



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Second Meeting of the Safety Management and Oversight Sub-Group (SMO/SG) of the AASPG

Dakar, Senegal, from 29 June to 3 July 2026

Agenda Item 3: Achievements of the Safety Management and Oversight Sub-Group

3.1 Review of Progress registered by the Strengthening States' Safety Oversight Systems Project Team

(Presented by Project Team Coordinator)

SUMMARY	
This Working Paper presents the achievements registered by the State Safety Oversight (SSO) Project Team since its establishment under the Safety Management and Oversight Sub-Group (SMO/SG) of AASPG. Actions by the Meeting are provided at Paragraph 3	
References:	• AASPG1 Meeting Report • SMO/SG establishment and its first Meeting report • ICAO Global Aviation Safety Plan (GASP) • AFI Regional Aviation Safety Plan (AFI-RASP) • AFI Safety Plan Programme Document • AASPG Handbook
Strategic Goals	A. Every flight is safe and secure D. No country is left behind

1. INTRODUCTION

1.1 The Safety Management and Oversight Sub-Group (SMO/SG) was established to support States in strengthening their safety oversight capabilities through the development and implementation of a dedicated project.

1.2 The kick-off meeting of the SSO Project Team was held on 25 February 2026, during which the Project Team elected its officials as follows:

- Project Team Coordinator (PTC): Penina Ngugi, Kenya,
- Rapporteur: Issoufou Abdoulaye, Niger and
- Assistant Rapporteur: Ishmael Sebogodi, South Africa.

- 1.3 Since then, the Project Team has remained actively engaged in advancing the project through a series of meetings. To date, four additional meetings have been held, during which members developed the project framework, identified priority areas for intervention, refined implementation strategies, and discussed resource requirements, stakeholder engagement, and coordination mechanisms necessary to support successful project implementation.
- 1.4 The project team was tasked with developing a comprehensive framework to support States with Significant Safety Concerns (SSCs), low Effective Implementation (EI) scores, and States not audited. This paper provides an update on the progress achieved by the project team, highlights challenges encountered, presents recommendations to address the identified challenges, and outlines planned activities towards implementation of the project. The draft project document is attached as Appendix C to this working paper.

2. DISCUSSION

- 2.1. Effective and continuous safety oversight remains a fundamental obligation of Contracting States under the Convention on International Civil Aviation. Despite progress made across the AFI region, several States continue experiencing challenges in implementing and sustaining effective safety oversight systems.
- 2.2. The overall USOAP Effective Implementation (EI) score for RASG-AFI States is 61.13%, which remains below the global average of 70.44%. To date, two States have not yet undergone a USOAP audit, while ICAO has conducted a total of 77 CMA audits and 121 validation activities in the region. In terms of performance against the GASP 2023–2025 targets, 75% of States have not yet achieved the 75% EI benchmark, only 25% have met this target, and none have reached 95% EI threshold. Appendix A to this WP shows the USOAP CMA result for the AFI region.
- 2.3. Currently, five Significant Safety Concerns (SSCs) exist across three States in the RASG-AFI region. Notably, the region recorded no fatal accidents involving scheduled commercial flights with aircraft over 5.7 tonnes in 2025. The accident rate stands at 3.88 accidents per million departures in 2025, reflecting a downward trend, while the five-year sliding average is 4.54. However, to align with the global accident rate, considering the traffic volume of RASG-AFI, the acceptable annual range should be between 0.07 and 3.39 accidents per million departures. Therefore, the current rate of 3.88 remains above the global benchmark and is not yet aligned with it. Appendix B to this working paper shows the accident rate for scheduled commercial operations above 5700Kg.

2.4. Since the establishment of the project team, significant progress has been achieved towards the development of the States Safety Oversight System Enhancement Project. Key accomplishments include:

1. Development of the project concept and implementation framework aimed at supporting States with low Effective Implementation (EI) scores, Significant Safety Concerns (SSCs), and States not audited;
2. Identification of eligibility criteria and indicative beneficiary States within the AFI region based on USOAP CMA results, audit status, and safety oversight performance;
3. Development of an initial draft Project Document (PRODOC), incorporating the proposed project objectives, implementation strategy, governance arrangements, risk management framework, sustainability measures, and indicative budget estimates, for subsequent review and refinement by SMO/SG2 meeting and ICAO Regional Offices.

2.5. Despite the progress achieved, the project team encountered several challenges during project development including:

1. Variations in States' safety oversight maturity levels, requiring a flexible and customized implementation approach;
2. Challenges in forecasting the level of assistance required for individual States due to differing regulatory and organizational environments;
3. Potential overlap with existing regional and partner initiatives, requiring enhanced coordination and harmonization of efforts; and
4. Uncertainty regarding long-term funding mechanisms to support project expansion beyond the pilot phase.

2.6. To facilitate the effective implementation of the States Safety Oversight System Enhancement Project under the coordination of the ICAO ESAF and WACAF Regional Offices, the Project Team recommends the following:

1. The project team to conduct needs assessments for each State in developing the Project document.
2. Adopt a risk-based and phased implementation approach, allowing support to be scaled according to each State's maturity level.
3. Leverage on the established coordination mechanism to minimize /avoid overlap of duplication of efforts.
4. Through ICAO, AFCAC, RSOO and RAIOS, engage donors and partners proactively, to mobilize resources, secure funds and continued support.

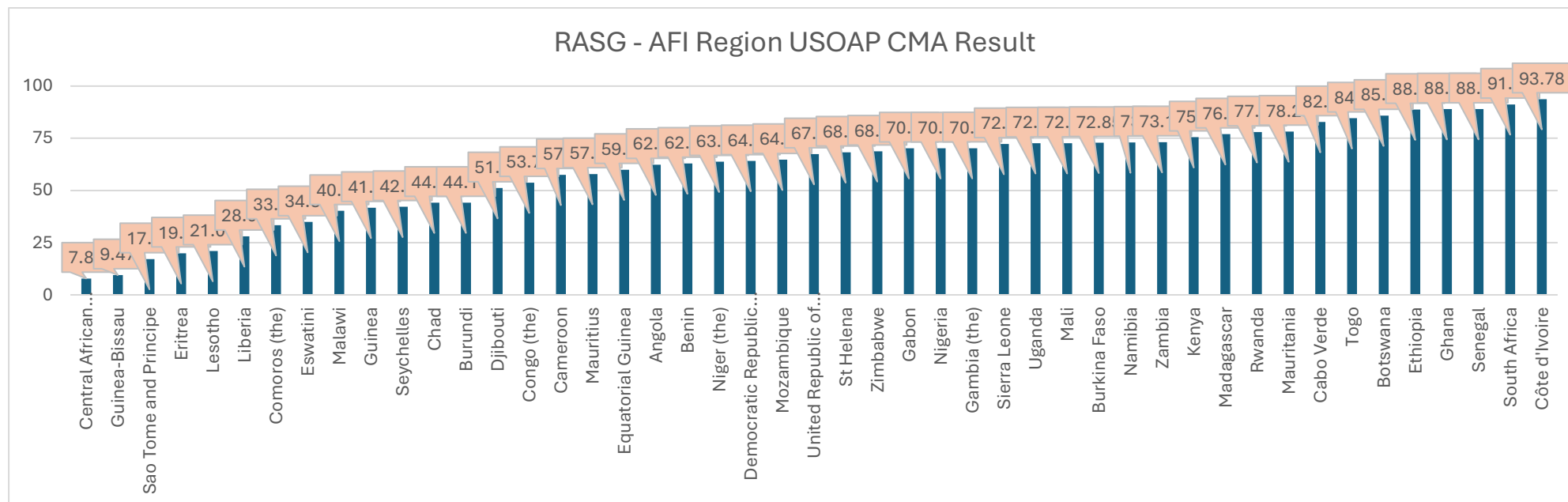
3 ACTION BY THE MEETING

3.1 The meeting is invited to:

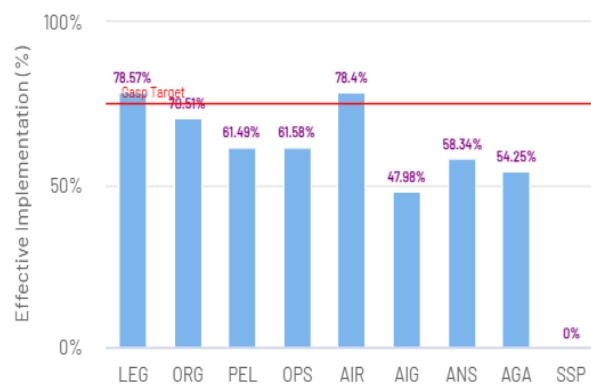
- a) Note the information presented in this paper; and
- b) Review the proposed draft States Safety Oversight System Enhancement Project and provide guidance as appropriate.

Appendix A

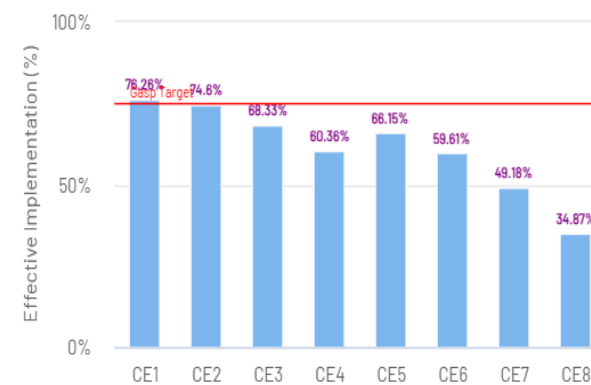
RASG-AFI Region USOAP CMA Result



EI by Area



EI by Critical Element



	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
CE-1	90			20		141	28	26
CE-2	88		102	147	178	173	105	138
CE-3		101	60	110	55	229	179	77
CE-4		20	123	77	73	121	220	95
CE-5	29	7	107	200	165	915	23	162
CE-6			513	742	230		221	1041
CE-7			213	266	110		1025	671
CE-8			184	180	91	246	181	252

Protocol findings by Area and Critical Element intersection

Appendix B

Accident Rate for Scheduled Commercial above 5700kg

