



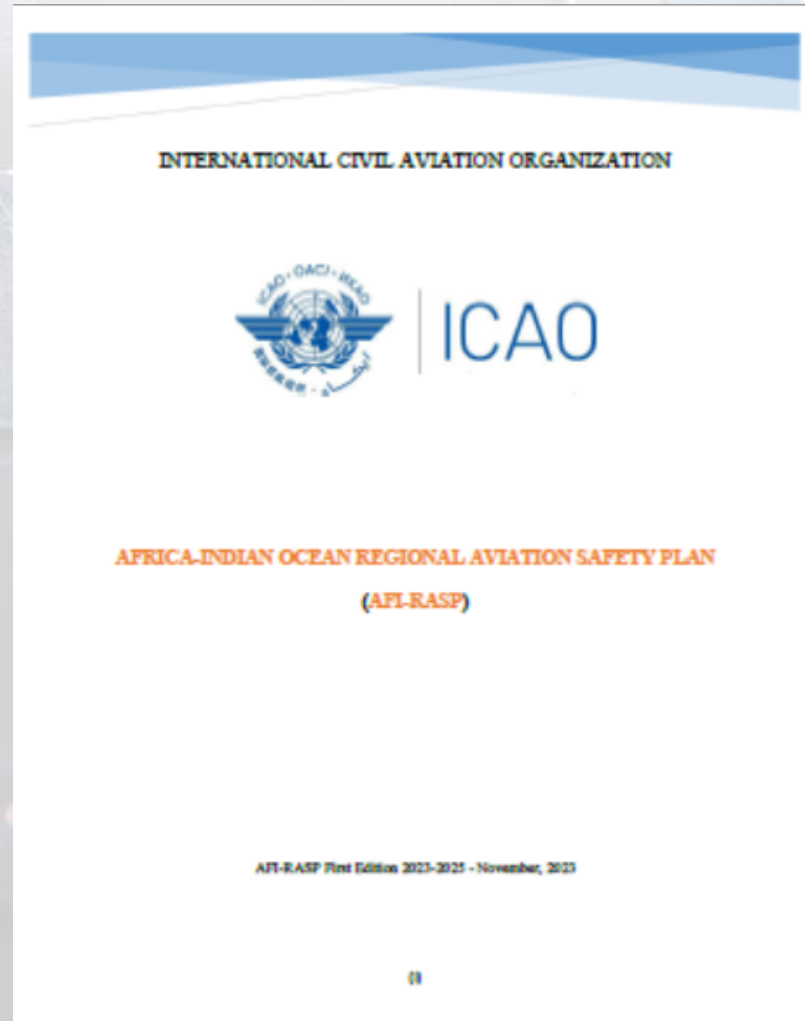
AFI Regional Aviation Safety Plan (AFI-RASP)/ National Aviation Safety Plan (NASP) Development Workshop for the WACAF Region

**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



August 2026

AFI Regional Aviation Safety Plan (AFI-RASP) ²



Presentation Overview

- 01 AFI - Regional Aviation Safety Plan
- 02 AFI – RASP Vision, Mission and Purpose
- 03 AFI- RASP Goals
- 04 Organizational Challenges
- 05 Operational Safety Risks
- 06 Relationship between the GASP, the AFI-RASP and the NASP
- 07 Regional Aviation Safety Roadmaps/SEIs
- 08 Responsibility for the AFI-RASP Development, Implementation and Monitoring
- 09 AFI –RASP Validation workshop
- 10 Core Milestones and Timelines

AFI - Regional Aviation Safety Plan

✈ The AFI-RASP is the master safety planning document:

- Containing the strategic direction of the AFI Region for the management of aviation safety for a period of three years (now being revised for alignment with the GASP 2026 – 2028 Edition).
- Lists regional safety issues, sets regional aviation safety goals and targets,
- Presents a series of safety enhancement initiatives (SEIs) to address identified safety deficiencies and achieve the regional safety goals and targets.

✈ The AFI-RASP promotes:

- The effective implementation of critical elements of the safety oversight systems of States in the AFI Region,
- A risk-based approach to managing safety at the regional level, as well as
- Collaboration between States, RSOOs, RAIO, other regional and international organizations, and the aviation industry.

AFI-RASP Vision, Mission and Purpose

- ➔ The vision of the AFI-RASP is to achieve and maintain the aspirational safety goal of **zero fatalities in commercial air transport operations by 2030 and beyond**, which is consistent with the United Nations' 2030 Agenda for Sustainable Development.
- ➔ The plan's mission is to continually **enhance regional aviation safety performance** (and in consequence the global aviation safety performance) and **resilience** by providing a collaborative framework for States and industry.
- ➔ The purpose of AFI -RASP is to continually **reduce fatalities**, and the **risk of fatalities**, through the development and implementation of a regional aviation safety strategy.

AFI- RASP Goals

- The AFI-RASP (2026 – 2028 Edition) recognizes and supports the 2026-2028 edition of the GASP by adopting the **six goals** and **the five global high-risk categories of occurrences** (G-HRCs),
- AFI-RASP Goals
 - **Goal 1:** Achieve a continuous reduction of operational safety risks
 - **Goal 2:** Strengthen States' safety oversight capabilities
 - **Goal 3:** Establish and manage State Safety Programme (SSP)
 - **Goal 4:** Strengthen collaboration at the regional and national levels to address safety issues
 - **Goal 5:** Strengthen aviation safety planning
 - **Goal 6:** Expand the use of industry evaluation programmes and safety data sharing programmes

Organizational Challenges

- Two common organizational challenges faced by States are the lack of effective State safety oversight and difficulties in implementing an SSP.
- Effective safety oversight
 - Effective implementation of the eight critical elements (CEs) of the State's safety oversight system in all relevant areas, in accordance with the complexity of the aviation system.
- State Safety Programme
 - The implementation of SSP remains a challenge in the region

➔ The Regional High-Risk Categories of occurrence (R-HRCs), listed in no particular order, to be considered in the AFI-RASP 2026-2028 Edition are in line with those listed in the GASP 2026-2028 Edition (G-HRCs):

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

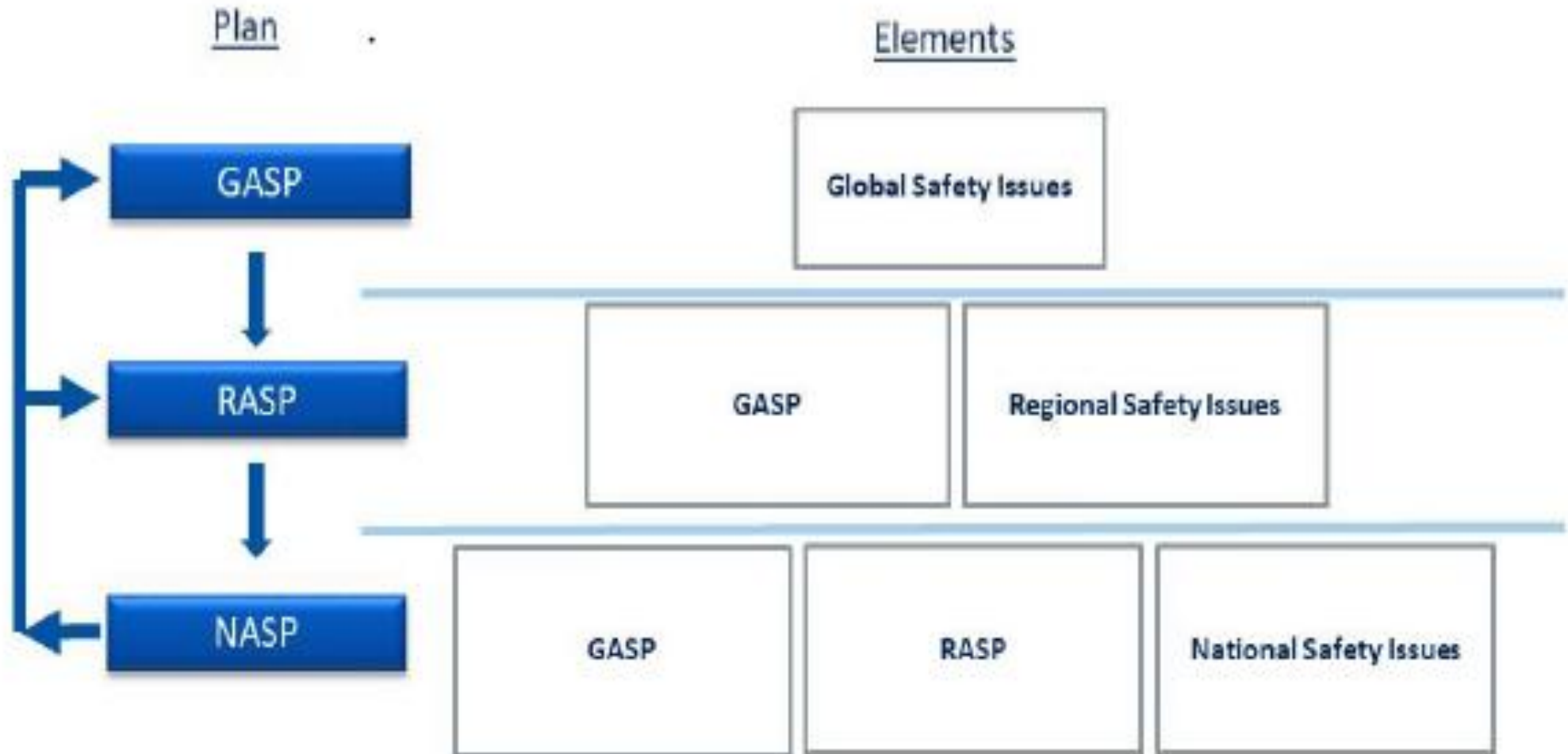
Regional Operational Safety Risks

➔ Additional Categories of operational safety risks to be considered in the AFI-RASP 2026-2028 Edition:

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

Relationship between the GASP, AFI-RASP and NASP

10



Regional Aviation Safety Roadmaps/SEIs

- The regional aviation safety roadmap outlines specific Safety Enhancement Initiatives (SEIs) associated with the AFI-RASP goals and targets, as well as the R-HRCs.
- Each SEI is supported by a set of actions.
- SEIs are directed to three different sets of stakeholders: **individual States; region; and industry.**
- Successful achievement of the SEIs relies upon the close **collaboration and cooperation of all key aviation stakeholders.**
- The regional aviation safety roadmap is composed of two parts:
 - Organizational challenges
 - Operational safety risks

Responsibility for the AFI-RASP Development, Implementation and Monitoring

12

- ➔ The meeting on the establishment of the Safety Management and Oversight Sub-Group (SMO/SG) of the AFI Aviation System Planning and implementation Group (AASPG) identified potential areas for project development:
- Strengthening State safety oversight systems,
 - Development and implementation of AFI-RASP and NASPs,
 - Establishment of Safety Data Collection and Processing Systems (SDCPS),
 - Safety Management,
 - Aircraft Accident and Incident Investigation (AIG), and
 - Improved monitoring of SMO/SG-related conclusions and decisions.

Responsibility for the AFI-RASP Development, Implementation and Monitoring Cont...

13

<i>Draft Conclusion SMO E/04: Updates on the Global Aviation Safety Plan (GASP) and the Regional Aviation Safety Plan (AFI-RASP).</i>					
Why:	That, to align the AFI-RASP with the GASP 2026-2028 Edition (after approval by the next ICAO Assembly),				
What:	The Safety Management and Oversight Sub-Group (SMO/SG) to establish a Project Team to be responsible for reviewing the AFI-RASP 2023-2025 Edition.				
Who:	SMO/SG				
When:	31 July 2025				
Implementation follow-up					
Follow-up required	Yes ☒ No ☐	Metrics	Metric 1: SMO/SG Project Team for the Development/Update and implementation of AFI-RASP and NASPs established.	Means to collect data on the implementation of the conclusion /decision	Mean : Report to AASPG1

Responsibility for the AFI-RASP Development, Implementation and Monitoring Conti....

14

Draft SMO/SG1 Decision 01 /02: Review of proposed Projects Descriptions and Development of the Terms of Reference (ToR) for the Project Teams.

Why:	That, to capture broader perspectives of the activities to be undertaken by the Project Teams for the various projects identified by the SMO/SG, the Project Teams to:
What:	Review and develop the related project documents for further consideration by the AASPG.
Who:	a) Subject matter experts nominated by States and Organizations; b) ICAO Secretariat
When:	4 September 2025

Implementation following-up

Follow-up required	Yes ☐ No ☐	Metrics	Projects Descriptions and ToRs of Project Teams endorsed by PRCC; and Approved by AASPG	Means to collect data	Reports of the PRCC and AASPG meetings.
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Responsibility for the AFI-RASP Development, Implementation and Monitoring Conti.....

15

AFI-RASP MONITORING AND REPORTING TOOL

GENERAL INFORMATION

AFI-RASP Implementation Responsible Entity

Entity	AASPG SMO/SG	Designation:	SMO/SG
Organisation Responsible for Coordinating the AFI-RASP	AFI-RASP/NASP Project Team		
Organisation address:	ICAO Regional Office Dakar		
Project Team Coordinator	Micael Moreno	Designation	ANS Inspector, Cabo Verde CAA
Project Facilitator	Kebba Lamin Jammeh	Designation	ICAO Regional Officer, Flight Safety

AFI-RASP PROJECT TEAM MEMBERS

Name	Organisation	Function/Title	Phone	Email	Working Group
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Responsibility for the AFI-RASP Development, Implementation and Monitoring Conti.....

16

Organizational Challenges Working Group (ORG-WG)

- Executive Summary
- Chapter 3
- Chapter 5
- Chapter 6
- Apps. 1, 2 & 3

Operational Safety Issues Working Group (OPS-WG)

- Chapter 2
- Chapter 3
- Chapter 4
- Chapter 6
- Apps 1, 2 & 3

Safety Performance Monitoring Working Group (SPM-WG)

- Chapter 1
- Chapter 3
- Chapter 4
- Chapter 6
- Chapter 7
- Apps. 1, 2 & 3

Responsibility for the AFI-RASP Development, Implementation and Monitoring Conti.....

17

✈️ ORG-WG

- Reviewed and updated Chapters 5 and 6;
- Initiated the amendment of executive summary and Appendix 1;
- Chapter 3 and Appendix 1 pending coordination with other Project Teams (SSO, SSP, SDCPS) and Sub-Groups (AAO, IIM)
- 70 % of the work achieved

✈️ OPS-WG

- Reviewed and updated Chapters 2, 3, 4, 6 and Appendix 2;
- Added contributing factors and SEIs for other regional risk categories of occurrences: System/Component Failure or malfunction – Non Powerplant (SCF/NP), Bird Strikes and Wildlife Hazard, and Large Height Deviation (LHD); and the suggested additional ones: Abnormal Runway Contact (ARC) and Ground Handling (RAMP)
- Need for coordination with AIG Project Team (Capture other events from AIG database that may not be captured in the iSTARS).
- 85 % of the work achieved

Responsibility for the AFI-RASP Development, Implementation and Monitoring Conti.....

✈ SPM-WG

- Reviewed Chapters 1, 3, 6 and 7;
- Concluded the development of a new AFI-RASP roadmap monitoring and reporting tool;
- Pending the review of new metrics/monitoring activities for Appendices 1 and 2;
- Need for coordination with the SSP and SDCPS Project Teams.
- 60 % of the work achieved

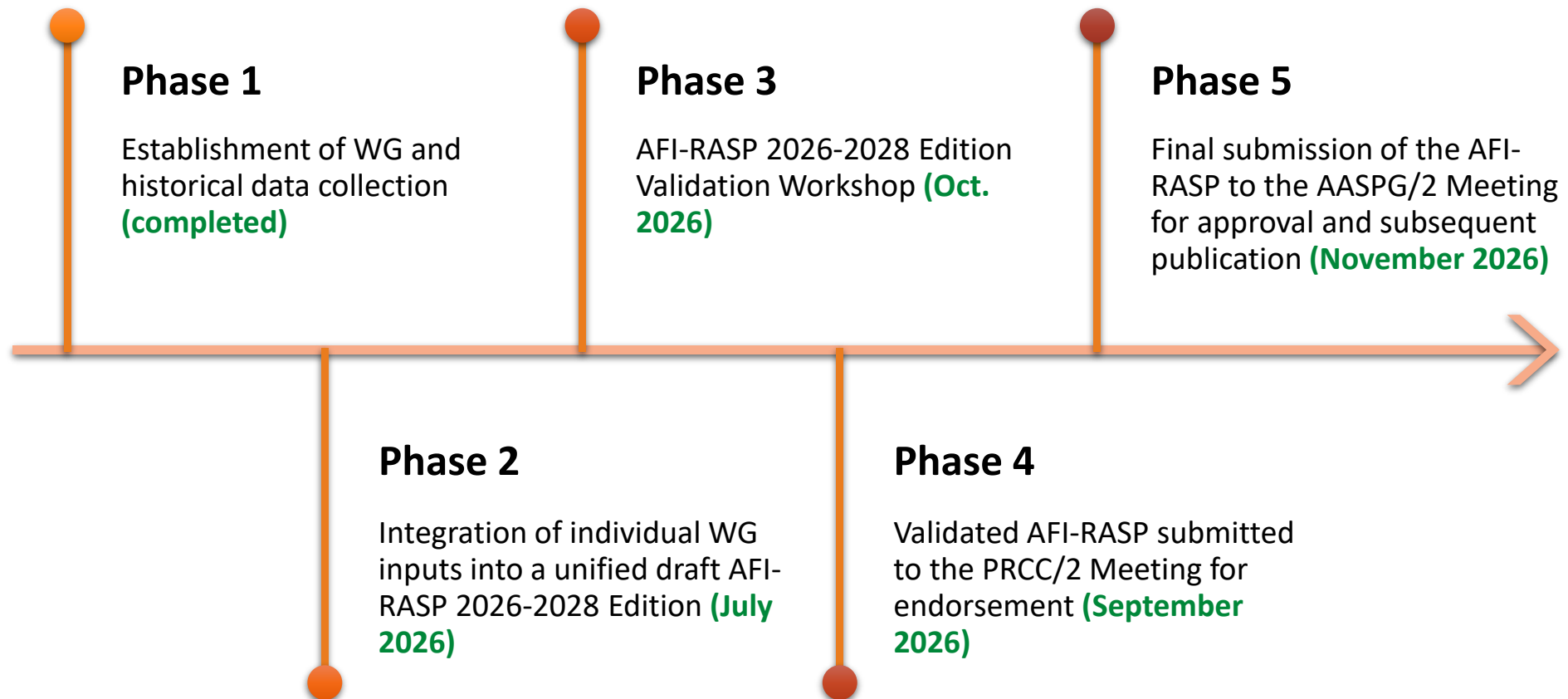
AFI –RASP Validation workshop

- ✈ The AFI-RASP Validation Workshop is scheduled for October 2026 in Nairobi, Kenya.
 - To validate the draft AFI-RASP 2026-2028 Edition developed by the AFI-RASP Project Team.
 - The draft AFI-RASP 2026-2028 Edition to be presented for approval by the AASPG/2 Meeting in November 2026.

Development and implementation of AFI-RASP and NASP Project Team

20

Roadmap (Core Milestones and Timelines)



Thank You

