



INTERNATIONAL CIVIL AVIATION ORGANIZATION

ELEVENTH MEETING OF THE DIRECTORS GENERAL OF CIVIL AVIATION OF THE AFRICA-INDIAN OCEAN REGION (AFI-DGCA/11)

Cairo, Egypt, from 27 to 31 July 2026

Agenda Item 3: State of aviation performance in the AFI region – ICAO report

(Presented by the Secretariat)

SUMMARY	
This working paper provides an update on the follow-up to the outcomes of the AFI-DGCA/10 meeting, as well as on the current state of aviation performance in the AFI region between 2021 and 2025. The paper also provides an update on key outcomes of the last PIRG and RASG meetings. Action by the meeting is in paragraph 3 of this Paper.	
REFERENCE(S)	• GASP, GANP and GAsEP; • Regional Air Navigation Plan and Regional Aviation Safety Plan; • Outcomes of the AFI-DGCA/10; and • Reports on the meetings of the APIRG/27&RASG-AFI/10 and AASPG/1.
Strategic Goals	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 Left Behind; E. The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Changes; and F. The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All.

1. INTRODUCTION

- 1.1. The meeting of the Directors General of Civil Aviation Authorities is a strategic forum to address challenges, harmonize approaches, and prioritize actions that strengthen aviation across the Africa-Indian Ocean (AFI) region, enabling aviation to drive socio-economic development for the benefit of people.
- 1.2. The continued implementation of the ICAO Regional Offices' operating plans as part of the ICAO Business Plan, combined with efforts made by States and other stakeholders in all the ICAO Strategic Goals and High-Priority Enablers, has contributed to the improvement of the States' performance in all aviation-related matters over the past years.

1.3. The following are updates on the outcomes of the AFI-DGCA/10 meeting and key achievements toward the enhancement of the aviation performance of the AFI region between 2021 and 2025. The paper also provides an update on key outcomes of the last PIRG and RASG meetings.

2. DISCUSSION

2.1. FOLLOW-UP ON THE AFI-DGCA 10th MEETING

The Tenth Meeting of Directors General of Civil Aviation Authorities of the Africa and Indian Ocean region was held as part of the Ninth AFI Aviation Week events, conducted in Libreville, Gabon, from 15 to 19 July 2024.

2.1.1. Key outcomes of the AFI-DGCA/10 meeting covered the following:

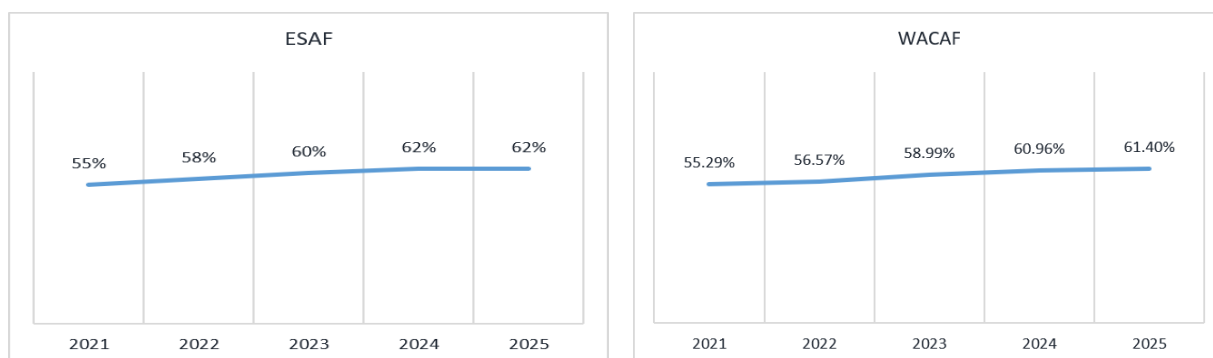
- a) Global and Regional Developments;
- b) ICAO Report on the performance status in the AFI region;
- c) Updates on Regional Plans (AFI ANP, AFI RASP), and APIRG & RASG-AFI meetings;
- d) Capacity Building & Gender Equality;
- e) Commemoration of the 80th Anniversary of ICAO; and
- f) Updates on the year of Facilitation.

2.1.2. The status of implementation of the outcomes of the AFI-DGCA/10 meeting is provided in Appendix A to this paper.

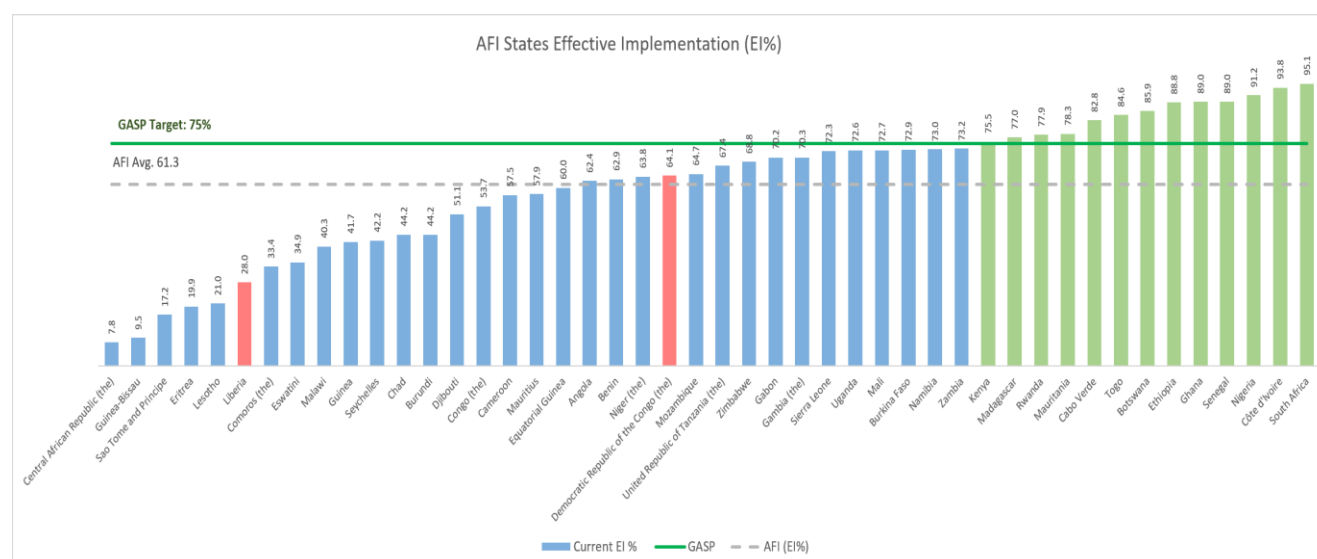
2.2. AVIATION PERFORMANCE IN THE AFI REGION BETWEEN 2021 AND 2025

2.2.1. States Safety Oversight System

2.2.1.1. Since the inception of the USOAP CMA programme, 46 of the 48 States of the AFI region have received USOAP CMA activities (2 States have not yet received any activity). The current average of the region in USOAP-CMA is 61.13%, which is below the world average EI of 70.41%. So far, 29.2% of the States of the AFI region have achieved the target of 75% EI, as requested by the Global Aviation Safety Plan (GASP) and the Regional Aviation Safety Plan (AFI-RASP), 2023-2025 Editions.



2.2.1.2. The graph and table below present the USOAP CMA Results of States in the AFI region, including the updates on EI% of Nigeria and South Africa, based on their preliminary results of USOAP-CMA activities conducted in 2026.



2 States with SSCs

13 States of the AFI region attained EI> 75%

Source: USOAP-CMA OLF and for South Africa and Nigeria the preliminary USOAP-CMA results from 2026

States %EI<75	70.8%	ESAF	Angola, Burundi, Comoros (the), Djibouti, Eritrea, Eswatini, Lesotho, Malawi, Mauritius, Mozambique, Namibia, Seychelles, Uganda, United Republic of Tanzania (the), Zambia and Zimbabwe
		WACAF	Benin, Burkina Faso, Cameroon, Central African Republic (the), Chad, Congo (the), Democratic Republic of the Congo (the), Equatorial Guinea, Gabon, Gambia (the), Guinea, Guinea-Bissau, Liberia, Mali, Niger (the), Sao Tome and Principe, Sierra Leone
States 75>=%EI<85	12.5%	ESAF	Kenya, Madagascar and Rwanda
		WACAF	Cabo Verde, Mauritania, Togo
States %EI >=85	16.7%	ESAF	Botswana, Ethiopia and South Africa
		WACAF	Cote d'Ivoire, Nigeria, Ghana, Senegal

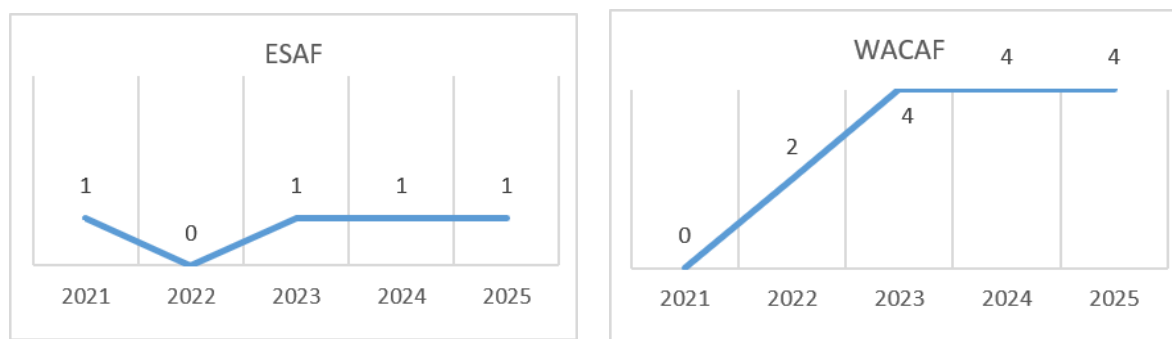
*Information includes USOAP-CMA Activities results from 2026

2.2.2. Significant Safety Concerns

2.2.2.1. Following the resolution of the SSC in Zimbabwe in July 2026, four SSCs related to Instrument Flight Procedures (IFP) design, validations and oversight, and Flight inspection of navigational aids in two States remain unresolved. The ICAO Regional Offices, in coordination with other stakeholders, continue to support and guide the relevant States in addressing these issues.

2.2.2.2. Two new preliminary SSCs in PEL and ANS identified in 2025 and 2026 in two States during USOAP-CMA audits were resolved before their publication.

2.2.2.3. Despite the existing challenges related to States' resources, including an inadequate safety oversight system due to a shortage of qualified inspectors, States with SSCs are committed to implementing the relevant corrective actions and mitigation measures. These measures include modernizing air navigation infrastructure, approving instrument flight procedures (IFPs) and calibrating NAVAIDs, as well as capacitating Civil Aviation Authorities staff.



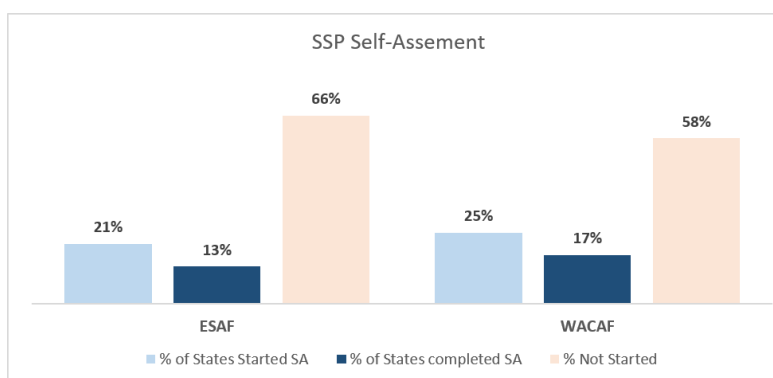
2.2.3. State Safety Program

2.2.3.1. Concerning the State Safety Programme (SSP), it is important to note that ICAO Electronic Bulletin EB 2026/4, dated 30 January 2026, confirms that the new Safety Management Protocol Questions, covering SSP and Safety Management Systems (SMS), will become applicable to all USOAP CMA activities conducted from 1st August 2026. A new audit area of the USOAP-CMA has been established to assess the effective implementation of the State's SSP, for which a dedicated EI score will be assigned. The SMS protocol questions will be assessed within the applicable operational area.

2.2.3.2. The GASP 2026–2028 (Doc 10004) Goal 3 — Establish and manage State Safety Programmes requires:

- **Target 3.1** - By 2026, all States to assess the level of implementation of their SSP, using the SSP self-assessment available on the USOAP CMA Online Framework (OLF).
- **Target 3.2** - By 2028, all States to establish an SSP, including the establishment of a Safety Data Collection and Processing System (SDCPS) and a framework for the protection of safety data and safety information.

2.2.3.3. With respect to Target 3.1, the status of the SSP self-assessment on the USOAP CMA OLF within the AFI region is as follows:

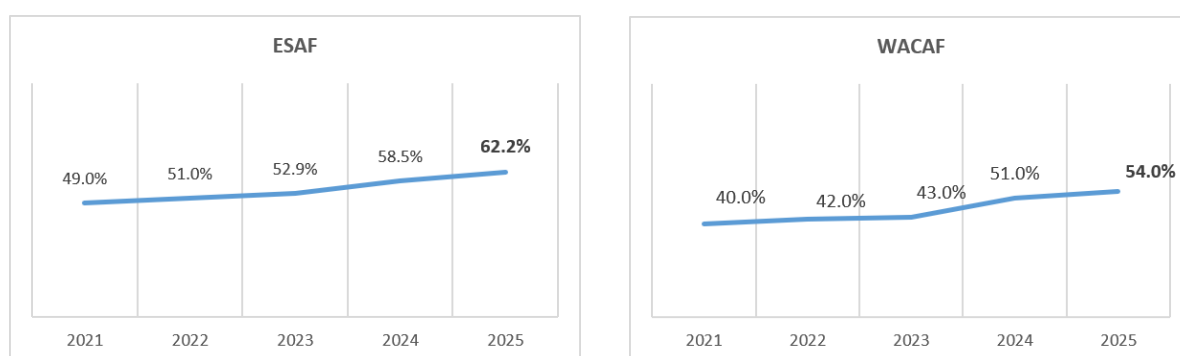


Source: USOACMA-OLF June 2026

2.2.3.4. With less than six months remaining before the end of 2026, the region is at serious risk of failing to achieve GASP Target 3.1. Only 23% (11) of States have initiated the SSP self-assessment (SA), while just 15% (7) have completed it. In total, 20 States in WACAF and 21 States in ESAF have not complete the SA, which is required to meet Target 3.1. This gap significantly undermines progress toward Target 3.2, as the SSP self-assessment serves as the foundation for SSP implementation. States that fail to complete the SA by the end of 2026 will lack a credible basis for progressing toward SSP establishment by 2028, placing the achievement of regional safety objectives at considerable risk.

2.2.3.5. These targets represent an adjustment from the 2023–2025 GASP edition, which recognized the limited availability of global baseline data on SSP implementation globally. For the region to achieve the GASP Target 3.1, States are invited to complete their SSP self-assessment in the USOAP CMA Online Framework (OLF) as a matter of priority, before the end of 2026.

2.2.3.6. Based on data reported in iSTARS between 2021 and 2025, States of the AFI region made measurable progress in the level of SSP implementation, with a cumulative increase of approximately 13.6%. However, based on the current average annual rate of improvement, neither sub-region is on track to achieve the level of implementation required to meet GASP Target 3.2 by 2028. The figures below show that the current implementation of SSP stands at 62.2% in ESAF (↑13.2%) and 54% in WACAF (↑14.0%).



Source: iSTARS, as reported by States

2.2.3.7. Despite ongoing efforts by ICAO and other stakeholders to provide implementation support to States, progress toward GASP Goal 3 in the AFI region remains slow. Enhanced State commitment, especially in ensuring sufficient resources for SSP implementation, will be essential to accelerate progress. Advancing SSP implementation should therefore be considered an immediate regional priority.

2.2.4. National Aviation Safety Plan

2.2.4.1. GASP Goal 5, target 5.3 calls on all States to publish an updated national aviation safety plan (NASP) by 2027, taking into consideration the 2026–2028 edition of the GASP and their corresponding RASPs.

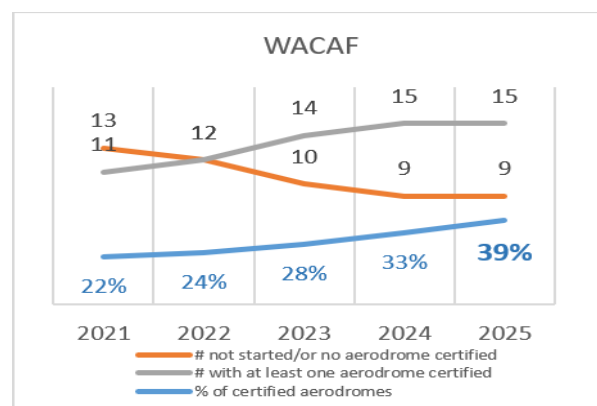
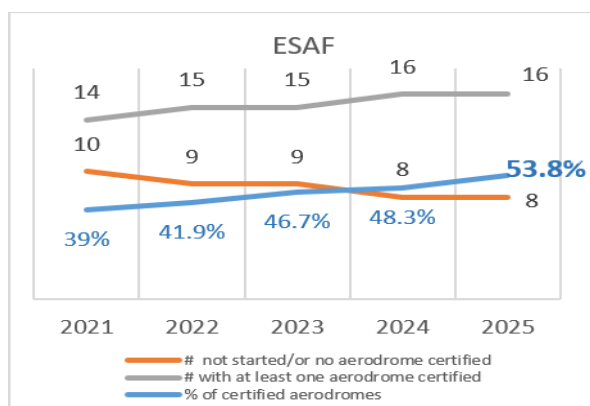
- ESAF (7 States): Botswana, Ethiopia, Namibia, Kenya, Rwanda, Uganda and the United Republic of Tanzania.
- WACAF (9 States): Benin; Cabo Verde, Chad, Côte d'Ivoire, the Gambia, Ghana, Senegal, Sierra Leone and Togo.
- The Gambia and Rwanda have aligned their NASP with the GASP 2026-2028 edition.

2.2.5. Aerodromes

Aerodrome certification

2.2.5.1. States are required to certify aerodromes used for international operations in accordance with the specifications contained in ICAO Annex 14 as well as other relevant ICAO specifications through an appropriate regulatory framework. As of 31 December 2025, the rate of aerodrome certification in the ESAF Region was 53.7 per cent and 39% in the WACAF region. The rate is expected to increase further in 2026.

2.2.5.2. The progressive increase in aerodrome certification within the AFI region can be attributed to several key factors. These include the commitment demonstrated by Member States to allocate the necessary financial and technical resources to address critical infrastructure deficiencies; the effective implementation of peer support mechanisms facilitated by ICAO Regional Offices; as well as workshops conducted. Additionally, targeted capacity-building initiatives delivered by Regional Safety Oversight Organizations (RSOOs), along with complementary programs such as the APEX in Safety review programme, have enhanced technical competencies and accelerated certification progress across the region.



2.2.5.3. Aerodrome certification in the AFI region faces several persistent challenges, largely stemming from infrastructural, institutional, and financial constraints. Many aerodromes operate with ageing or inadequate infrastructure that does not fully meet ICAO standards, making compliance difficult without substantial investment. Limited technical expertise and shortages of trained personnel within both civil aviation authorities and aerodrome operators hinder effective implementation and oversight of certification requirements. Additionally, inconsistent regulatory frameworks and slow adoption of updated ICAO Annex 14 provisions across some States create gaps in standardization. Financial constraints also play a major role, as smaller or State-owned aerodromes often struggle to secure funding for necessary upgrades, safety management systems, and continuous compliance audits. Finally, challenges in safety culture, documentation, and data management systems weaken the sustainability of certification efforts, particularly in environments where operational priorities sometimes overshadow regulatory compliance.

States <u>not started</u> /or no Aerodrome Certified	ESAF	9	Burundi; Comoros; Djibouti; Eritrea; Lesotho; Malawi; Seychelles; Somalia; South Sudan
	WACAF	9	Central African Republic; Chad; Democratic Republic of Congo; Equatorial Guinea; Gambia; Guinea; Guinea-Bissau; Liberia; São Tomé and Príncipe;
States started, but not all the Intl aerodromes certified	ESAF	10	Botswana; Ethiopia; Kenya; Madagascar; Mozambique; Angola, Namibia, Tanzania, Zambia, Zimbabwe,
	WACAF	7	Burkina Faso; Cameroon; Congo; Gabon; Mali; Mauritania; Niger
States with all Intl. Aerodrome certified	ESAF	5	Eswatini; Mauritius; Rwanda; South Africa; Uganda,
	WACAF	8	Benin; Cabo Verde; Cote d'Ivoire; Ghana; Nigeria; Senegal; Sierra Leone; Togo.

Runway safety

2.2.5.4. The purpose of a Runway Safety Programme is to enhance the safe and efficient use of airport runways by reducing the risk of accidents and incidents such as runway incursions, excursions, and confusion errors. It brings together key stakeholders, including air traffic controllers, pilots, airport operators, and regulators, to identify hazards, share safety information, and implement effective mitigation measures. Through continuous monitoring, reporting, training, and collaboration, the programme aims to improve situational awareness, standardize procedures, and ensure compliance with safety regulations. Ultimately, it supports the overall goal of protecting lives, aircraft, and infrastructure while maintaining smooth airport operations.

2.2.5.5. At the end of 2025, 31 international airports in ESAF (49.2%) and 23 international Airports in WACAF (43% per cent) established effective RSTs. The rate of establishment of these RSTs is still slow. The ESAF Regional Office is currently working with all Runway safety partners and RSOOs, especially CASSOA and SASO, to support the Runway Safety Program. The WACAF office organized a workshop on runway safety performance in December 2025. The AFI region has agreed on Key performance indicators which the Regional Offices monitor closely while providing support to the States.

Implementation of the Global Reporting Format (GRF) for reporting runway surface conditions and Aircraft Classification Rating/Pavement Classification Rating (ACR/PCR)

- 2.2.5.6. The harmonized methodology for assessment and reporting of runway surface conditions became applicable in November 2021. There has been low uptake in the implementation of the methodology, which aims to address runway-related incidents, especially those that arise because of contaminants on the runway. At the end of 2025, 44 States have reported full implementation of the GRF requirements.
- 2.2.5.7. The Aircraft Classification Rating/Pavement Classification (ACR/PCR) method for reporting pavement strength became applicable in November 2024, replacing the traditional ACN/PCN Methodology. By the end of 2025, 3 States in ESAF and 1 in WACAF had reported full implementation of the new ACR/PCR. The Regional Offices have embarked on increased awareness/ sensitization activities aimed at improving the implementation level in the region.
- 2.2.5.8. In June 2026, the ESAF Regional Office conducted a Regional ACR/PCR awareness workshop. The workshop was hosted by the Kingdom of Eswatini in collaboration with SASO. Two virtual webinars were conducted in December 2025 by the ICAO WACAF Office.

APEX reviews

- 2.2.5.9. The APEX (Airport Excellence in Safety) Programme is a voluntary peer-review mechanism, with dozens of successful safety reviews completed, but it is still in a growth phase, with ongoing efforts needed to expand coverage to more airports and ensure full implementation of recommendations. Since its introduction in Africa around 2011, the programme has conducted about 59 APEX reviews. APEX in Safety is because it supports aerodrome certification activities by enhancing compliance with ICAO SARPs and improving operational safety at airports. The programme is led by ACI Africa in collaboration with ICAO and industry partners and is recognized as a key safety improvement initiative. In the recent past, the activities of the programme have not been very active with few african airports covered.

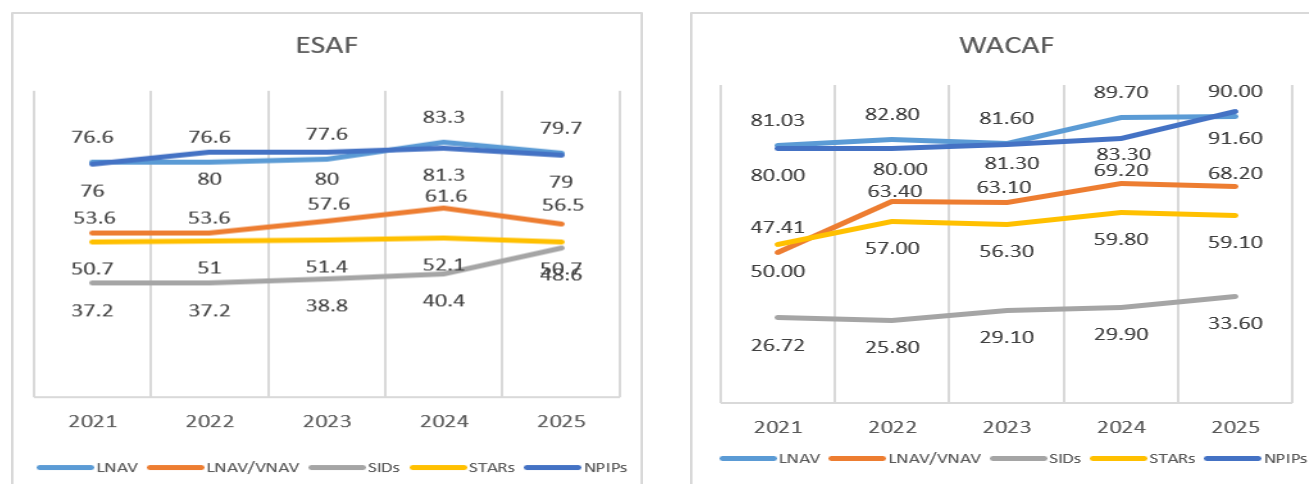
2.2.6. AFI RVSM Airspace Safety

- 2.2.6.1. The 18th collision risk assessment (CRA) for 2024 has not been conducted yet due to ongoing contract adjustment with the CRA service provider.
- 2.2.6.2. The new ARMA Administration is currently collecting safety and analyzing RVSM safety data for 2024-2025 that will serve as input for the CRA18 to be released later this year.
- 2.2.6.3. ARMA study group, comprising from member entities as decided by the AASPG/1 was initiated in June 2026. Among other tasks, the study group is to report on the current governance framework, institutional arrangements, and operational mandate of ARMA

2.2.7. PBN implementation

- 2.2.7.1. The number of States with national PBN Implementation Plan witness a marginal increase of 3.7% to reach 85% in 2025 for the AFI region. The number of airports with PBN SID grew from 38.8% to 41.1% while PBN STAR grew from 51.4% to 54.9%.
- 2.2.7.2. In 2025, as far as PBN approach procedures is concerned, the number of airports with PBN with APV (Baro VNAV) increased by 4.8% to reach 62.4% while those with RNP APCH increased to 84.85% from 77% in 2024.

2.2.7.3. CCO/CDO, although remaining the least implemented PBN application in the region, have witnessed an increase of 6.2% to reach 18.4% in 2025. This low figure indicates that there is still need for States to improve flight trajectories in the terminal area of their major airports in order to increase the capacity of airspace, improve the efficiency of flight and better contribute to the reduction of aviation's impact on the environment.



2025	ESAF	WACAF	Remaining States/comments
NPPI	91.6	91.6	Burundi, Central African Republic, Djibouti, Eritrea, Guinea Bissau, Lesotho, South Sudan
RNP APCH	79.7	84.8	Burundi, Eritrea, Eswatini, Somalia, Sao Tome
APV	56.5	70.8	Some have remote altimeters and Baro VNAV cannot be designed.
STARs	50.7	61.3	STARs sometimes cannot be designed due to small airspaces.
SIDs	48.6	33.6	SIDs cannot sometimes be designed due to small airspaces.
CCO/CDO	18.4	18.4	

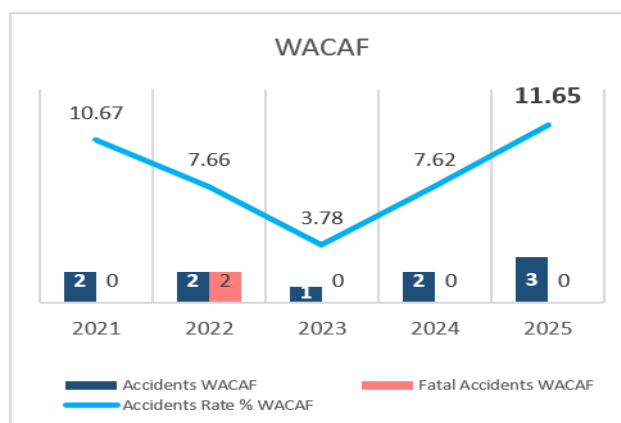
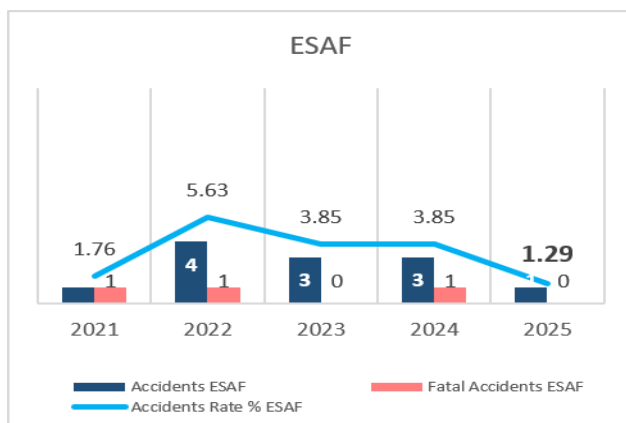
2.2.8. Aircraft accident and incidents

Accident Rate

2.2.8.1. In 2025, the ESAF region recorded one accident involving scheduled commercial operations with aircraft over 2,250 kg, corresponding to an accident rate of 1.29 per million departures, lower than the 3.85 recorded in each of the previous two years.

2.2.8.2. With a total of 257,407 departures, the accident rate in the WACAF region was 11,65 accidents per million departures. reflecting an increase from 2024 (7.62). Relatively low traffic volumes in the WACAF region tend to amplify fluctuations in the accident rate, even when the number of accidents remains constant.

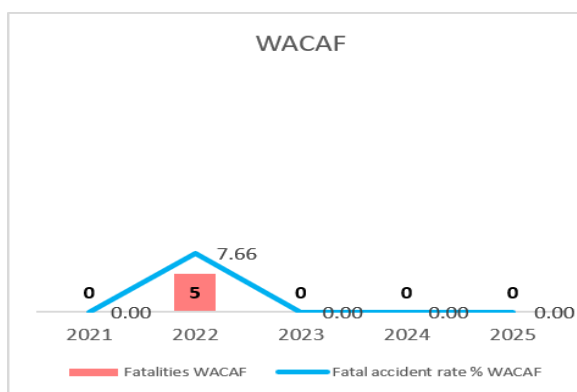
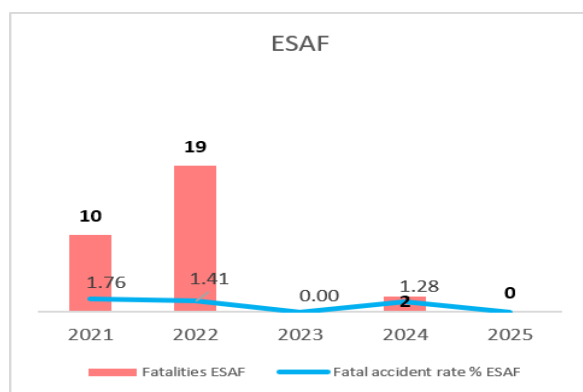
2.2.8.3. Overall, the AFI region accident rate for 2025, involving scheduled commercial operations with aircraft over 2,250 kg, was 3.88 per million departures in 2025, which remains higher than the global average compared to the world rate of 2.23.



Fatal Accident Rate

2.2.8.4. The vision of the global aviation safety plan (GASP) is to achieve and maintain zero fatalities in commercial operations by 2030 and beyond. The AFI region had a zero fatal accident on scheduled commercial flights with aircraft over 2,250 Kg in 2025, compared to one fatal accident recorded in 2024.

2.2.8.5. **In 2025, the AFI region recorded zero fatal accidents involving scheduled commercial operations with aircraft over 2,250 kg, compared to one fatal accident recorded in 2024. Consequently, the AFI region achieved a fatal accident rate of zero in 2025, reflecting positive safety performance.**



High Risk Categories of occurrences

2.2.8.6. The following five regional high-risk categories of occurrences (R-HRCs in the AFI Aviation System Planning and implementation Group (AASPG) regional context were considered of the utmost priority because of the number of fatalities and risk of fatalities associated with such events. They were identified based on analysis from mandatory and voluntary reporting systems, accident and incident investigation reports, safety oversight activities conducted by States in the region over the past twelve years (from 2013 to 2025) and their respective State safety programmes, as well as on the basis of regional analysis conducted by the AASPG, RSOOs and RAIO and on the operational safety risks described in the GASP. These R-HRCs will be maintained in the AFI-RASP 2026-2028 Edition, in line with the 2026-2028 Edition of the GASP (G-HRCs):

- Controlled Flight into Terrain (CFIT);
- Loss of Control In-Flight (LOC-I);
- Mid-Air Collision (MAC);
- Runway Excursion (RE);
- Runway Incursion (RI);

2.2.8.7. In addition to the regional operational safety risks listed above, the following additional categories of operational safety risks have been identified:

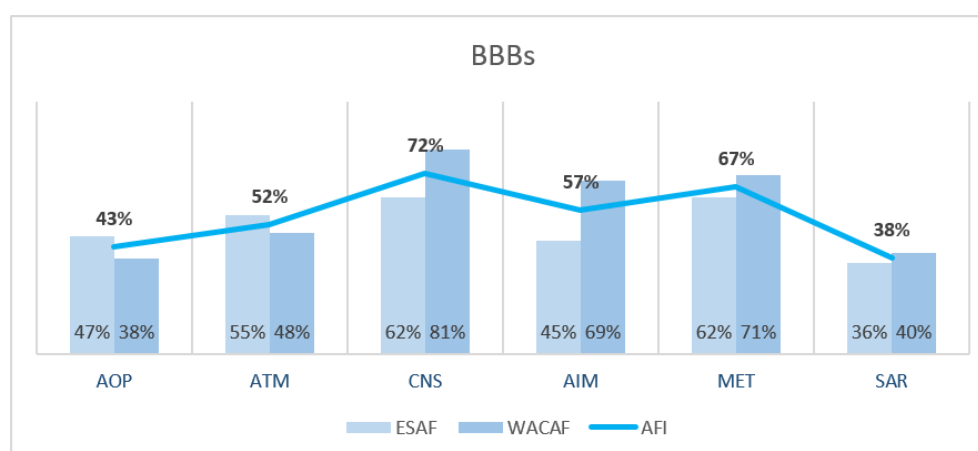
- System/Component Failure or Malfunction – Non-Powerplant (SCF-NP);
- Bird Strikes and Wildlife Hazard;
- Large Height Deviation (LHD);
- Abnormal Runway Contact (ARC);
- Ground Handling (RAMP);
- Turbulence Encounter (TURB).

AIR NAVIGATION, CAPACITY AND EFFICIENCY

2.2.9. Status of implementation of the Basic Building Blocks (BBBs)

2.2.9.1. The status of the Basic Building Blocks (BBBs) describing the foundations of the States' air navigation system is shown in the graph below. It provides the baseline status of essential facilities and services implemented by States in the region in accordance with ICAO SARPs in aerodromes, air traffic management, search and rescue, meteorology and information management.

2.2.9.2. The BBB framework identifies the end users of these services as well as the communications, navigation, and surveillance (CNS) infrastructure that are necessary to provide them. The AASPG/1 Meeting emphasized the need to have a clear and accurate picture of the actual implementation status of BBBs, and requested the Secretariat to propose a mechanism to assist States in monitoring and reporting on the implementation of the BBBs.



Source: OLF USOAP-CMA data

Area	Region	States
AIM (52.6%)	ESAF (44.5%)	<75% Somalia; South Sudan Burundi; Eswatini; Eritrea; Lesotho; Djibouti; Angola; Comoros (the); Namibia; Zambia; Seychelles; Malawi; Mozambique; Botswana; Uganda; Rwanda; Mauritius; United Republic of Tanzania
		≥75% Kenya; Ethiopia; South Africa; Zimbabwe; Madagascar;
	WACAF (59.7%)	<75% Guinea; Liberia; Guinea-Bissau; Democratic Republic of the Congo (the); Chad; Sao Tome and Principe; Nigeria; Central African Republic (the); Gambia (the); Cabo Verde; Ghana; Mauritania; Equatorial Guinea;
		≥75% Sierra Leone; Mali; Niger (the); Congo (the); Burkina Faso; Cameroon; Togo; Benin; Côte d'Ivoire; Gabon; Senegal;
AOP (42.7%)	WACAF (39.2%)	<75% Liberia; Guinea; Sao Tome and Principe; Guinea-Bissau; Congo (the); Central African Republic (the); Democratic Republic of the Congo (the); Senegal; Cameroon; Chad; Mali; Gabon; Equatorial Guinea; Nigeria; Benin; Niger (the); Mauritania; Burkina Faso; Gambia (the);
		≥75% Côte d'Ivoire; Ghana; Togo; Sierra Leone; Cabo Verde;
	ESAF (46.7%)	<75% Somalia; South Sudan; Burundi; Lesotho; Comoros (the); Seychelles; Eswatini; Mozambique; Djibouti; Malawi; Eritrea; Botswana; United Republic of Tanzania (the); Madagascar; Angola; Zambia; Zimbabwe;
		≥75% Namibia; Rwanda; Uganda; Ethiopia; Kenya; South Africa; Mauritius;
ATM (52%)	WACAF (48%)	<75% Liberia; Central African Republic (the); Guinea-Bissau; Guinea; Sao Tome and Principe; Democratic Republic of the Congo (the); Nigeria; Chad; Senegal; Congo (the); Equatorial Guinea; Cameroon; Benin; Cabo Verde; Sierra Leone;
		≥75% Côte d'Ivoire; Mali; Gambia the; Burkina Faso; Ghana; Niger (the); Mauritania; Togo; Gabon;
	ESAF (55%)	<75% Somalia; South Sudan; Burundi; Eswatini; Eritrea; Seychelles; Namibia; Angola; Lesotho; Comoros (the); Zimbabwe; Djibouti; Zambia; Uganda; Malawi; Mozambique; Mauritius; United Republic of Tanzania (the);
		≥75% Rwanda; Botswana; Kenya; Ethiopia; South Africa; Madagascar;
CNS (53.3%)	ESAF (52.4%)	<75% Somalia; South Sudan; Burundi; Eswatini; Lesotho; Eritrea; Angola; Namibia; Mozambique; Malawi; Mauritius; Zimbabwe; Ethiopia; Djibouti; Uganda; Comoros (the);;
		≥75% Rwanda; South Africa; Kenya; Seychelles; Madagascar; Zambia; Botswana; United Republic of Tanzania
	WACAF (54.2%)	<75% Democratic Republic of the Congo the; Guinea; Cameroon; Guinea-Bissau; Sao Tome and Principe; Liberia; Central African Republic the; Nigeria; Equatorial Guinea; Chad; Sierra Leone; Burkina Faso; Niger (the); Senegal;
		≥75% Gambia the; Benin; Congo the; Ghana; Mauritania; Côte d'Ivoire; Mali; Cabo Verde; Gabon; Togo;
MET (67%)	WACAF (71.1%)	<75% Benin, Burkina Faso; Cabo Verde; Cameroon; Central African Republic; Chad; Democratic Republic of the Congo; Equatorial Gambia; Ghana; Guinea; Guinea-Bissau; Guinea; Liberia; Mali; Mauritania; Nigeria; Niger; Sao Tome and Principe; Sierra Leone;
		≥75% Congo; Côte d'Ivoire; Gabon; Senegal; Togo

SAR (38%)	ESAF (62%)	<75%	Somalia; South Sudan; Burundi; Djibouti; Lesotho; Zimbabwe; Eritrea; Zambia; Ethiopia; Eswatini; Mauritius; Namibia; Angola;
		≥75%	Comoros (the); Uganda; Malawi; Rwanda; Seychelles; Kenya; United Republic of Tanzania (the); South Africa; Madagascar; Botswana; Mozambique;
	WACAF (36%)	<75%	Equatorial Guinea; Central African Republic the; Guinea-Bissau; Guinea; Congo the; Chad; Democratic Republic of the Congo (the); Liberia; Benin; Niger (the); Cameroon; Sao Tome and Principe; Senegal; Sierra Leone; Gambia (the); Nigeria; Gabon; Burkina Faso; ; Mali; Togo; Cabo Verde;
		≥75%	Côte d'Ivoire; Ghana; Mauritania;
	ESAF (40%)	<75%	Somalia; South Sudan; Burundi; Eritrea; Zambia; Comoros the; Djibouti; Mozambique; Angola; Eswatini; Malawi; Zimbabwe; Seychelles; United Republic of Tanzania (the); Namibia; Lesotho; Botswana; Uganda; ; ; Mauritius; Kenya;
		≥75%	Ethiopia; Madagascar; Rwanda; South Africa;

Source: OLF USOAP-CMA data

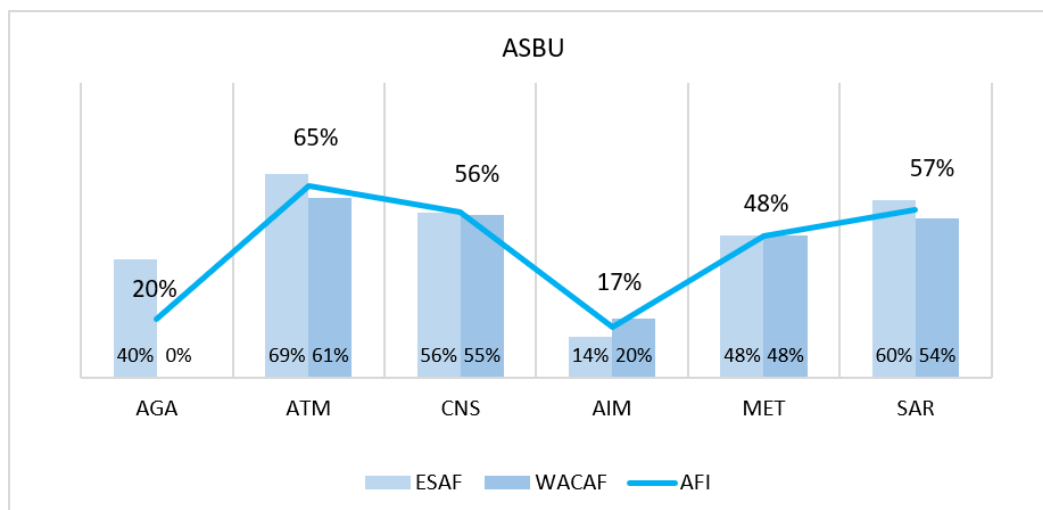
- 2.2.9.3. The main challenges that may hinder the effective implementation of BBBs in the region include lack of funding, prioritization of projects at the national level, insufficient training, and high turnover of technical experts. Furthermore, the level of regional collaboration in the planning and implementation of air navigation services (ANS) projects remains low.
- 2.2.9.4. States are encouraged to improve their planning and implementation of air navigation services and infrastructure by adopting a collaborative project management approach. This includes sharing information and experiences at regional level, air navigation infrastructure/services harmonization and system interoperability. Integrating aviation infrastructure improvements into wider development programs is also emphasized. To support these efforts, enhancing project management skills through regular training and minimizing turnover at key positions are essential. Additionally, supporting initiatives such as the ANS Summit can facilitate project implementation by leveraging financial and technical partnerships, thereby fostering stronger collaboration and more effective results.

2.2.10. ASBU Implementation

2.2.10.1. The overall status of implementation in the region in 2025 is provided in the table below. The average implementation rate is 48% in both the ESAF and WACAF regions. The level of implementation of the ASBU elements in all areas is still low; A slight increase of 1% in the regional average was observed compared with 2024. As highlighted by the APIRG/26 Meeting, the low level of implementation of ASBU elements in the region is mainly due to the lack of reporting on the implementation from States.

2.2.10.2. The ESAF region conducts annual regional data collection workshops on the implementation of ASBU elements. To date, approximately 15 (63%) of ESAF States are actively submitting data on the Dashboard. Following the workshop on the use of the AANDD platform, 152 participants from WACAF States and the aviation industry were familiarized with the online ASBU tool for monitoring and collecting data on the implementation of ASBU elements. To date, 17 WACAF States (71%) have submitted data on the status of ASBU implementation using the Excel version of the tool. Ongoing efforts are being undertaken to assist States and Air Navigation Service Providers (ANSPs) in submitting their data directly through the online tool. States are encouraged to create ANS committees and regularly update the ASBU information on the Dashboard.

2.2.10.3. States are strongly encouraged to make use of the online tools to report on the status of implementation of ASBU elements applicable to the AFI region.



Source: AFI eANP Vol III data

2.2.11. Aerodrome operations (AOP)

2.2.11.1. A project team formed under the AASPG framework developed an A-CDM implementation guide. The guide includes generic implementation of documents to be used as templates by States and facilitate implementation of A-CDM element Information Sharing.

2.2.11.2. States are encouraged to implement A-CDM especially the one that meets the medium traffic density threshold as provided for by the guidance. The current A-CDM implementation is 40% in ESAF and 0% in WACAF.

2.2.12. Air Traffic Management (ATM)

Airspace organization and management projects

- 2.2.12.1. Free Route Airspace (FRA): As of December 2025, six out of Nine (6/9) WACAF FIRs and six out of twenty-two (6/22) ESAF FIRs have implemented local FRA, however close to 80% of FIRs in the AFI region have implemented Direct Route Operations. On 31 October 2025, 37 User Preferred Routes (UPR) were implemented in WACAF, which generated significant benefits for airspace users such as fuel saving, reduced flight time, and reduced airport delays. A further 9 UPRs were requested and implemented in WACAF in the first quarter of 2026, bringing the total UPRs to 46. UPR trials are ongoing in ESAF FIRs with a set of 12 UPRs selected and validated for the trials.
- 2.2.12.2. Civil Military Cooperation/Flexible Use of Airspace (FUA) survey campaign was conducted in 2025 with 63% feedback in WACAF and 50% in ESAF. The level of implementation of FUA remains low, with fixed special-use airspaces (danger, prohibited or restricted) still erected around major international airports. This situation hampers the optimization of departure and arrival flight trajectories and affects safety, flight efficiency and ATM performance. States are encouraged to take more proactive initiatives in fostering civil and military cooperation and collaboration for better organization and management of common airspace.
- 2.2.12.3. Implementation of PBN departure and arrival trajectories with continuous flight vertical profile at international airports remains low. Standard Instrument Departure (SID) with Continuous Climb Operations (CCO)-ASBU APTA B0/5 and the Standard Terminal Arrival (STAR) with Continuous Descent Operations (CDO)-APTA B0/4 are both at 18.4% implementation in AFI.

ATM system capacity

- 2.2.12.4. 67% of States of the AFI region have implemented ATM systems with advanced capabilities, including ATC conflict detection and advisory tools, safety nets, route adherence and conformance monitoring, and minimum safe altitude application. This advanced system has contributed to the enhancement of safety while improving ATC service provision

2.2.13. Aeronautical Information Management (AIM)

Implementation of ASBU elements in AIM

- 2.2.13.1. Based on data available from States, the implementation status of DAIM ASBU elements has not evolved from 2023 to 2025. The status of implementation of ASBU elements DAIM B1/1 - *Provision of quality-assured aeronautical data and information*, B1/2 - *Provision of digital Aeronautical Information Publication (AIP) data sets*, and B1/7 - *NOTAM improvements*, is currently at the level of 48%, 27% and 50% respectively in the AFI region. The elements B1/3 to B1/6 relating to digital data sets are not yet implemented in the region.

AIM Result-based implementation support (RBIS) project

2.2.13.2. The project assists States in building the capacity of the personnel of the Civil Aviation Authorities on the regulation and oversight of Quality Management System (QMS), Aeronautic Information eXchange Model (AIXM), electronic AIP (eAIP) and Terrain and Obstacle Data (TOD); as well as of the personnel of Air Navigation Service Providers (ANSPs) and Airport operators on the implementation of related systems and services. Assisted States are provided with generic documentation supporting the regulation, oversight and implementation activities.

2.2.13.3. From 2023 to 2025 the following States were assisted - Benin, Côte d'Ivoire, Democratic Republic of the Congo, Gabon, Guinea, Liberia, Mauritania, Nigeria, Senegal, Sierra Leone and Togo. Following the assistance to Guinea, Liberia and Sierra Leone, their ANSP (Robert FIR) made a notable implementation progress, with ISO certification of the QMS and the ongoing acquisition of the AIXM database and eAIP system.

2.2.14. Communications, Navigation, And Surveillance (CNS)

The implementation of CNS related ASBU modules in the AFI region is progressing steadily, with advancements in AMHS, ADS-B and GNSS-based navigation, while continued efforts are underway to further enhance data link implementation and infrastructure funding.

Communication

2.2.14.1. Regarding AMHS deployment, several States of the AFI have transitioned from AFTN to AMHS (75% of ESAF States and 60% WACAF States implemented AMHS), while ATN/IPS data link implementation is limited.

2.2.14.2. The pace of implementation of Controller-Pilot Data Link Communications (CPDLC) is satisfactory, with most of the FIRs CPDLC capable and providing datalink service to equipped fleet.

Navigation

2.2.14.3. GNSS implementation in the AFI region continue to advance, enabling the progressive deployment of Performance-Based Navigation (PBN) for en-route operations. While conventional navigation aids (VOR, DME and ILS) continue to provide operational support, particularly for precision approaches at certain aerodromes, States are progressively transitioning toward satellite-based navigation. This transition is being undertaken in alignment with ICAO guidance.

Surveillance

2.2.14.4. The AFI region has undergone a substantial expansion of ADS-B coverage, particularly in the western and southern regions of Africa. This growth is supported by initiatives at the regional level, in collaboration with the International Civil Aviation Organization (ICAO) and industry partners. The expansion addresses gaps in conventional radar coverage, especially in remote and oceanic areas. While Mode S transponders equipage is increasing, full implementation has yet to be achieved, limiting the realization of the full benefits of ADS-B integration.

2.2.15. Meteorological Services (MET)

Key achievements in MET

Improvement of the provision of volcanic ash information

- 2.2.15.1. In line with the biennial schedule of Volcanic Ash (VA) Exercises conducted in the AFI region, the ESAF and WACAF Offices convened a regional VA Exercise on 26 February 2026, based on a simulated eruption of the Barrier Volcano in northern Kenya. The Exercise, led by Kenya, provided a valuable opportunity for States and stakeholders to test and review existing contingency arrangements, evaluate the effectiveness of established procedures for the dissemination of volcanic ash information, and strengthen inter-agency coordination essential to safeguarding the safety and continuity of international air navigation in the event of a volcanic eruption.
- 2.2.15.2. Six (6) States (Angola, Cameroon, Cote d'Ivoire, Democratic Republic of the Congo, Liberia and Senegal) and two (2) ANSPs (ASECNA, ROBERTS FIR) were supported to strengthen preparedness for volcanic eruption and ash cloud information provision. In total, thirteen (13) guidance materials including Standardized Operating Procedures for managing volcanic events and a volcanic ash contingency plan template were developed to help States and stakeholders manage volcanic activities

Improvement of OPMET Availability and provision of en-route Weather Information

- 2.2.15.3. The ESAF Office convened an Operational Meteorological (OPMET) Availability Project (SIP Project ID: 2025-ESAF/1967), benefiting five ESAF States, naming Burundi, Ethiopia, Malawi, the United Republic of Tanzania and Zambia. The Project seeks to strengthen the availability, quality and timely exchange of OPMET information, which is essential for the safety, regularity and efficiency of international air navigation.
- 2.2.15.4. Three (3) States (Guinea, Liberia, and Sierra Leone) were supported in assessing MET facilities, infrastructure, and services at their international airports through SIP Project (Ref.: SIP 2025-WACAF/2045). Comprehensive gap analysis reports and recommended remedial actions were provided to the States. Additional funding is needed to support States with CAP implementation.
- 2.2.15.5. *Update of the OPMET Data Exchange Scheme and Procedures Handbook* - the updated Handbook was circulated to States and stakeholders for review.
- 2.2.15.6. The 2025 SIGMET Tests were successfully conducted with the participation of 9 MET Watch Office States (38%) of ESAF (Angola, Botswana, Kenya, Madagascar, Mauritius, Rwanda, Seychelles, South Africa and Tanzania) and 5 MET Watch Office States (50%) of WACAF (Congo, Liberia, Niger, Senegal, Togo). States were provided with relevant recommendations to address the identified issues.

Implementation of the CODEVMET-AFI Project

Support States in enhancing MET Safety Oversight Activities

- 2.2.15.7. From 2023 to 2025, Nine (9) States (Botswana, Cameroon, Cabo Verde, Côte d'Ivoire, Gabon, the Gambia, Senegal, Sierra Leone and Togo) were assisted with the alignment of their regulations with MET related SARPs.
- 2.2.15.8. Fifteen (15) States (Benin, Burkina Faso, Cabo Verde, Cameroon, Congo, Côte d'Ivoire, Equatorial Guinea, Gabon, Ghana, Guinea, Rwanda, Chad, Madagascar, Mauritania, Niger, Nigeria, Senegal, Togo), and two Organizations (AAMAC and ASECNA) were supported with the implementation of the Amendment 82 to Annex 3 to Chicago Convention and New PANS MET through a dedicated workshop.

Support States in the implementation of the QMS in MET field

2.2.15.9. Six (6) States (Cabo Verde, Cameroon, Gabon, Gambia, Senegal, Sierra Leone) were assisted with QMS implementation in MET field. As a significant milestone, the Cabo Verde Meteorological Service Provider successfully obtained ISO 9001:2015 certification in September 2025.

2.2.15.10. Twenty-five (25) Participants from eight (8) States (Burkina Faso, Cameroon, Congo, Gabon, Niger, Côte d'Ivoire, Mali, Togo), and two (2) ANSPs (ASECNA, SODEXAM) were trained as Internal Quality Auditors.

Migration from SADIS FTP to SADIS API

2.2.15.11. Twelve (12) States (Angola, Cameroon, Côte d'Ivoire, Gabon, Gambia, Ghana, Guinea, Liberia, Nigeria, Senegal, Sierra Leone and Togo) and ASECNA were supported in implementing the new SADIS API through a dedicated workshop. As a result, Nigeria successfully deployed the SADIS API at the Nigerian Meteorological Agency (NiMet).

Implementation of the requirements for the provision of space weather information

2.2.15.12. Eighteen (18) ASECNA Member States were supported with the capacity building workshop and developed a comprehensive regional roadmap for the implementation of requirements for the provision of space weather information.

Implementation of the AMET-B1 elements

2.2.15.13. Six (6) States (Botswana, Cabo Verde, Côte d'Ivoire, Niger, Nigeria, and Senegal) were supported through comprehensive situational assessments of AMET-B1 elements across 16 international airports. Detailed reports were issued, highlighting identified gaps and providing actionable recommendations to address them.

2.2.16. Search and Rescue (SAR)

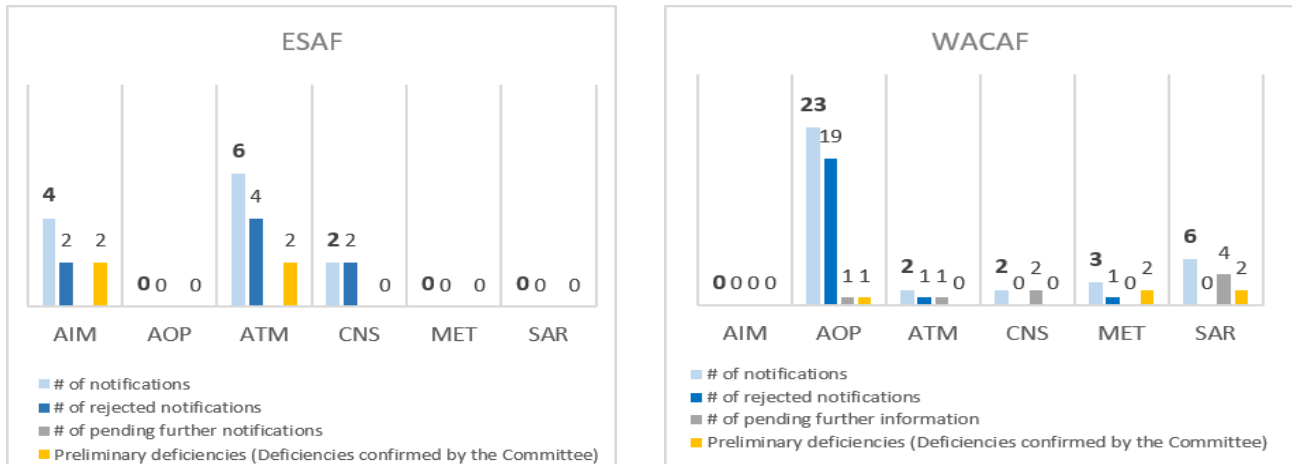
2.2.16.1. The 2025 AFI SAR Survey campaign results reported that 60% States in ESAF and 54% in WACAF have implemented the Global Aeronautical Distress and Safety System (GADSS) through the incorporation of Aircraft Tracking system-GADS B1/1 in ATC surveillance facilities, and the registration of State's RCC/RSC in the Operational Control Directory-GADS B1/2. Although these results look encouraging, States should ensure that implementation of GADSS is consistently managed and incorporated into the national SAR operations. The AFI SAR Technical Experts Team is working in developing assistance tool to better support the progress in GADSS implementation in the AFI region.

2.2.17. Management of Air Navigation Deficiencies

2.2.17.1. As of October 2025, forty-eight (48) notifications of potential air navigation deficiencies were submitted through the AFI Air Navigation Deficiencies Database (AANDDD) platform. In line with the uniform methodology for managing air navigation deficiencies, the ICAO Regional Offices reviewed the 48 potential deficiencies with the following results:

- 29 notifications in AIM, AOP, ATM, CNS, and MET were considered as not relevant;
- 8 notifications in AOP, ATM, CNS and SAR required further complementary clarifications before;
- 9 notifications in AIM, AOP, ATM, MET and SAR were confirmed as preliminary deficiencies; and States were requested to submit corrective action plans; and
- 4 notified deficiencies in AOP have been reported and 3 have been resolved.

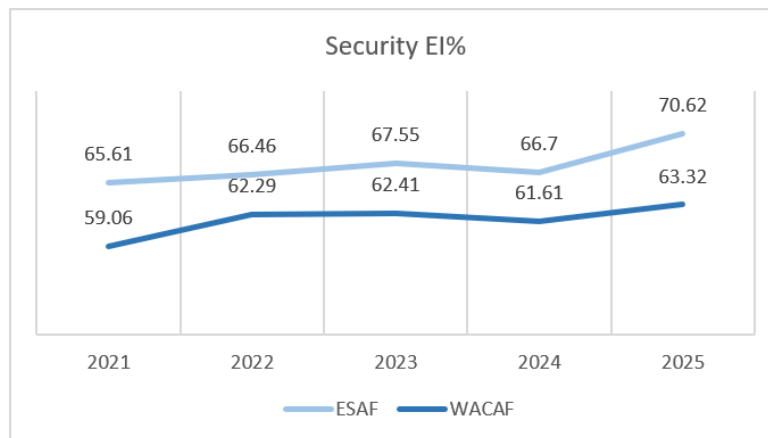
2.2.17.2. The confirmed preliminary deficiencies are currently managed between the Regional Offices and the concerned States. The cases will be submitted to the next AASPG meeting for consideration if not resolved in a timely manner.



SECURITY AND FACILITATION

2.2.18. Effective Implementation of States Security Oversight System

2.2.18.1. The average Effective Implementation of States Security Oversight System in the AFI region increased from 61,90 per cent in 2021 to 66.02 per cent in 2025. In December 2025, 31 per cent (17 States) of the AFI region have EI over 75 per cent, meeting the GAsEP aspirational targets of 75 per cent of EI.

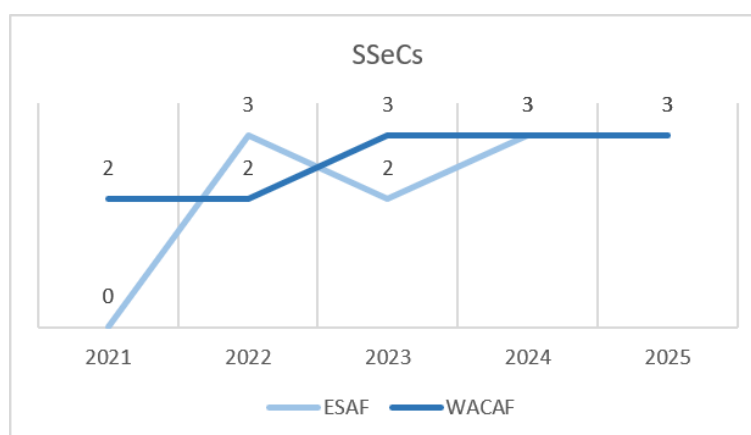


2.2.18.2. Despite these milestones, the AFI region continues to face numerous aviation security and facilitation challenges due to several reasons, including those related to infrastructure, limited resources and less priority to aviation security, limited awareness, political will, less-developed State identity management systems, and legislative challenges in some States. This led to a persistent low average rate of EI against the global average EI rate.

2.2.19. Significant Security Concerns (SSeCs)

2.2.19.1. The number of States in the AFI region with Significant Security Concerns (SSeCs) increased from 2 States in 2021 to 6 States in 2025.

2.2.19.2. The number of States with SSeCs in ESAF remains at three, with no change since 2024. In WACAF, the number of States with SSeCs is three. New SSeCs identified in 2026 in two States were resolved.



2.2.20. National Air Transport Facilitation Committee (NATFC)

2.2.20.1. 79% of States in ESAF and 75% of States in WACAF have established their National Air Transport Facilitation Programme (NATFP) and also operationalized their National Air Transport Facilitation Committee (NATFC).

2.2.20.2. States of the AFI region implementing the NATFC are listed below:

ESAF:19 States	Namibia, Botswana, Eswatini, South Africa, Kenya, Uganda, Tanzania, Rwanda, Ethiopia, Mauritius, Djibouti, Angola, Somalia, Zimbabwe, Zambia, Seychelles, Namibia, Burundi, Madagascar
WACAF:18 States	Benin, Burkina Faso, Congo, Cabo Verde, Côte d'Ivoire, DRC, Gabon, Liberia, Mali, Mauritania, Niger, Gambia, Ghana, Nigeria, Sao Tome, Senegal, Sierra Leone and Togo

2.2.21. States that joined the ICAO PKD

2.2.21.1. 13 States from ESAF and 7 States from WACAF have joined the ICAO PKD since 2024, which represents 42% of the States of the AFI region.

2.2.21.2. States of the AFI region that joined the ICAO PKD are:

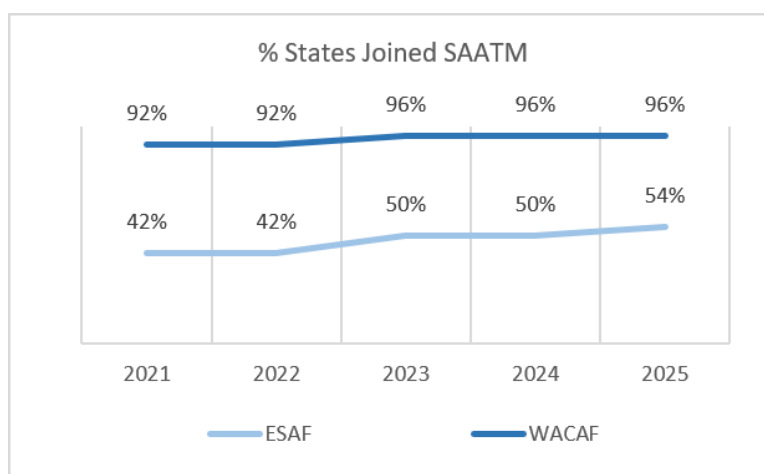
ESAF: 13 States	Botswana, Kenya, Lesotho, Namibia, Rwanda, Seychelles, Zimbabwe, Tanzania, Uganda, Ethiopia, Angola, Malawi and Mozambique
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WACAF: 7 States

Benin, Cameroun, Côte d'Ivoire, Ghana, Mali, Nigeria and Togo

ECONOMIC DEVELOPMENT OF AIR TRANSPORT**2.2.22. Air Transport Liberalization in Africa: SAATM Implementation**

- 2.2.22.1. ICAO's long-term strategic direction on air transport recognizes liberalization as a fundamental enabler of economic growth, regional connectivity, and sustainable aviation development. In the African context, the Yamoussoukro Decision (YD) of 1999 represents the foundational legal instrument for liberalising intra-African air transport. Building on this framework, the African Union (AU) Member States formally launched the Single African Air Transport Market (SAATM) in January 2018 at the AU Summit in Addis Ababa, with the goal of creating a unified, open, and competitive aviation market across the continent. ICAO continues to actively support the implementation of SAATM through technical assistance, capacity-building programmes, and regulatory guidance, aligning this continental initiative with broader global aviation goals.
- 2.2.22.2. African States participation in SAATM has grown steadily, though progress has been uneven between the ESAF and WACAF regions. In the ESAF region, 13 of 24 States (54%) had acceded to SAATM by 2026, representing a modest but meaningful increase since 2019. In the WACAF region, participation has been considerably stronger, with 23 of 24 States (96%) now committed to the initiative.
- 2.2.22.3. Since 2021, two additional ESAF States joined SAATM, bringing the total to 13 participating States, while WACAF has come close to universal adoption with 23 of its 24 Member States now part of the market. Despite this progress, the effective implementation of SAATM commitments, including the removal of market access barriers, fifth freedom rights, and harmonization of regulatory frameworks remains uneven and continues to require concerted attention from all stakeholders.

**ESAF: 13 States**

Angola, Botswana, Eswatini, Ethiopia, Kenya, Lesotho, Malawi, Mozambique, Namibia, Rwanda, South Africa, Zambia, Zimbabwe

WACAF: 23 States

Benin, Burkina Faso, Cabo Verde, Cameroon, Central African Republic, Chad, Congo Republic, Cote d'Ivoire, Democratic Republic of Congo, Equatorial Guinea, Gabon,

Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Mali, Niger, Nigeria, Sao Tome & Principe, Senegal, Sierra Leone, Togo.

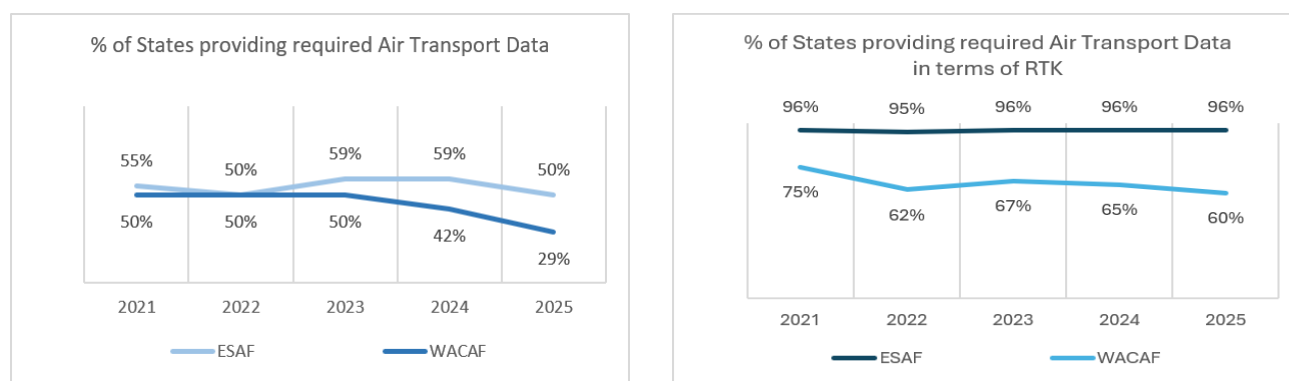
2.2.23. ATConf/7 Preparatory Webinar: Regional coordination

- 2.2.23.1. The AFI region reached a significant milestone in the lead-up to ICAO's Seventh Worldwide Air Transport Conference (ATConf/7) through the organization of a dedicated ICAO Preparatory Webinar for States. This webinar served as a critical platform for aligning African positions and identifying shared priorities ahead of the global forum. The event brought together senior civil aviation officials, regulators, and policymakers from across the AFI region, fostering a spirit of constructive dialogue and collective purpose. Among the key outcomes, the acceleration of SAATM implementation emerged as the foremost African priority — a clear signal of the region's commitment to consolidating the gains already made in air transport liberalization and advancing toward a fully integrated continental aviation market.
- 2.2.23.2. The momentum generated by the preparatory webinar was further reinforced during the African Air Transport Convention and Expo, held in June 2026 in Lomé, Togo. This high-level gathering, convened under the auspices of the African Civil Aviation Commission (AFCAC) and key African aviation stakeholders, culminated in the adoption of the Lomé Ministerial Declaration and Implementation Matrix. The Declaration recognized the ICAO commitment to support African States and reaffirmed the collective commitment of African States to the full implementation of the Yamoussoukro Decision and SAATM, calling for the removal of persistent market access barriers and the promotion of greater connectivity, affordability, and sustainable air transport development across the continent. The combined outcomes of the preparatory webinar and the Lomé event represent a defining moment of regional coordination, positioning Africa with a harmonized priorities framework to contribute to the upcoming ATConf/7 that shapes the global air transport policy.

2.2.24. Status of State Reporting of Air Transport Statistics

- 2.2.24.1. The reporting of air transport data by Member States in the AFI region reflects a mixed picture. In the ESAF region, the share of States providing required Air Transport Data remained relatively stable between 50% and 59% from 2021 to 2024. However, the most recent reporting period (2025) saw a decline to 50%, suggesting renewed challenges in sustaining participation levels. In the WACAF region, the trend is more concerning, with reporting levels declining steadily from a high of 50% in the initial years to just 29% in the most recent period, marking a notable reduction in Member State engagement.
- 2.2.24.2. In contrast, Revenue Tonne Kilometre (RTK) coverage, which measures the proportion of regional scheduled traffic accounted for by reporting carriers, remains comparatively high in both regions. ESAF maintained RTK coverage of approximately 96% throughout the period, while WACAF exhibited greater variability, ranging from 75% in 2021 to 60% in 2025. This divergence between State-level reporting rates and RTK-based coverage is attributable to significant market concentration in both regions: a small number of major carriers account for a disproportionately large share of scheduled traffic, meaning that even limited reporting can capture the majority of actual air transport activity.
- 2.2.24.3. The Aviation Data Analysis Panel (ADAP) currently has participation from only eight States of the AFI region, six from ESAF (Ethiopia, Kenya, Madagascar, Rwanda, Uganda, and the United Republic of Tanzania) and two from WACAF (Mali and Nigeria).

2.2.24.4. Considering the importance of balanced regional representation and diverse perspectives in advancing aviation data analysis initiatives, increased participation from other African States would be highly valued. The Panel convenes once every two years, with its next session scheduled to take place from 21 to 26 September 2026, offering an opportunity for interested States to engage in and contribute to its important work.



	State Providing	States not providing required Air Transport Data
ESAF: 12 States	Angola; Botswana, Ethiopia, Eswatini, Kenya, Madagascar, Mauritius, Mozambique, Namibia, Seychelles, South Africa, United Republic of Tanzania	Burundi, Comoros, Djibouti, Eritrea, Lesotho, Malawi, Rwanda, Somalia, South Sudan, Uganda, Zambia, Zimbabwe
WACAF: 9 States	Cameroon, Cabo Verde, Cote d'Ivoire, Equatorial Guinea, , Ghana, Mali, Mauritania, Nigeria, Sao Tome & Principe	Benin, Burkina Faso, Central African Republic, Chad, Congo, Democratic Republic of the Congo, Gambia, Guinea, Guinea-Bissau, Liberia, Niger, Senegal, Sierra Leone, Togo

ENVIRONMENTAL PROTECTION

2.2.25. Regional Environmental Performance on submission of States' Action Plans on CO2 Emissions reduction, CORSIA implementation and joining the ACT-SAF Programme

2.2.25.1. Progress was made by States in advancing the environmental sustainability of international aviation in Africa. To date, 54 per cent of States in the AFI region (26 States, 13 in ESAF and 13 in WACAF) have volunteered to participate in the pilot and first phases of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). The detailed results of the performance achieved are shown in the Table and graph below:

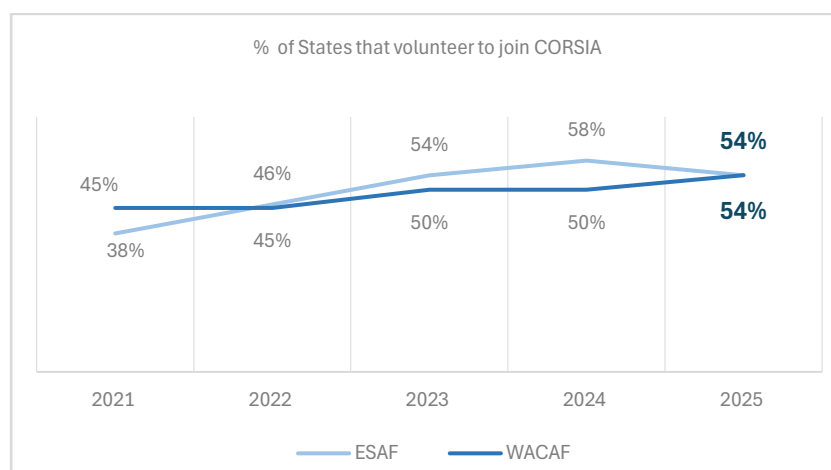
54% (26 States) have volunteered to participate in the CORSIA.

ESAF 13 States in ESAF

Botswana, Kenya, Madagascar, Malawi, Comoro, Namibia, Rwanda, Seychelles, South Sudan, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

WACAF 13 States in WACAF

Benin, Burkina Faso, Cameroon, Côte d'Ivoire, Democratic Republic of the Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Mali, Mauritania, Nigeria, Sierra Leone.



2.2.25.2. Furthermore, 83 per cent (40 States - 21 in WACAF and 19 in ESAF) have developed and submitted their State Action Plans (SAPs) on CO₂ emissions reduction to ICAO. The detailed results of the performance achieved are shown in the Table and graph below:

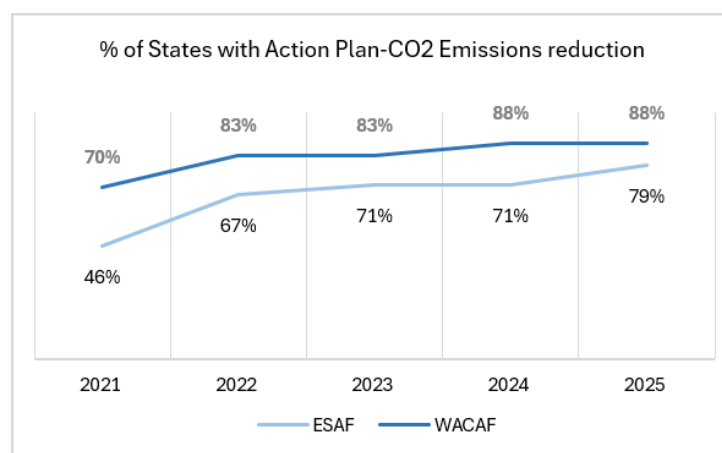
83% of States of the AFI region (39 States) has developed their SAPs and submitted it to ICAO

ESAF 19 States in ESAF

Angola, Botswana, Comoros, Burundi, Ethiopia, Kenya, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Rwanda, Seychelles, Somalia, Uganda, Tanzania, South Africa, Zambia and Zimbabwe.

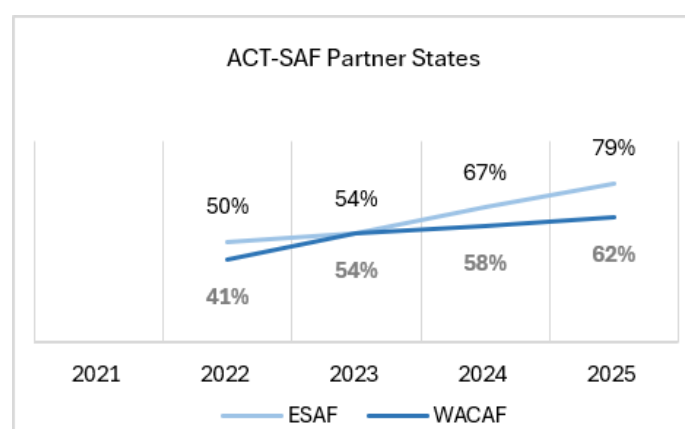
WACAF 21 States in WACAF

Benin, Burkina Faso, Cameroon, Cabo Verde, Central African Republic, Chad, Congo, Côte d'Ivoire, Democratic Republic of Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Mali, Mauritania, Niger, Nigeria, São Tomé and Príncipe, Senegal, Sierra Leone and Togo.



2.2.25.3. Finally, 75 per cent of States (36 States) have signed the Terms and Conditions of the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme, underscoring the Region's commitment to the development and deployment of Sustainable Aviation Fuels (SAF). The detailed results of the performance achieved are shown in the Table and graph below:

75% of States of the AFI region (36 States) have signed the ACT SAF Terms and Conditions.	
ESAF	19 States in ESAF Angola, Botswana, Comoros, Ethiopia, Kenya, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Rwanda, Seychelles, Somalia, South Africa, South Sudan, Uganda, United Republic of Tanzania, Zambia, Zimbabwe
WACAF	17 States in WACAF Burkina Faso, Cameroon, Cabo Verde, Chad, Congo, Côte d'Ivoire, Equatorial Guinea, Gabon, Ghana, Guinea-Bissau, Liberia, Mali, Mauritania, Nigeria, Senegal, Togo.



2.2.26. CORSIA Eligible Emissions Units (CEEUs) and Issuance of Letters of Authorization (LoAs)

2.2.26.1. States are invited to note the critical importance of CORSIA Eligible Emissions Units (CEEUs). Aeroplane operators need to purchase CEEUs in order to meet their offsetting requirements. In this regard, States are strongly encouraged to expedite the issuance of Letters of Authorisation (LoAs) under Article 6 of the Paris Agreement, as a prerequisite for emissions units generated within their territories to qualify as CORSIA-eligible. This will position African States as active suppliers in the CORSIA emissions-unit market while supporting the collective attainment of ICAO's Long-Term Aspirational Goal of net-zero carbon emissions by 2050.

2.3. REPORTING ON REGIONAL GROUPS ACTIVITIES

2.3.1. Enhancement of APIRG and RASG-AFI Structure

2.3.1.1. The Extraordinary Meeting of APIRG and RASG-AFI held on 19 July 2024 in Libreville, Gabon endorsed the organizational structure of the merged Entity named the “Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG)” replacing the APIRG and RASG-AFI.

2.3.2. Update on transitional arrangements from the APIRG&RASG-AFI structure to the AASPG

- 2.3.2.1. The APIRG/27 & RASG-AFI/10 meeting held in East London, South Africa, 4 - 8 November 2024, endorsed the AASPG Procedural Handbook. The meeting also agreed on key principles of transitional arrangements between the APIRG and RASG-AFI groups and the new AASPG, which enabled APIRG and RASG-AFI, and their contributory bodies, to continue their activities until the operationalization of the AASPG.
- 2.3.2.2. The AASPG/1 meeting held from 3 to 7 November 2025 in Libreville, Gabon, recalled the deliberations of APIRG/27 and RASG-AFI/10 meetings on the transition from the two groups to the newly established Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG) and was updated on the status of the transitional arrangements.
- 2.3.2.3. The meeting noted with satisfaction that actions for transitioning from APIRG and RASG-AFI to AASPG have been completed including the request for approval of the AASPG by the ICAO Council and the establishment of all the contributory bodies of AASPG. The meeting recognized that the Group is now fully operational, with its contributory bodies effectively carrying out their respective activities.

2.3.3. Key Outcomes of the AASPG Meetings

- 2.3.3.1. Deliberations included the following:
- Full operational UPR deployment in WACAF, effective on October 30, 2025.
 - Validation of the roadmap for the trials of the UPR in ESAF, as well as the transition to full FRA implementation in ESAF FIRs;
 - Implementation of a seamless air navigation system in the AFI region;
 - Endorsement of the AFI SAR generic documentation and the updated AFI SAR Plan;
 - Expansion of the SAT Mandate to incorporate the AIS, MET and SAR areas in the scope of activities;
 - Enhancement of the governance of the ARMA mission;
 - Improvement of the GNSS RFI Risk Management;
 - Effective reporting on the implementation of the Basic Building Blocks (BBBs) and ASBUs;
 - Support to States in the development of National Air Navigation Plans;
 - Development and implementation of SSP and NASP;
 - Implementation of the 2024 integrated set of protocols questions including SSP; and
 - Establishment of a pool of aircraft accident investigators.
- 2.3.3.2. The report of APIRG/27&RASG-AFI/10 and AASPG/1 meetings can be accessed through the following link:
- APIRG/27 & RASG-AFI/10 Final Report link: [English](#) | [French](#)
 - AASPG/1 Final Report link: [Report](#)

2.3.4. AASPG priorities for 2026

Safety Oversight and Safety Management	
SSC Resolution	→ Targeted technical support to States with Significant Safety Concerns
Safety Oversight and Safety Management	→ Support States in improving their safety oversight systems → Support States in developing and implementing SSP and NASP

Aerodrome Certification	→ Support States in aerodrome certification activities.
Air Navigation & Infrastructure	
Regional Plan	→ Development and implementation of the Air Navigation Plan, including BBBs and ASBU elements, through specific projects and regional initiatives
Seamless Systems	→ Foster the implementation of a seamless air navigation system in the region.
Cyber Resilience	→ Increased cyber security and resilience awareness
Strategic Partnerships & Governance	
Institutional Alignment	→ Enhance coordination with AFCAC, RSOOs, industry Partners and other Stakeholders in providing support to States.
Political Endorsement	→ Endorsement of the AFI RSOO Strategy and Roadmap by the Ministers under AU auspices

2.3.5. Annual Reporting

Reporting to the ANC and to the Council

- 2.3.5.1. The APIRG/27 & RASG-AFI/10 and the AASPG/1 meetings were updated on the outcomes of the APIRG/26 & RASG-AFI/9 and APIRG/27 & RASG-AFI/10 reports to the Air Navigation Commission and the ICAO Council; as well as the progress made in the coordination of the Annual Safety and Air Navigation Reports.
- 2.3.5.2. Considerable efforts were deployed by the APIRG & RASG-AFI and AASPG Chairpersons (Directors General of CAAs of Cameroon, Senegal and Uganda; and IATA Representative) and Secretaries of the Groups, which enabled successful coordination of regional Groups activities and the submission of related reports to the ANC and the ICAO Council.

3. ACTION BY THE MEETING (All)

The meeting is invited to:

- Encourage States to enhance capacity-building and strengthen their oversight activities, ensuring robust systems for compliance with SARPs and avoidance of significant safety and security concerns.
- Encourage States to strengthen their engagement in the activities of the AASPG and its contributory bodies, in particular the regional Projects and other related initiatives.
- Encourage States' participation in CORSIA, ACT-SAF and to develop quantified SAPs that will support the monitoring of emissions towards the achievement of the LTAG.
- Note the importance of expediting the issuance of the LOAs to allow for the use of the CORSIA Eligible Emissions Units (CEEU).
- Encourage States to nominate focal points for the provision of statistical data and air transport-related information to ICAO.

- f) Encourage all States to allocate adequate human and financial resources to accelerate SSP implementation, in line with Annex 19 and GASP Targets 3.1 and 3.2;
- g) Call upon States that have not yet initiated or completed their SSP self-assessment in the USOAP CMA Online Framework (OLF) to complete this activity as a matter of priority, by the end of 2026.
- h) Encourage States develop and implement a National Air Transport Facilitation Programme (NATFP) consistent with the ICAO Standards and Recommended Practices.
- i) Encourage States issuing e-Passports to participate in the ICAO Public Key Directory (PKD) to strengthen the authentication, validation, security, and interoperability of electronic travel documents worldwide.

WP03 – Appendix A: Status of implementation of the outcomes of the DGCA/10 meeting

Agenda item	Outcomes	Responsibilities	Status of Implementation/Remarks
Agenda Item 2: Global and Regional Developments	- The meeting welcomed and expressed support for the proposed ICAO Long Term Strategic Plan 2026-2050, its vision, mission, strategic goals, and high-priority enablers. - Moreover, the meeting encouraged States to ratify all International Air Law Instruments.	States	In progress – Administrative packages have been provided to assist Member States in ratifying international air law treaties. States are asked to nominate a focal point and notify their regional offices of any ratifications. Ongoing: Two letters were sent requesting States to: - Register aeronautical agreements and nominate a focal point for the Website of Aeronautical Agreements and Arrangements (WAGMAR) web system by June 30th. - Submit a ratification matrix and State focal point by June 30, 2026. To date, 11 States in WACAF (Burkina Faso, Congo, Cote d'Ivoire, Democratic Republic of Congo, Gabon, Ghana, Guinea Bissau, Niger, Nigeria, Senegal and Togo) and one in ESAF (Mauritius) have nominated focal points.
Agenda Item 3: Review and follow-up of the previous meetings' outcomes & Updates on AFI DGCA Championships	The meeting recognized and recommended ICAO to continue the AFI DGCA Championships and requested AFCAC to consult ICAO Regional Offices and align activities to avoid overlapping meetings and Directors General assignments.	ICAO AFCAC	Completed - The five Vice-Presidents of the AFCAC Bureau serve as Champions and are also members of the AFI Plans SC as per the revised Governance framework. Continuous - A joint work programme for 2026 has been developed at the annual ICAO coordination meeting with AFCAC, regional Organisations, Partner States, and Industry was held in Nairobi, Kenya, on 9 and 10 December 2025.
Agenda Item 4: Performance status – ICAO Report (All ICAO Strategic Objectives	States agree to continue to: Enhance capacity-building and strengthen their oversight activities, ensuring robust systems for compliance with SARPs and	States	From 1 June 2025 to 24 July 2026

Agenda item	Outcomes	Responsibilities	Status of Implementation/Remarks
	avoidance of significant safety and security concerns (SSCs & SSeCs).		Capacity Building support provided to States through many trainings and workshops covering <i>Safety Intelligence and Safety Performance Management, UAS/RPAS, ACR/PCR, State Safety Programme for Technical Safety Personnel, Operations specifications, awareness on the new ICAO Annex 14 Volume 1 SARPs, Scheduled Maintenance Programme and Reliability Control Programme, Civil Aviation Master Plan, aircraft accident and incident investigation, Safety Management Systems Implementation (SMSI), ICAO STP Airport Development & Operational Readiness Airport Terminal (ORAT), validation of generic AIG documentation, USOAP CMA , ATO Trainair Plus Programme, Risk Management Workshop, Crisis Management Workshop, Security Culture, Air law, ...</i> Technical support provided to 21 States (Angola, Botswana, Burundi, Cameroon, Chad, Comoros, Congo, Equatorial Guinea, Eswatini Ethiopia, Gabon, Gambia (The), Madagascar, Malawi, Mauritius, Niger, Nigeria, Sao Tome and Principe, Seychelles, Somalia, Togo, United Republic of Tanzania and Zimbabwe).
	Commit to the resolution of significant safety and security concerns as per the timelines established in the corrective plan of action agreed between the ICAO audit section and them.	States	Ongoing activity – Continuous support provided to States with SSCs and SSeCs. This resulted in the successful closure of one SSC and one SSeC. Support also provided to other States to close preliminary SSCs and SSeCs identified during the USAOP-CMA and USAP-CMA activities in 2025 and 2026.

Agenda item	Outcomes	Responsibilities	Status of Implementation/Remarks
	Increase participation of Directors General in APIRG and RASG-AFI meetings as well as the participation of their experts in the Groups contributory bodies related activities, regional Projects and other initiatives to optimize air navigation systems.	States	Ongoing activity –States increased the participation of their experts in the AASPG contributory bodies activities. The level of participation of Directors General of CAAs and CEOs of the industry in the AASPG meetings is still low.
	States to continue to: Establish a comprehensive aviation data collection and processing system (e.g Air Navigation Deficiencies, ASBUs....) to support data-driven decision-making and enhance aviation safety, security and facilitation; and optimize air navigation systems	States	Ongoing activity – The Regional Offices operationalized Online Tools for Monitoring and reporting on the implementation of the ASBU Elements. States focal points were familiarized with use of these tools through workshops. Ongoing activity – Three editions of the annual air navigation report have been published since 2024. Data and information published were collected from few States (Cameroon, DRC, Kenya, Senegal, Sierra Leone, South Africa, Zambia) and the industry (AFRAA, ASECNA). The level of contribution from States remains low.
	Nominate focal points for the provision of statistical data and Air Transport related information to ICAO.	States	Ongoing activity- 50% of ESAF and 29% of WACAF States providing required Air Transport Data 96% of ESAF States and 60% of States providing required Air Transport Data in terms of Revenue Tonne Kilometre (RTK)
	Participate to CORSIA and Assistance Capacity building Training on Sustainable Aviation Fuel (ACT SAF) programme.	States	In Progress: WACAF/ESAF Regional Offices hold monthly digital CORSIA and ACT-SAF activities to support State capacity building, with strong participation encouraged to continue.

Agenda item	Outcomes	Responsibilities	Status of Implementation/Remarks
			Ongoing activity: 26 States, 54% (13 in ESAF and 13 in WACAF) now participate in CORSIA, and 36 States, 75% (19 in ESAF and 17 in WACAF) participate in the ACT-SAF programme.
Agenda Item 5: Updates on Regional Plans (AFI ANP, AFI RASP), Tenth edition of RASG-AFI Annual Safety Report, First edition of APIRG air navigation report, ICAO/AUC/AFCAC Infrastructure Gap Analysis and Priorities, Release of the Annual Safety and Air Navigation Reports	States to: Increase their participation in activities related to the updating of the three volumes of the Regional Electronic Air Navigation Plan (e-ANP), including webinars & workshops	States	Ongoing Activity: Eleven (11) States (Benin, Cabo Verde, Central African Republic, Democratic Republic of Congo, Ghana, Guinea, Kenya, Senegal, Tanzania, Togo) send requests for the amendments to Volumes I and II of the e-ANP.
	Take advantage of the use of online tools for reporting on ASBU implementation and on Air Navigation Deficiencies (AANDDD).	States	Ongoing activity – The Level of reporting is still low but increased.
	Establish National committees, including CAA, ANSP and Aerodrome Operators, for the management of air navigation deficiencies and the reporting on ASBU implementation.	States	Ongoing activity – Two States (Cameroon and Nigeria) have established a National Committee for Planning and Implementation to manage air navigation deficiencies and report on ASBU implementation.
	Nominate focal points for the provision of statistical data and Air Transport related information to ICAO.	States	Ongoing activity- 11 ESAF States (Angola, Botswana, Ethiopia, Eswatini, Kenya, Madagascar, Mauritius, Mozambique, Namibia, Seychelles, South Africa); and 12 WACAF States (Burkina Faso, Cameroon, Cabo Verde, Côte d'Ivoire, Equatorial Guinea, Mali, Mauritania, Nigeria, Sao Tome et Principe, Senegal and Togo) have provided Focal Points.
Agenda Item 6: Capacity Building & Gender equality	States undertake to: - Take advantage of ICAO Capacity Development and Implementation Support Activities framework including but not limited to: - Human Resources Capacity Building - Development of NASPs and SSPs	States	Many Capacity building activities delivered through CDI/GAT States have benefited from the AFI Safety Excellence Initiative, a new capacity-building initiative generously funded by the United Kingdom (UK) that is aimed at further strengthening aviation safety capacity development.

Agenda item	Outcomes	Responsibilities	Status of Implementation/Remarks
	- Air Navigation Services and Equipment design and implementation - Empowerment of Aviation Female personnel - Senior subject matter expertise and economies of scale when partnering with ICAO		States are encouraged to nominate one candidate for the ICAO NGAP Initiative: Innovation in Aviation Training Programme ICAO – UAE Initiative.
Agenda Item 7: Updates on ICAO Voluntary Funds Programmes	States undertake to: • Communicate to the ICAO Regional Offices their needs to support the development of projects eligible to the voluntary contribution funding mechanisms	States	The AFI Plans SC requested that project proposals be submitted via the ICAO Implementation Support digital platform (ISP) by AFI Plans Vice-Presidents (SC 02/DEC 6 b). This topic will be discussed at the third AFI Plans SC meeting, which will be held alongside the symposium during this AFI Week.
Agenda Item 9: Updates on the year of Facilitation	States are encouraged to: • Commemorate the 75th anniversary of Annex 9- Facilitation to the Convention on International Civil Aviation highlighting its contributions to global aviation • Create awareness by promoting the importance of air transport facilitation and sharing the initiatives with ICAO • Strengthen national and interagency collaboration by strengthening stakeholder ties to support air transport facilitation measures and priorities • Enhance capacity building by leveraging the existing ICAO courses and assistance initiatives focused on enhancing air transport facilitation compliance across all world regions • Pursue other collaborative initiatives suitable to their local resources and	States	• FAL Regional Forum conducted at Yaoundé Cameroun from 3-4 March 2025. • The number of States that operationalized National Air Transport Facilitation Committees (NATFC) is 19 in ESAF and 18 in WACAF in 2025. • To date, 13 States from ESAF and 7 States from WACAF have joined the ICAO PKD. • Conduct of Managing Air Transport and Facilitation Courses in 2025 in Accra, Ghana (25 participants); Dakar, Senegal in 2025 (33 participants) and 2026 in Lusaka, Zambia (24 Participants).

Agenda item	Outcomes	Responsibilities	Status of Implementation/Remarks
	opportunities, highlighting the various socio-economic benefits and significant historic accomplishments realized by international civil aviation.		