INTERNATIONAL CIVIL AVIATION ORGANIZATION

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Agenda Item 4: Agenda Item 4: Achievement of aviation safety and air navigation objectives, targets and indicators, including priorities set out in regional aviation safety and air navigation plans

EQUIP4SAFETY AND THE AFI NEEDS REGISTRY: STRENGTHENING THE FOLLOW-UP OF AFI AIR NAVIGATION NEEDS THROUGH A DIGITAL PLATFORM

(Presented by Cameroon)

SUMMARY	
This working paper presents **Equip4Safety**, an initiative developed by the Cameroon Civil Aviation Authority (CCAA) to improve the visibility of aviation equipment needs and available resources and to facilitate connections between stakeholders seeking support and those able to provide corresponding resources. The platform is designed to support the equipment-resource cycle, from needs identification and resource visibility to matching, donation, sale or acquisition, as applicable. Building on this approach, the paper also highlights the **AFI Needs Registry** as a functionality for maintaining and following up State air navigation needs. The Regi digitizes the 2026 AFI Seamless Air Navigation Implementation Survey and is designe allow authorized State focal points to review, update and confirm their records over ti Validated needs could then be directed to the appropriate type of support available thro Equip4Safety, including equipment, expertise, training, financing, regulatory assistance coordination. The paper also proposes a light follow-up mechanism to keep State information current without requiring the full survey to be repeated at each review. Action by the Meeting is at paragraph 3.	
Strategic Goals	*C-Aviation delivers seamless, accessible and reliable for All* *D-No Country Left Behind*

1. INTRODUCTION

1.1. Aviation stakeholders may face difficulties in accessing equipment and other resources required to support safe, continuous and efficient operations. At the same time, equipment, expertise and other forms of support may exist elsewhere without being readily visible to potential users.

1.2. Against this background, the Cameroon Civil Aviation Authority (CCAA) developed Equip4Safety as a digital initiative to improve the visibility of aviation needs and available resources and to facilitate connections between stakeholders. The initiative is aligned with

the spirit and objectives of ICAO's No Country Left Behind approach.

1.3. Equip4Safety was initially designed around the equipment-resource cycle: identifying and qualifying equipment needs, making available resources visible, supporting matching, and facilitating appropriate pathways for donation, sale or acquisition, subject to applicable technical, regulatory and administrative requirements.

1.4. The 2026 AFI Seamless Air Navigation Implementation Survey also provides an important source of structured information on State implementation gaps, priorities and constraints. To make this information easier to maintain and use over time, the CCAA has introduced an AFI Needs Registry within Equip4Safety.

1.5. The Registry is intended to provide a structured entry point for identified State needs. It does not mean that every gap becomes an equipment request. Once a gap is reviewed and validated, it should be directed to the type of support that best responds to the need.

2. DISCUSSION

2.1. The Equip4Safety approach

2.1.1. Equip4Safety provides a digital framework to connect identified aviation needs with potentially available resources and support. Its existing functions include the publication of equipment needs and offers, resource visibility, matching, and support for traceability and follow-up.

2.1.2. The platform currently addresses equipment needs and resources in areas including aerodromes (ADR), communication, navigation and surveillance (CNS), meteorology (MET), aviation security (AVSEC) and facilitation (FAL). The broader objective is to help users move from an identified need to an appropriate response without duplicating information across separate processes.

2.2. AFI Needs Registry as a key functionality

2.2.1. The AFI Needs Registry digitises the 2026 AFI Seamless Air Navigation Implementation Survey. Authorised State focal points can access their own records, check the information, make corrections, submit updates for review and receive reviewer feedback.

2.2.2. State-level records remain controlled and are not intended for public disclosure. Aggregated regional information may be used, subject to agreed arrangements, to support analysis of common gaps, priorities and constraints.

2.2.3. A reviewed and validated gap can be described through a draft project fiche and classified according to the support actually required. This may include equipment, technical expertise, training, financing, regulatory assistance or coordination.

2.2.4. Where the validated need is equipment-related, it can be connected to the Equip4Safety marketplace and relevant sourcing or donation pathways. Other gaps should be routed to the appropriate support resources rather than being converted automatically into equipment requests. AI may assist drafting and matching, while States and authorised reviewers retain responsibility for checking and validating the information.

2.3. Keeping the Registry up to date

2.3.1. The information currently available in the AFI Needs Registry is based on the 2026 AFI Seamless Air Navigation Implementation Survey. To keep the Registry useful beyond this initial data collection, a regular follow-up mechanism is needed so that changes in implementation status, priorities, planned dates and constraints are reflected over time.

2.3.2. Cameroon proposes, for consideration, a light follow-up approach that would not require States to complete the full questionnaire again at each review:

a) each State designates an official focal point and, where possible, an alternate;
b) at an agreed review interval, the focal point reviews existing records and updates only the information that has changed;
c) where nothing has changed, the focal point confirms that the record has been reviewed, allowing the date of the last review to be recorded;
d) important changes, such as a project starting or being completed, new funding, a revised planned year or a major constraint, can be recorded without waiting for the next scheduled review;
e) the platform sends simple reminder notifications before and after the review date, followed by targeted follow-up for records that remain outstanding; and
f) an authorised regional overview shows coverage, last review dates, outstanding updates and validation progress without publicly disclosing individual State records.

2.3.3. The proposed review cycle is for consideration by States and the relevant ICAO regional offices. It is not intended to create additional reporting requirements, but to provide a simple way for States to keep existing information current.

2.4. **Expected value for States and the AFI region**

2.4.1. Regularly updated records would provide a more reliable basis for identifying common regional needs, preparing project proposals, grouping similar needs where appropriate and connecting States with relevant equipment providers, experts, training organisations, financiers or other support mechanisms.

2.4.2. The approach also reduces repeated spreadsheet exchanges by allowing States to review and maintain the information already recorded, while preserving a traceable review and validation process.

2.5. **Development, pilot and further coordination**

2.5.1. Equip4Safety has been progressively presented within international aviation forums, including in the context of the 42nd Session of the ICAO Assembly and the 11th AFI Aviation Week. The CCAA continues consultations and technical development, taking into account feedback received from aviation stakeholders.

2.5.2. A functional pilot with Cameroon has tested access to State records, correction, reviewer feedback, resubmission, validation and project-fiche drafting. The pilot also confirmed the importance of distinguishing equipment-related needs from gaps requiring other forms of support.

2.5.3. Further work with the Secretariat and the relevant regional stakeholders would allow the practical arrangements, timeline and successive implementation steps to be defined before any broader roll-out. These arrangements would cover, among others, State access, focal point nomination, review roles, data protection, regional reporting and coordination with existing ICAO mechanisms.

3. ACTION BY THE MEETING

3.1. The Meeting is invited to:

a) note the continued development of Equip4Safety and the integration of the AFI Needs Registry as a structured entry point for identified State needs; and
b) invite Cameroon to continue working with the Secretariat, in coordination with the relevant ICAO Regional Offices and regional mechanisms, to define the practical arrangements, implementation timeline and successive steps required for the possible enrolment of States and the wider roll-out of the AFI Needs Registry.