvement.

2.4 *Technical Assistance Missions and Outcomes:*

Following the adoption of the project approach to technical assistance missions, AFCAC planned and executed a significant number of technical assistance missions for Y2025. Availability of funds and CIS inspector resources, made it possible for AFCAC to facilitate a total of 11 AFI CIS technical assistance missions to 6 States.

State	Mission Objective(s)	Mission(s) conducted 2025	Mission Output	Collaborating Entities
Eswatini	Assist State to develop legislation, specific operating regulations, procedures and technical guidance material for certification, licensing, and surveillance.	02 -13 June 2025 28 July to 8 August 2025 25 August to 5 September 2025 (3 missions)	<ul style="list-style-type: none"> • Amendment text for the specific operating regulations; • Promulgated AGA regulations; • Updated Human Resources Manual: <ul style="list-style-type: none"> - organizational structure; - inspector training program; - inspector recruitment and retention policy • Amendment text to the Rulemaking Process. • Revised AGA organogram in line with ICAO Doc 9774 guidance; and • draft Airworthiness Surveillance Manual under development. 	Funded by AfDB and supported by ICAO ESAF and SASO
South Sudan	Initiate Phase II - to provide technical support to SSCAA in establishing a functional and sustainable organizational framework.	05 – 09 May 2025 (1 mission)	<ul style="list-style-type: none"> • developed an organizational structure aligned with the size and complexity of South Sudan's aviation sector; • drafted job descriptions for positions within the proposed • developed organizational structure; • developed an Attraction and Retention Policy and Plan to ensure sustainable staffing and institutional continuity; • Developed Training Policy, for SSCAA personnel. 	Funded by EASA and supported by ICAO ESAF and CASSOA
Congo	Specific objectives based on the approved Action Plans: (1) CE1 to CE5: ▪ Validation of the documentation developed; ▪ Assistance in identifying and developing the remaining documentation; (2) CE6 to CE8: ▪ Validation of the implementation actions carried out by the State; ▪ Assistance in identifying and implementing the remaining actions; ▪ industry visits.	30 June to 11 July 2025 (1 mission)	<ul style="list-style-type: none"> • Assisted the ANAC in updating national regulations to align with the new CEMAC Civil Aviation Code and relevant ICAO Annexes, • reviewed and improved operational manuals, procedures, and evidence files, and provided targeted guidance for addressing outstanding Protocol Questions. • strengthened institutional coordination between ANAC, ASSA-AC, ICAO WACAF, and AFCAC, • provided on-site support to Aéroports du Congo (AERCO) and the Directorate of Infrastructure and Equipment in airport certification and compliance efforts, and • identified priority training areas. 	Funded by EASA and supported by ICAO WACAF and ASSA-AC

Zimbabwe	Assist State to resolve SSC	31 March – 18 April 2025 17 Sept – 03 Oct 2025 (2 missions)	<ul style="list-style-type: none"> • Development of checklist for evaluation and approval of Flight Validation Service Provider; • Monitoring of Flight Validation service for Instrument Flight procedures; • Review of the State's CAP for resolution of the Significant Safety Concern; • Review of Civil Aviation Regulations, Technical Guidance Material and Evaluation Checklists with regard to Instrument Flight Procedures; and • Evaluation of 16 Instrument Flight Procedures for three international Airports. 	Funded by AfDB and supported by ICAO ESAF and SASO
Sierra Leone	Assist State to conduct an AOC Certification project	24 Mar – 4 April 2025 28 July to 8 August 2025 (2 missions)	<ul style="list-style-type: none"> • Conducted Phase 1, Phase 2 and Phase 3 certification of the prospective airline operator 	Funded by EASA and supported by ICAO WACAF and BAGASOO
Guinea Bissau	Assist State to address CAP and prepare for the ICAO audit	25 Aug – 5 Sept 2025 06-17 October 2025 (2 missions)	<ul style="list-style-type: none"> • to assist Guinea-Bissau in implementing the corrective action plans following the security mission conducted by the ICAO Western and Central African Regional Office (ROST) team from 5 to 9 May 2025. 	Funded by AfDB and supported by ICAO WACAF and URSAC

Table 1: AFI CIS Technical Assistance Missions conducted during 2025

3. 2026 AFI CIS Program

The following table outlines the AFI-CIS technical assistance missions planned for 2026. These missions aim to strengthen Member States' safety oversight capabilities through targeted support in developing legislation, procedures, and technical guidance materials, as well as conducting certification, licensing, and surveillance activities. The missions also emphasize on-the-job training, capacity building, and implementation of Corrective Action Plans (CAPs) to enhance compliance with ICAO's Critical Elements (CEs) of a State Safety Oversight system.

State	Mission Objective(s)	Mission(s) Planned 2026	Mission Output
Central African Republic	Assist State to develop legislation and technical guidance material for certification, licensing, and surveillance.	2 missions	<ul style="list-style-type: none"> • implement a certification, licensing and surveillance programs taking into consideration regular and random inspections. • Assist technical staff of CAR to conduct inspections of holders of certificates, approvals or authorizations. • implement a surveillance policy and programme on Safety Assessment of Foreign Aircraft (SAFA) being operated into CAR.

Malawi	Assist State according to specific requests on PEL, OPS, AIR, ANS, AGA and AIG	2 missions	<ul style="list-style-type: none"> • Amendment text to: <ul style="list-style-type: none"> - Legislation, - specific operating regulations – all audit areas, - Inspectors’ handbooks for PEL, OPS, AIR, ANS, AGA and AIG audit areas; - the personnel qualification and training program for PEL, OPS, AIR, ANS, AGA and AIG audit areas.
Sao Tome	Assist State according to specific requests on PEL, OPS, AIR, ANS, AGA and AIG	2 missions	<ul style="list-style-type: none"> • Amendment text to: <ul style="list-style-type: none"> - Legislation, - specific operating regulations – all audit areas, - Inspectors’ handbooks for PEL, OPS, AIR, ANS, AGA and AIG audit areas; • - the personnel qualification and training program for PEL, OPS, AIR, ANS, AGA and AIG audit areas.

4. Conclusion

4.1 With Africa’s average EI at 62.19% (as of September 2025) against the global target of 75%, the AFI-CIS Programme remains a key mechanism for enhancing safety oversight capabilities across the continent. The expanded scope of assistance, coupled with regular technical and on-the-job training, provides a solid foundation for further improvement. However, the signing of Memoranda of Understanding (MoUs) by additional Member States and the establishment of sustainable funding mechanisms are critical to ensuring long-term impact and continuity of support.

4.2 Member States are encouraged to take full advantage of the available capacity under the AFI-CIS Programme to strengthen their safety oversight systems and improve their Effective Implementation (EI) scores. Enhanced collaboration with ICAO Regional Offices and Regional Safety Oversight Organizations (RSOOs) is equally essential to promote harmonization, avoid duplication of efforts, and foster a coordinated approach toward achieving the Abuja Safety Targets and global aviation safety goals.

5. Action requested -

The Meeting is requested to:

- a) take note of the outcomes of the AFI CIS program for 2025; and
- b) support for the 2026 AFI CIS Program.

— END —

ATTACHMENT A
LIST OF MISSIONS FOR 2025

BENEFICIARY STATE	NO. OF MISSIONS CONDUCTED	MISSION DATES	FUNDING	DOMAINS COVERED	EI STATUS (2025)	Remark
Zimbabwe	2	31 March – 18 April 2025 17 Sept – 03 Oct 2025 (2 missions)	AfDB/ EU-ASA	ANS	68.5%	Done
Sierra Leone	3	24 Mar – 4 April 2025 28 July to 8 August 2025 25 August to 5 September 2025 (3 missions)	EU-ASA	PEL/OPS/AIR	72.66%	Done
Congo	1	30 June to 11 July 2025	EASA	PEL/OPS/AIR/ AGA/ANS		Done
South Sudan	1	5 – 9 May 2025	EASA	PEL/OPS/AIR/ AGA/ANS	-	Done
Eswatini	3	02 -13 June 2025 28 July to 8 August 2025 25 August to 5 September 2025	EU-ASA	PEL/OPS/AIR/ AGA/ANS/AIG	35.16%	Done
Guinea Bissau	2	25 Aug – 5 Sept 2025 06 -17 October 2025	AfDB	PEL/OPS/AIR/AG A/ANS	9.66%	Done
Total Missions	11					