

## INTERNATIONAL CIVIL AVIATION ORGANIZATION

## Eighth Meeting of the Airspace and Aerodromes Sub-Group (AAO/SG8) of the AASPG

Dakar, Senegal, from 14 to 18 July 2025

## Agenda Item 3: Achievements of the Airspace and Aerodromes Sub-Group

## 3.1 Aerodrome certification

*(Presented by the Secretariat)*

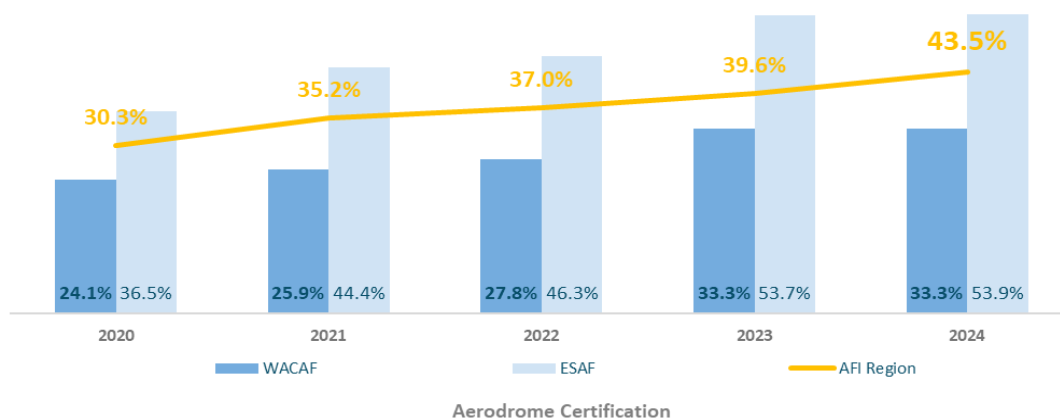
SUMMARY
<p>This working paper presents the progress made in the certification of aerodromes in the AFI Region. The paper also highlights the challenges and experiences in Aerodrome Certification and the lessons learnt. The data provided herein is based on information available to the Secretariat.</p> <p><b>Action by the meeting is at paragraph 3</b></p>
<p><b>REFERENCE(S):</b></p> <ul style="list-style-type: none"><li>▪ Global Air Navigation Plan GANP (Doc. 9750)</li><li>▪ AFI e-ANP</li><li>▪ Reports on APIRG meetings</li></ul>
<p>This working paper relates to <b>ICAO Strategic Objectives: A Safety, B Capacity and Efficiency</b></p>

## 1. INTRODUCTION

- 1.1 Aerodrome certification is a requirement for airports used for international operations. As at 31 December 2024, average rate of aerodrome certification in ESAF and WACAF was 43.5%. This is an increase of 3.4 per cent from 2023.

## 2. DISCUSSIONS

- 2.1 Support provided by ICAO and other partners and Regional Organizations to States in aerodrome certification enables collaboration and cooperation between States and sharing of lessons learned. Experts from States that have already certified airports assist counterparts in other countries, under the Peer Review and Support Programme, geared towards achieving the aerodrome certification requirements.
- 2.2 The Secretariat has also carried out Regional Aerodromes Certification workshops to share experiences, challenges and best practices among States on Aerodrome Certification. This has led to an increase in the rate of Aerodrome Certification.



- 2.3 The rate of Aerodrome Certification remains low with the following identified as the main challenges, namely: non-compliant and inadequate infrastructure, lack of capacity to certify aerodromes, and budget constraints.

<b>States <u>not</u> started/or no Aerodrome Certified</b>	<b>ESAF</b>	9	Burundi; Comoros; Djibouti; Eritrea; Lesotho; Malawi; Seychelles; Somalia; South Sudan
	<b>WACAF</b>	9	Central African Republic; Chad; Democratic Republic of Congo; Equatorial Guinea; Gambia; Guinea; Guinea-Bissau; Liberia; São Tomé and Príncipe;
<b>States started but not all the Intl aerodromes certified</b>	<b>ESAF</b>	4	Botswana; Eswatini; Madagascar; Mozambique;
	<b>WACAF</b>	8	Burkina Faso; Cameroon; Congo; Gabon; Mali; Mauritania; Niger; Nigeria;
<b>States with all Intl. Aerodromes certified</b>	<b>ESAF</b>	11	Angola, Ethiopia; Kenya, Mauritius; Namibia, Rwanda; South Africa; Uganda, Tanzania, Zambia, Zimbabwe
	<b>WACAF</b>	7	Benin; Cabo Verde; Cote d'Ivoire; Ghana; Senegal; Sierra Leone; Togo.

### 3. ACTION BY THE MEETING

The meeting is called upon to:

- Note the information in this paper; and
- Urge States to address any challenges encountered during the Certification of Aerodrome as appropriate.

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