



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Third Meeting of APIRG Infrastructure and Information Management Sub Group (IIM/SG/3)
(Virtual Meeting, 12-14 October 2020)

Agenda Item 3: Review of the outcome of the APIRG/22nd meeting

Conclusions/Decisions of the APIRG/22nd meeting with linkage to APIRG IIM

(Presented by the Secretariat)

Table with 1 column and 4 rows. Row 1: SUMMARY. Row 2: This paper presents the outcome of the APIRG/22 & RASG AFI/5 meetings with linkage to APIRG IIM subjects. Action by the meeting is at paragraph 3. Row 3: REFERENCE(S): Report of the APIRG 22 & RASG AFI 5 meetings. Row 4: Related ICAO Strategic Objective (s): A Safety, B Capacity & Efficiency. Related ASBU KPIs & B0 Modules: all KPIs applicable to related AIM, CNS and MET.

1. INTRODUCTION

1.1 The Twenty-second Meeting of the AFI Planning and Implementation Group (APIRG/22) was held in conjunction with the Fifth Meeting of the AFI Regional Aviation Safety Group (RASG - AFI/5) at the Movempick Ambassador Hotel in Accra, Ghana, from 29 July to 2 August 2019.

1.2 The meetings were attended by 217 participants from AFI States, Regional / International Organizations and Industry;

2. DISCUSSION

2.1 Under its Agenda Item 1, Follow up on APIRG/21 Conclusions and Decisions the APIRG 22nd meeting reviewed the status of implementation of the 28 Conclusions and 10 Decisions adopted by the APIRG Twenty First Meeting held in Nairobi, Kenya, from 9 to 11 October 2017.

2.2 During the review, and where information has been made available, constraints to implementation were identified and indicated as well as some of the challenges faced in the implementation of APIRG conclusions and decisions such as but not limited to:

- a) Inadequate or lack of financial resources and high level commitment to aviation;
b) Lack of expertise within States CAAs and ANSPs to implement, follow up or provide feedback on APIRG activities including recommendations, decisions and Projects implementation.
c) Ineffective mechanisms and participation to coordinate and support implementation of the APIRG conclusions, decisions and Projects implementation.
d) Weak effective safety oversight in some States at the level of regulators
e) Poor reporting of APIRG recommendations, decisions and Projects implementation.

In view of the above, the meeting therefore formulated the following conclusion:

APIRG/22 Conclusion 22/01: Effective implementation of AFI Regional ANS projects

That, in order to ensure and effective and efficient implementation of APIRG projects, States and industry:

- a) Commit the necessary resources and infrastructure towards implementation of APIRG decisions and conclusions;*
- b) Effectively participate in AFI projects, including those linked to the APIRG Decisions and Conclusions;*
- c) Strengthening the effectiveness and efficiency of ANS related projects such as but not limited to the African Flight Planning Procedures Programme (AFPP) and ANSP Peer review mechanism.*

2.3 APIRG/22 also noted that whereas some States have made progress in instituting mechanisms and actions to address the Conclusions and Decisions, there continues to be lack of information from States regarding their current status. Administrations and organizations were, therefore, invited through the following conclusion to provide the ICAO Secretariat with the required information on the status of implementation of APIRG Conclusions and Decisions on a regular basis, in order to assess progress in the strengthening of the air navigation system and reporting as required by APIRG.

APIRG/22 Conclusion 22/02: Regular and timely reporting on the status of implementation of APIRG Conclusions and decisions

That in order to strengthening the AFI air navigation reporting system, Administrations/Organizations:

- a) Establish effective internal mechanisms within civil aviation organizations to facilitate collection of information on the status of implementation of APIRG Conclusions and Decisions in all applicable areas through the Air navigation reporting Forms (ANRFs);*
- b) Provide the ICAO Secretariat and all relevant parties with the required information on the status of implementation of Conclusions and Decisions on a regular basis, in order to assess progress in the strengthening of the air navigation system and to enable reporting by ICAO to APIRG;*
- c) Timely report on Incidents and continuously fill up the AFI Air Navigation Deficiency Database (AANDD).*

2.4 Under its Agenda Item 2-*Performance Framework for Regional Air Navigation Planning and Implementation* the meeting reviewed the report on the Aeronautical Mobile Service Survey for the AFI Region, conducted by IATA, from 8th to 22nd February 2017, aimed at determining the real VHF coverage and the quality of HF and CPDLC service provisions to users. The meeting identified the need for additional action to be taken by AFI ANSPs that experience continuous deficiencies in aeronautical mobile service provision, and called upon through the following Conclusion concerned AFI ANSPs to establish Service Level Agreements (SLAs).

APIRG/22 Conclusion 22/11: Efforts to Address Aeronautical Mobile Service Deficiencies

That:

The concerned AFI ANSPs establish Service Level Agreements (SLAs) with users and collaborate to identify measures to address aeronautical mobile service (AMS) deficiencies.

2.5 Under the same agenda item APIRG/22 discussed issues related to Performance Based Communication and Surveillance (PBCS) and noted the low pace of implementation of PBCS operation in the AFI Region.



2.6 The meeting was informed that the NAT region has experienced 7 months after PBCS implementation and that States were still not able to produce PBCS approvals and recognized that setting up the process to transmit PBCS/RCP/RSP approvals is expected to be slow in the AFI region. It was therefore recommended through the following conclusion to urge the region to begin the process as soon as possible.

APIRG22 Conclusion 22/13: Adoption of RCP 240 and RSP 180 for PBCS operations in AFI Region

That,

- a) AFI States start pre-implementation as RCP/RSP specifications have been defined to establish PBCS policies for ANSP, Operators and Airworthiness. Publish the PBCS requirements in Aeronautical Information Publication;*
- b) States/ANSPs adopt RCP 240 and RSP 180 for implementation in the AFI and SAT area and establish a line of communication with AFI Regional Monitoring Agencies regarding non-compliance.*
- c) ANSPs establish mechanisms to recognize RCP/RSP Capabilities in ATC automation and provide RCP/RSP compliant air traffic services;*
- d) Operators prepare to file RCP/RSP capabilities in flight plans and participate in PBCS Implementation and Monitoring programmes; and*
- e) States that have aircraft that operate outside of the AFI Region to start developing PBCS policies to help their operators with RCP/RSP(PBCS) Approvals as per ICAO Doc 9869.*

2.7 Under its Agenda Item 3 the meeting discussed the status of implementation of Aviation System Block Upgrades (**ASBUS**) in the AFI region through review of reports on initiatives by CANSO and ASECNA.

2.8 It was reported the progress made in the implementation of some modules such as B0-FRTO, B0-AMET, B0-DATM and B0-SNET. However, the meeting noted that their completion is lacking a tight coordination amongst adjacent ATSUs in some cases and encouraged States to strengthen the bilateral and multilateral cooperation necessary for the effective and coordinated implementation of the modules with a view to ensuring interoperability between systems and services.

2.9 The meeting took the following conclusion encouraging these initiatives and approving the decisions and proposals to enable improvement of ASBU implementation in the region.

APIRG/22 Conclusion 22/30: Harmonization of the implementation of ASBU elements in the AFI Region.

That, in order to ensure a harmonized implementation of ASBU elements:

- a) States:*
 - i) Strengthen the necessary bilateral and multilateral arrangements for the coordinated and effective implementation of the ASBUs modules with the view of ensuring systems and services interconnectivity and interoperability.*
 - ii) Appoint National Focal Points to coordinate at State level the implementation of ASBU;*
 - iii) Develop National Implementation Plans for the coordinated implementation of ASBU.*
- b) ICAO provides more Training workshops to improve the understanding on ASBU and the new modules for Block 1.*



2.10 APIR 22 meeting further discussed issues related to the mechanisms and opportunities of funding IIM Projects. It was outlined that the mobilization of resources to fund regional project was a challenge that may seriously jeopardize the effective implementation of the APIRG Project Approach Concept, if tangible and sustainable funding solutions are not found.

2.11 Three scenarios were presented for the funding of APIRG projects namely:

- a) **Scenario 1** consisting on Common funding with direct mobilization of resources by Administration/Organizations. In this case each Administration/Organizations will mobilize and bring its own resources for the funding based on the cost estimation for the desired service/infrastructure to be modernized.
- b) **Scenario 2** calling upon for a prefunding the total of the project by one or more Administration/Organizations in a cost recovery basis. In this case, a Memorandum of Understanding will include in the project the schedule for reimbursement of the prefund.
- c) **Scenario 3** searching for a common funding source. In this funding profile, the project is considered as a sub-regional Integrated Aeronautical Project by donors or funders.

2.12 The African Development Bank (AfDB) under Agenda item 4.3. Funding of Regional Projects, provided the meeting with a Framework and guidelines to support the aviation sector. The financing options with focus on Air navigation services were presented to comply with the following:

- a) Regional approach preferred
- b) Involvement of private sector encouraged through PPP
- c) Co-financing
- d) Projects included in a Master Plan

2.13 The meeting applauded the contribution of the AfDB and encouraged Administrations and Organizations and agreed to reinforce the initiatives to ensure a sustainable funding of the AFI APIRG related regional projects.

The following conclusion was formulated:

APIRG/22 Conclusion 22/34: Organization of a Round Table for APIRG Projects Funding

That;

In order to ensure sustainable funding for effective implementation of APIRG Projects in accordance with regional programmes:

- a) *ICAO, with the assistance of AFCAC and Regional Economic Commissions, explore mechanisms for the establishment of a framework for the funding of APIRG Projects preferably before the end of year 2020.*
- b) *A Round Table meeting be convened to consider in particular the Air Navigation Deficiencies identified by APIRG and the outcome of assessments and gap analysis of the AFI Air Navigation Infrastructure and systems and identify feasible solutions to be funded;*
- c) *The outcome of the Round Table be shared with the African Union and United Nations specialized institutions promoting a sustainable development.*



3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Take note of the information given above.
- b) Note the challenges encountered in the coordination and funding of IIM Projects and identify any possible solutions
- c) Agree on proposals for the best coordination between regional AAO and IIM projects

3.2 **Draft Conclusion 3/xxxx: *Coordination of regional AAO and IIM Projects***

That;

- a) *The Secretariats of AAO and IIM SGs develop a matrix of project linkage to be circulated amongst projects Teams*
- b) *The Project Team identify coordination actions to be undertaken in order to prevent duplication and ensure harmonization of the implementation of ASBU modules and threads.*

3.3 **Draft Conclusion 3/xxxx: IIM Projects Package for Funding**

That;

- a) *Project Teams expedite the finalization of the projects documents comprising projects description, project questionnaires, projects inter linkage and project cost estimation for consideration by the APCC and APIRG.*
- b) *The APCC review the consolidated package of IIM projects for submission to APIRG*
- c) *The APIRG Chair with the assistance of the Secretariat and AFCAC promote the package of IIM projects to funding organizations*

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