INTERNATIONAL CIVIL AVIATION ORGANIZATION
Second Meeting of the Africa-Indian Ocean Aviation System Planning and implementation Group (AASPG/2)
Livingstone, Zambia, from 2 to 6 November 2026

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 presents 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 paragraph 3** of this Paper.	
REFRENCE(S)	▪ Doc 10004, Global Aviation Safety Plan (GASP 2026-2028 Edition) ▪ ICAO Doc 10131 – Manual on the Development of Regional and National Aviation Safety Plans; ▪ AFI Regional Aviation Safety Plan (AFI-RASP 2023-2025 Edition); ▪ Doc 9750, Global Air Navigation Plan (GANP); ▪ AFI Air Navigation Plan (AFI ANP); ▪ AASPG/1 Meeting Report.
ICAO Strategic G	*A. Every Flight is Safe and Secure* *B. Aviation is Environmentally Sustainable* *C. Aviation Delivers Seamless, Accessible, and Reliable Mobility for All* *D. No Country is Left Behind* *F. The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All*

1. INTRODUCTION

1.1. Consistent with the GASP, each region and State should develop a Regional Aviation Safety Plan (RASP) and a National Aviation Safety Plan (NASP) respectively, containing its strategic direction for management of aviation safety for a set period. The RASP and NASP should be reviewed regularly to ensure that they are aligned to the current Global Aviation Safety Plan (GASP) and emphasize the commitment of a region or a State to aviation safety, respectively.

1.2. Following the publication of the GASP 2026-2028 Edition, the Safety Management and Oversight Sub-Group (SMO/SG) of the AASPG at its second meeting in Dakar, Senegal, from 29 June to 3 July 2026 requested the revision of the AFI Regional

Aviation Safety Plan (AFI-RASP 2023–2025 Edition) for alignment with the GASP 2026-2028 Edition.

1.3. The AASPG/1 meeting recalled the appeal of APIRG/27 urging States to review their data regularly and submit amendment requests as necessary, to ensure data consistency and accuracy in the AFI Regional Air Navigation Plan (AFI ANP). It encouraged States to establish and operationalize their national committees, as called for by APIRG/27 Conclusion 27/17, to ensure regular reporting on ASBU implementation.

1.4. Regarding National Air Navigation Plans (NANPs), the AASPG/1 meeting tasked the Airspace and Aerodrome Operations Sub-Group (AAO/SG) and the Infrastructure and Information Management Sub-Group (IIM/SG) to develop a regional template to guide States of the AFI region in developing their NANPs in a harmonized manner.

2. DISCUSSION

AFI Regional Aviation Safety Plan (AFI-RASP)

2.1. The First Edition of the Regional Aviation Safety Plan for Africa-Indian Ocean (AFI-RASP 2023-2025 Edition) was produced by the Operational Safety Issues Safety Support Team (OSI-SST) of the Regional Aviation Safety Group for Africa-Indian Ocean (RASG-AFI); and registered with the ICAO Online Community in November 2023. This edition was aligned with the GASP 2023-2025 Edition.

2.2. In undertaking the task of revising the AFI-RASP 2023-2025 Edition for alignment with the GASP 2026-2028 Edition, the Project Team established three dedicated Working Groups: Organizational Challenges (ORG), Operational Safety Issues (OPS), and Safety Performance Monitoring (SPM). The activities of the Working Groups included the analyses of USOAP CMA data to identify common regional gaps, review of the regional data on aircraft accidents and incidents; and the implementation status of the Safety Enhancement Initiatives (SEIs) identified in the AFI-RASP 2023-2025 Edition, as well as the development of a preliminary matrix of safety performance indicators in line with the GASP 2026-2028 Edition and ICAO Doc 10162 model.

2.3. The Project Team consolidated the outcomes of the Working Groups and shared the draft document with the aviation stakeholders in September 2026 for their review and inputs, which were consolidated and presented for validation at a virtual workshop conducted from 19 to 23 October 2026. The draft AFI-RASP 2026-2028 Edition is provided as **Appendix A** to this Paper.

2.4. The AFI-RASP 2026-2028 Edition, like the previous edition, 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** aims to strengthen States' safety oversight capabilities.
- **Goal 3** calls for the establishment and management of State safety programmes.
- **Goal 4** focuses on strengthening collaboration at the regional and national levels to address safety issues.
- **Goal 5** calls for strengthening aviation safety planning, through RASPs and NASPs.
- **Goal 6** aims to expand the use of industry evaluation programmes and safety data sharing programmes.

2.5. The AASPG Safety Strategy is aligned with the GASP 2026-2028 Edition and is built around the six strategic goals supported by Safety Enhancement Initiatives (SEIs) and related actions to address organizational challenges, operational risks, and emerging safety issues.

2.6. To reduce the risk of fatalities, the AFI region has maintained the five Regional High-Risk Categories of Occurrences (R-HRCs) in the previous edition: Controlled Flight Into Terrain (CFIT), Loss of Control In-Flight (LOC-I), Mid-Air Collision (MAC), Runway Excursion (RE), and Runway Incursion (RI), which are also global high-risk categories of occurrences (G-HRCs).

2.7. In addition to the five Regional High-Risk Categories of Occurrences listed above, other regional risk categories of occurrences have been identified:

- System/Component Failure or Malfunction – Non-Powerplant (SCF-NP);
- Abnormal Runway Contact (ARC);
- Ground Handling (RAMP)
- Bird Strikes and Wildlife Hazard;
- Large Height Deviation (LHD).

2.8. The Plan also establishes a regional safety roadmap, defines the roles and responsibilities of States, regions, and industry, and promotes cooperation to address safety challenges.

Development of National Aviation Safety Plans

2.9. Two AFI-RASP/NASP workshops were held in Windhoek, Namibia; and Libreville, Gabon, in August and September 2026, respectively. Over 90 participants from States, industry, Regional and International Organizations attended the two workshops. The workshops delved into the different parts of the AFI-RASP, goals, targets, operational safety risks, organizational challenges, and the regional High-Risk Categories of occurrences (R-HRCs). They also provided an overview of the Global Aviation Safety Plan.

2.10. To better equip participants for the development of a national aviation safety plan, breakout groups were formed and facilitated exercises assigned to groups on the following:

- *Development of a list of prioritized national safety issues;*
- *Setting national goals, targets and indicators;*
- *Development of a list of prioritized SEIs; and*
- *Definition of safety performance measurement.*

2.11. As of 22 October 2026, Ten WACAF States (Benin, Cabo Verde, Chad, Cote d'Ivoire, Ghana, Mali, Senegal, Sierra Leone, The Gambia, Togo) and Seven ESAF States (Botswana, Ethiopia, Kenya, Namibia, Rwanda, Tanzania, Uganda) had developed their NASPs and registered them with the ICAO NASP Online Community. The Regional Offices (ESAF/WACAF) will continue to support States in the development/revision of their NASPs for alignment with the Regional Plan.

Regional AFI Air Navigation Plan (AFI ANP)

Volume I and Volume II

2.12. The ICAO ESAF and WACAF Regional Offices, in coordination with Rwanda, have finalized the proposals for amendment (PfA) related to the renaming of the "*Kigali International airport*" and updated consequently the Volumes I and II of the AFI ANP.

The updated versions of the two volumes are available on both ESAF and WACAF websites at the following links:

- ESAF: https://www.icao.int/esaf-afi-eanps
- WACAF: https://www.icao.int/wacaf/afi-eanps

2.13. Some States recently submitted requests to the Regional Offices for amending their information contained in the Volume I and II of the AFI ANP. The initialization of the subsequent PfAs is in progress.

Volume III

2.14. The 42nd session of the ICAO Assembly endorsed the eighth edition of the Global Air Navigation Plan (GANP), including major amendments to the ASBU framework. As the edition was recently reflected on the GANP portal, the meeting may agree on the need to update the volume III of the AFI ANP accordingly.

National air navigation plans

2.15. With regards to National air navigation plans, the AAO/SG9 and IIM/SG9 meetings noted the actions undertaken by their Secretariats toward the development of a template for National Air Navigation Plan (NANP) as requested by the AASPG/1 meeting through its Decision 1/30. The process started with the collection of information from States on existing National plans. The Subgroups reviewed the proposal of Concept Note on the template as provided in **Appendix B** to this paper, including the following structure as a minimum:

a) Strategic vision of the State;
b) Governance of the Plan;
c) Alignment with the Regional Plan;
d) Traffic statistics and forecast;
e) Current Air Navigation System;
f) Future Air Navigation System;
g) Implementation Roadmap; and
h) Performance Monitoring.

2.16. The two Subgroups tasked their Secretariats to draft the NANP template, considering the proposed structure, and circulate it for inputs from States and Organizations.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this paper;
b) approve the AFI-RASP 2026-2028 Edition for publication and registration with the ICAO Online Community;
c) discuss the structure of the NANP template proposed in the Concept Note; and
d) provide further guidance as appropriate.

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