



| ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

AFI REGIONAL INITIATIVES ON RUNWAY SAFETY

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INTRODUCTION



ICAO RUNWAY SAFETY INITIATIVES TIMELINE

2010

Resolution A37.6

Urges States to take measures to enhance runway safety and calls ICAO to lead the collaborative efforts required to reduce runway safety-related accidents worldwide

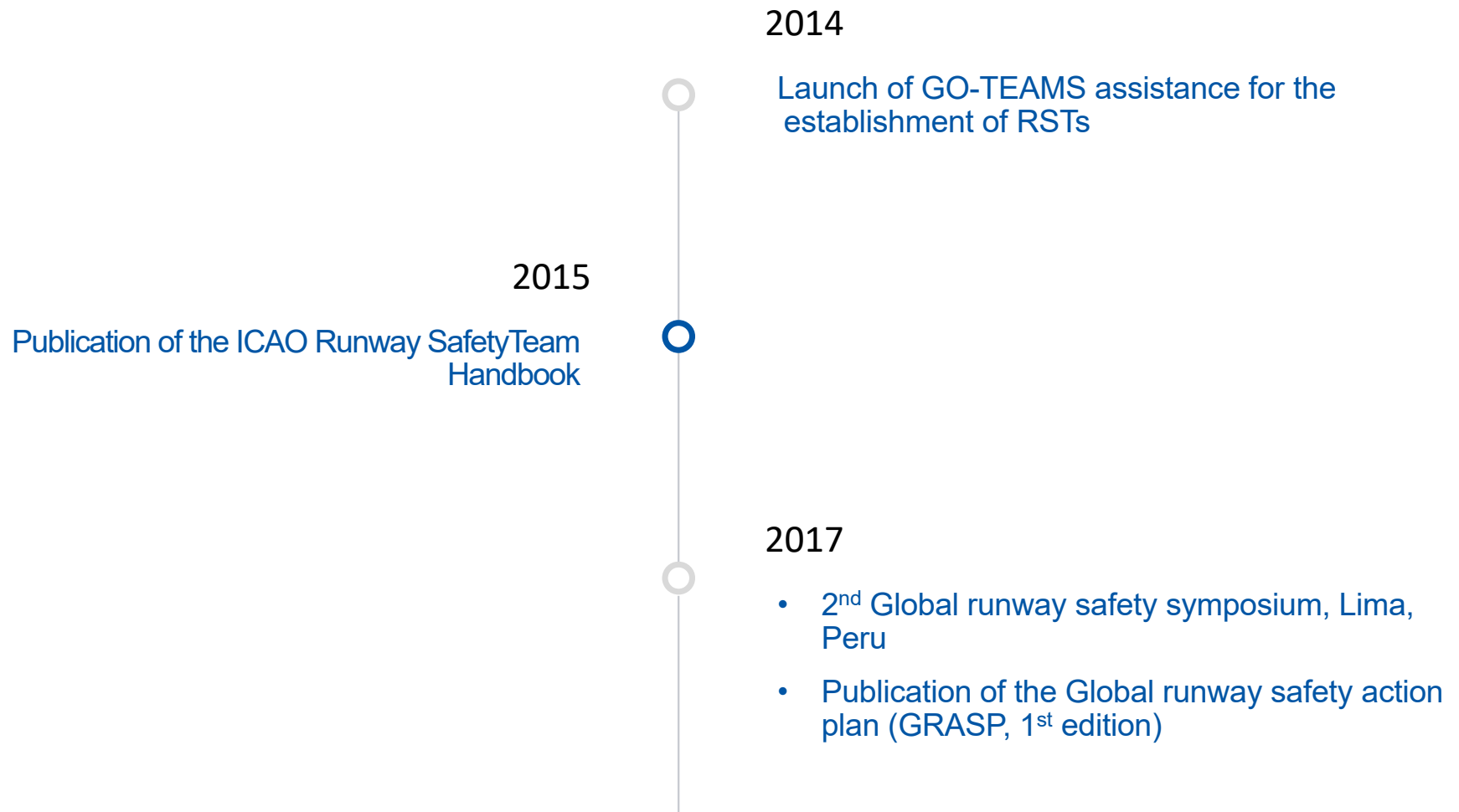
2011

- Launch of ICAO Global runway safety programme (RSP)
- 1st Global Runway Safety Symposium in Montreal, Canada

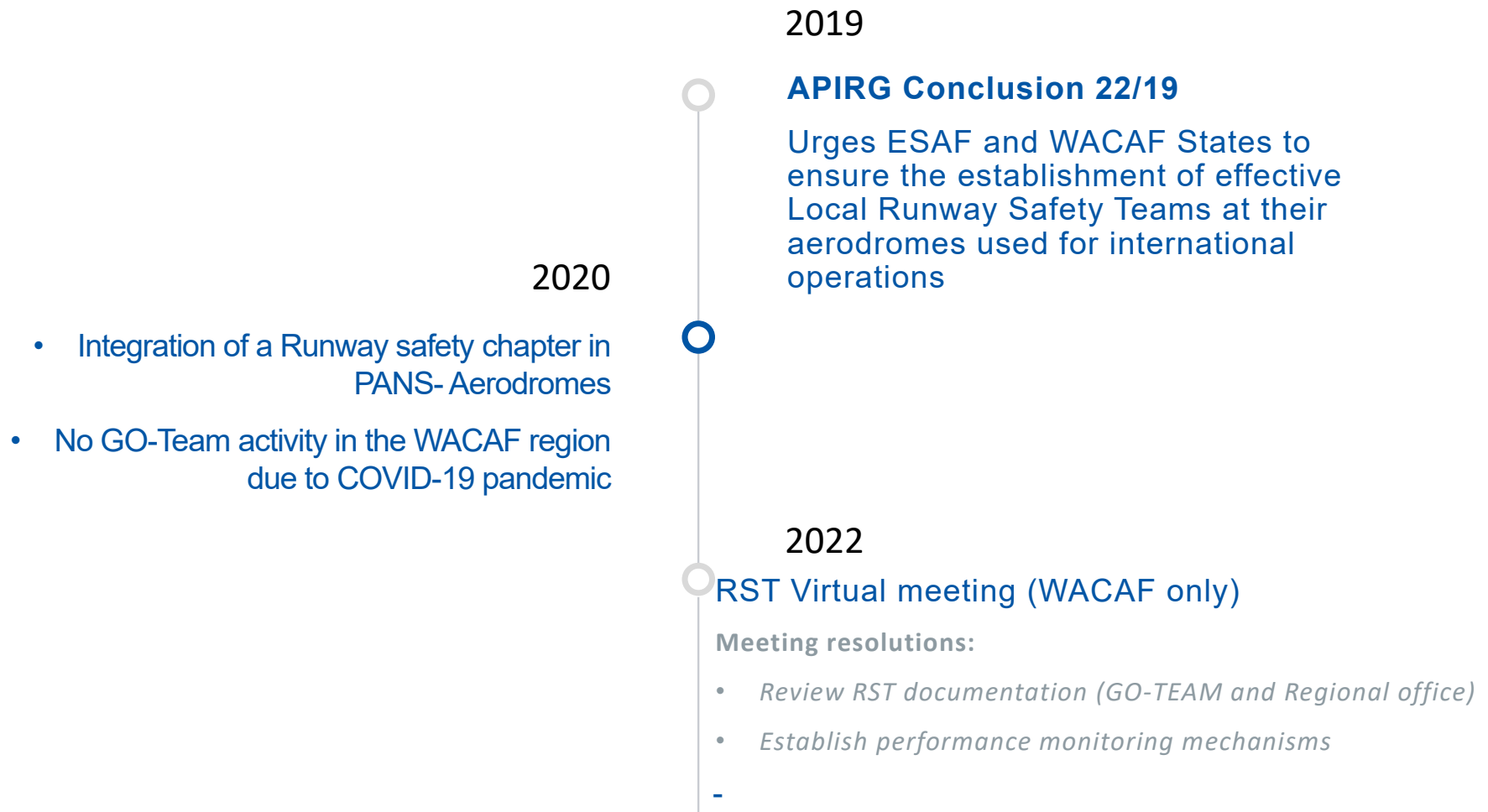
2013

- Two GO-TEAMS established for ESAF and WACAF regions respectively as per the recommendation of RASG-AFI

ICAO RUNWAY SAFETY INITIATIVES TIMELINE



ICAO RUNWAY SAFETY INITIATIVES TIMELINE



ICAO RUNWAY SAFETY INITIATIVES TIMELINE

2023

- Publication of the Regional Aviation Safety Plan- RASP (including Runway Safety Actions)
- Regional meeting on the operational performance of Runway Safety Teams (ESAF and WACAF regions) :

Identification of regional RST performance indicators

2024

- Publication of the Global runway safety action plan (GRASP, 2nd edition)

Runway Safety

REGIONAL EXPECTATIONS FROM THE GRSAP



Runway Safety

REGIONAL INITIATIVES



Regional Aviation Safety Plan

The AFI-RASP is the master planning document containing the strategic direction of the RASG-AFI region for the management of aviation safety (2023 - 2025).

It includes

- *Regional safety issues,*
- *sets regional aviation safety goals and targets,*
- *safety enhancement initiatives (SEIs) to address identified safety deficiencies and achieve the regional safety goals and targets.*

Regional Aviation Safety Plan

Goal	Target	Indicators	Link to GASP
<p>Goal 1: Achieve a continuous reduction of operational safety risks</p>	<p>1.1 Maintain a decreasing trend of regional accident rate.</p>	<p>1.1.1 Number of accidents per million departures (accident rate)</p> <p>1.1.2 Number of fatal accidents per million departures (fatal accident rate)</p> <p>1.1.3 Percentage of occurrences related to regional high-risk categories (R-HRCs)</p> <p>1.1.4 Percentage of International airports with established Runway Safety Teams (RSTs)</p> <p>1.1.5 Number of AIRPROX Occurrences recorded.</p>	<p><i>This goal is directly linked to Goal 1 and Target 1.1 of the GASP.</i></p>

Regional Aviation Safety Plan –Runway excursions

R-HRC 4: Runway Excursions (RE)

Goal 1: Achieve a continuous reduction of operational safety risks

Target 1.1: Maintain a decreasing trend of regional accident rate.

<p>G1-SEI-1 Mitigate contributing factors to risk of RE</p>	<p>1A Organize Runway Safety Workshops , Seminars and Webinars</p>	<p>Continuous</p>	<p>States IATA, ACI, RSOOs, AFCAC, CANSO, ICAO</p>	<p>States IATA, ACI, RSOOs, AFCAC, CANSO, ICAO</p>	<ul style="list-style-type: none"> • Number of workshops held. • Attendance at workshops • 	<p>High</p>	<p>Report of events</p>
	<p>Identify contributing factors</p>	<p>Annually</p>	<p>States, RASG-AFI</p>	<p>States IATA, ACI, RSOOs, AFCAC, CANSO, ICAO</p>	<ul style="list-style-type: none"> • Downward changes in number of risk factors • Changes in State training requests 	<p>High</p>	<ul style="list-style-type: none"> • Monitoring implementation of RST programmes using the KPIs • Review of PQs related to RSTs • Survey data, • Incident reports • RSTs to report quarterly on KPIs

Regional Aviation Safety Plan –Runway excursions

	Promote the establishment and implementation of State Runway Safety Programme	Annually	RASG-AFI	States, Industry, IATA, ACI, RSOOs, AFCAC, CANSO, ICAO	<ul style="list-style-type: none"> • Number of runway safety programmes established • Number of state runway safety programmes being implemented 	High	<ul style="list-style-type: none"> • Quarterly reports on implementation of Runway safety programmes to RASG-AFI • Review PQs related to establishment of RSTs • Gather State Runway Safety Programme documents
	1B Organize and implement follow up activities on implementation of GRF at Regional and State level.	Annually	States IATA, ACI, RSOOs, AFCAC, CANSO, ICAO	States IATA, ACI, RSOOs, AFCAC, CANSO, ICAO	<ul style="list-style-type: none"> • Number of States implementing GRF • Number of Runway Excursion incidents reported. 	High	<ul style="list-style-type: none"> • GRF reports at airports • Monitor the status of identified PQs using USOAP CMA OLF • Report on Runway Excursion incidents

Regional Aviation Safety Plan –Runway incursions

R-HRC 5: Runway Incursions (RI)							
Goal 1: Achieve a continuous reduction of operational safety risks							
Target 1.1: Maintain a decreasing trend of regional accident rate.							
G1-SEI-1 Mitigate contributing factors to the risk of RI	1A Organize Runway Safety Workshops, Seminars and Webinars	Continuous	States IATA, ACI, RSOOs, AFCAC, CANSO, ICAO	States IATA, ACI, RSOOs, AFCAC, CANSO, ICAO	<ul style="list-style-type: none"> Number of workshops held. Attendance at workshops 	High	Report of events
	Identify contributing factors	Continuous	States, RASG-AFI	States IATA, ACI, RSOOs, AFCAC, CANSO, ICAO	<ul style="list-style-type: none"> Downward trends in Runway incursions reported 	High	<ul style="list-style-type: none"> Monitoring implementation of RST programmes using the KPIs Review of PQs related to RSTs Survey data, Incident reports RSTs to report quarterly on KPIs
	1B Encourage States to request for Runway Safety Go Team missions	Continuous	RASG-AFI	States, Airlines, Airport Operators	<ul style="list-style-type: none"> Number of requests by States implemented Number of participants in Runway Safety Go-team missions. Changes in runway safety related incidents 	High	Reporting activities of Runway Safety Go-Teams

AASPG Conclusions/Decisions

<p>Conclusion 22/19:</p>	<p>Establishment of effective Runway Safety Teams at aerodromes in the AFI Region</p>	<p>That: a) States that have not yet done so, are requested to ensure the establishment of effective Local Runway Safety Teams at their aerodromes used for international operations before end of 2020; b) ICAO, States, RST Partners and industry should continue to support the Runway safety programme through the implementation of the Global Runway Safety Action Plan recommendations; and c) ICAO AFI Regional Offices to remind States to request for the assistance of the RASG-AFI Go-Team for the establishment of effective LRST at their aerodromes.</p>	<p>States ICAO, States, RST partners ICAO Regional Offices</p>	<p>Registered and Operational Runway Safety Teams at International Airports</p>	<p>15 RSTs established per year 44% of Intl airports with established RSTs by June 2025 (short term) 70% of Intl airports with established RSTs by 5 by 2027 (medium term) 100% international airports with established RSTs by 2030 (long-term)</p>	<p>Not started List of potential airports List of airports identified WACAF: Liberia, Eq. Guinea, Chad, CAR,CMR, ESAF targeted States Lilongwe- Malawi, Mahe- Seychelles,</p>	<p>ICAO Regional Offices in coordination with the Runway Safety Project Team to organize an awareness workshop for States and airports that have not yet established RST by March 2025 ICAO Regional Offices to request States to provide runway safety programme and action plans for the establishment of all LRSTs within their territory by March 2026 (action plans for airports with RSTs not yet established) Go-Teams in coordination with Runway Safety Project Team to identify and assist 15 international airports in establishing RSTs by June 2026 and report on the status at the AAO/SG9 meeting</p>
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AASPG Conclusions/Decisions

Con/Dec No.	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable(s)/ Expected Outcome(s)	Revised Targets Aug 24	Status AAO/SG8 July 2025	Actions agreed by the Subgroup to further implementation July 2025
Conclusion 22/41:	Implementation of the Runway surface conditions Global Reporting Format (GRF)	That: a) States should: i) set up national and local plans with dedicated Teams, for the implementation, and make use of existing national and regional mechanisms to support the implementation of the GRF (RSTs, Go-Teams, RSOOs, ...) ensure appropriate participation of the concerned stakeholders (CAAs, airports operators, ANSPs, airlines, ...) to the upcoming seminars (Accra, Nairobi and Johannesburg); ii) States should report on the implementation of the GRF to the ICAO regional Offices; b) International Organizations (IATA, ACI, CANSO, ASECNA, ...) should actively participate in the conduct of the Seminars and any further required activities; and c) ICAO Regional Offices and International Organizations such as ACI, IATA, etc. to increase training activities, including onsite trainings.	a). States i). States ii). States b). International Organizations a). ICAO and International Organizations	GRF Implementation plan	At least 10 airports with GRF fully implemented per year 50% of Intl airports with established RSTs by June 2025 (short-term) 70% of Intl airports with established RSTs by 5 by 2027 (medium term) 100% international airports with established RSTs by 2030 (long-term)	Ongoing Airports identified: WACAF Conakry - completed Kinshasa-Ongoing Lubumbashi-Ongoing Banjul-Ongoing Malabo-Ongoing ESAF Manzini- Completed Malawi- Completed Maputo-On going Juba-ongoing	ICAO Regional Offices, in coordination with the Runway Safety Project Team, RSOOs, IATA, ACI and AFRAA, to identify and support 10 airports in implementing GRF by March 2026 ICAO Regional Offices to request States to update on the status of GRF implementation plan by March 2026
APIRG/24 Conclusion 24/16	GRF Implementation and Monitoring	That, in order to ensure effective implementation of Global Reporting Format (GRF), States to continuously update ICAO Regional Offices on the status of the implementation including the challenges encountered.	States		Cf. Conclusion 20/01	Ongoing	Cf. Conclusion 20/01

Measuring Results

Are our efforts effective?

1. Monitor and measure the number, activities and maturity of RSTs. (RST survey & RS Go-Teams)
2. Monitor and measure the rate of runway-safety-related occurrences at the airport, State and regional levels
3. Monitor the implementation of runway safety related SARPS (e.g. GRF)

Regional reporting mechanism on RST Performance



Roles and responsibilities



- Airport operators : To report to their CAAs on RST activities;



- States: to report quarterly on agreed Runway safety performance indicators to their accredited regional office;



- ESAF and WACAF offices : consolidate data and organize regional meetings yearly.

REGIONAL RST PERFORMANCE INDICATORS :

(agreed in November 2023 during the Regional meeting on the operational performance of RSTs, Virtual)

Only few reports received since 2023
The lack of reporting is a critical challenge.

Terms of reference

Frequency of revision of the ToR

Distribution of the ToR

Participation

Formal designation of members

Effective participation to meetings

RST meetings

Meetings held

Conduct of runway onsite visit

RST action plan

Implementation of action plan

Continuous improvement of the RST

Internal audits

External audits

Effective implementation of actions following audits



Thank You!