ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty Third Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/23) & Sixth Meeting of the Regional Aviation Safety Group for the Africa-Indian Ocean Region (RASG-AFI/6) – Joint Sessions

(Virtual, 23 November and 2 December 2020)

Agenda Item 1: **Review of the action taken by the ANC and the Council on the Report of APIRG/22 and RASG-AFI/5 meetings**

Outcome of the Council's review of the consolidated annual report on planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs), covering the period from April 2019 to March 2020

(Presented by the Secretariat)

SUMMARY
This paper presents the outcome of the review by the Air Navigation Commission (ANC) and ICAO Council of the consolidated annual report on planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs), covering the period from April 2019 to March 2020, especially the Report of *the Twenty-second Meeting of the AFI PIRG (APIRG/22) and the Fifth Meeting of the RASG for AFI Region (RASG-AFI/5)* (AN-WP/9364). The paper highlights in particular the Council actions to be taken by the PIRGs and RASGs to address the identified common global challenges faced by the regions. The Council identified four notable items to be addressed by the APIRG/RASG-AFI. These include monitoring the implementation of air traffic services (ATS) message handling system (AMHS); the identification of the underlying problems related to a lack of competent inspectors in AFI States; the high rate of missing operational messages (Flight plans, OPMETs, NOTAMs), and the fact that States are not submitting RVSM data to the RMA Office on a monthly basis.
Action by the Meeting is at Paragraph 3.

Strategic Objectives	Air Navigation, Safety

1. INTRODUCTION

1.1 The PIRG and RASG reports for the period under review, were reviewed by the Air Navigation Commission (ANC) as per the procedures established in 2015, related to remote conferencing for a two-way dialogue with the regions (AN-WP/8993 refers). The consolidated annual report to the Council is jointly presented by the President of the ANC and the Director of the Air Navigation Bureau (ANB).

1.2 Among the PIRG/RASG reports reviewed by the ANC was the combined Report of the Twenty-second Meeting of the AFI Planning and Implementation Regional Group (APIRG/22) and the Fifth Meeting of the Regional Aviation Safety Group for AFI Region (RASG-AFI/5) (AN-WP/9364).

1.3   The Council specifically requested the Implementation, Strategy and Planning Group (ISPG) to review in particular the ANC recommended Council actions to be taken to address the identified common global challenges faced by the regions.

1.4   As per the Council procedure (217/6), the ISPG reviewed C-WP/15095 prepared by the ANC related to the consolidated annual report on planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs). The period under review was from April 2019 to March 2020.

1.5   The ISPG considered the report to be very technical in nature and a clear snap shot of PIRG/RASG activities for the previous year. The ISPG recalled that this annual report serves as the main tool for the ANC to evaluate implementation progress in the regions but also on regional safety and air navigation implementation progress and challenges faced. In general, the ISPG was satisfied with the information presented in an action oriented approach and noted a great overall improvement of the annual report to the Council.

2.   DISCUSSION

Action taken by the ANC

2.1   The Commission was presented with the meeting format, achievements, key issues and challenges of the Africa-Indian Ocean (AFI) Region related to air navigation and safety. It was noted that the Secretariat organized the meeting to include joint PIRG/RASG sessions to deal with common issues. The Commission noted with satisfaction, the increase in APIRG and RASG-AFI participation, but noted with concern the insufficient and ineffective level of support, technical expertise and participation by States to the subsidiary bodies. It was recalled that this is a common problem in some regions.

2.2   The Commission expressed concern regarding the disproportionate number of papers submitted for discussion seeing as the APIRG had more papers than the AFI-RASG. The Commission was informed this may have been because the AFI Aviation week, which included a safety symposium, was held earlier in May 2019, and had covered a number of technical areas by each group.

2.3   With regard to the format of the meeting, the logistical difficulties encountered when hosting parallel meetings where two languages are used were noted. In addition, it doubles conference room requirements as well as the number of interpreters required to accommodate the separate, but simultaneous meetings. With regard to facilities, the Commission noted there are facilities belonging to the United Nations in Nairobi, but very limited facilities in Dakar. It was recalled that the PIRG/RASG Terms of Reference have the build-in flexibility to host meetings outside regional offices, if needed.

2.4   The APIRG and RASG-AFI Secretaries informed the Commission that they will identify ways to meet annually so as to meet Assembly Resolution 29/1 to report annually on implementation progress and challenges experienced. The Commission welcomed the efforts made to convene the PIRG/RASG meetings on an annual basis.

2.5   With regard to the main challenges, the Commission noted with concern, the consistent increase of traffic in States with low to medium safety oversight capability and insufficient coordination among States/air navigation service providers (ANSPs). Of particular concern was the high rate of missing operational messages (flight plans, operational meteorological, notice to airmen).

2.6   The Commission noted the AFI Regional Monitoring Agency (ARMA) Report on Reduced Vertical Separation Minimum (RVSM) Airspace Safety, and that the Collision Risk Assessment for 2017 was approximately 1.6 times larger than the 2016 assessment. It was noted with concern that the combined effect of increases in the probabilities of vertical overlap was caused by

improper flight level crossings and flying at wrong flight levels. The Commission noted with concern that AFI States are not submitting RVSM data to the ARMA Office on a monthly basis.

2.7   In response to a question related to reports that Somalia would start providing an air traffic control service in Class A airspace as opposed to the current flight information service in Class G airspace, it was understood that the Mogadishu flight information region (FIR) would transition in January 2020. However, no promulgation of the planned changes to the airspace, as required by Annex 15 — Aeronautical Information Services had been published. The Commission recalled that ICAO previously had the responsibility for the operations within the Mogadishu FIR via contract(s) with the Technical Co-operation Bureau (TCB) and that this responsibility was formally handed over to the Federal Government of Somalia on 31 July 2019.

2.8   The Commission also noted information related to large height deviations (LHD) reported from Somalia within the Mogadishu FIR. There were at least 51 LHDs reported to the MID Regional Monitoring Agency (RMA) for aircraft exiting Mogadishu FIR into the Sanaa FIR during August 2019 alone. It was further noted that the AFI RMA (ARMA) does not currently receive any RVSM data or LHD reports from Somalia.

2.9   With regard to the low-level feedback from States to ICAO State letters, the Commission recalled that this is a common global problem. It was agreed that a global solution is required to address this issue. It was recalled that the MIDANPIRG is working on a possible solution. It was noted that the lowest level of EI in the AFI Region relates to air navigation services (ANS), aerodromes and ground aids (AGA), accident investigation (AIG) and personnel licensing (PEL).

2.10   The increase in international airport certification as well as the improved accident rate in the AFI Region was noted with satisfaction. It was noted that the accident rate for RASG-AFI is declining over the years and lower than the global average in 2016.

2.11   The Commission noted the ongoing efforts related to the available options to formalize the South Atlantic Group (SAT) and to further enhance cooperation and coordination between the SAT and the North Atlantic (NAT).

2.12   With regard to the progress of regional implementation under USOAP, the Commission noted that 63.04 per cent of African States have achieved the 60 per cent EI target and that one State remains with an SSC. One of the RASG-AFI priorities will be to harness synergies and engage authorities of the State and partners as part of the efforts to resolve the SSC in that State. It was noted that RASG-AFI calls on ICAO to intensify and undertake Regional Office Safety Teams (ROST) missions to support AFI States' efforts to improve their safety oversight systems.

Action taken by the Council

2.13   The Council noted that the Commission expressed concern in relation to the list of common challenges in that it will continue to grow over the next few years as not many are resolved annually. It was noted that the ANC requested the Secretariat to develop proposals related to the managing and reporting format to the deliberative bodies of common challenges by the ANC's 216th Session. The outcome of this review will be presented to the Council during the next annual PIRG/RASG reporting cycle.

2.14   The Council identified four notable items to be addressed by the APIRG/RASG-AFI, as part of the common challenges faced by ICAO regions (AN-WP/9416 refers). The **Appendix** to this working paper provides, for each common challenge: the identification (Part A), the action details (Part B) and the high-level action by the Council (Part C). The four notable items to be addressed by the APIRG/RASG-AFI include:

a) Monitoring the implementation of air traffic services (ATS) message handling system (AMHS) (*Challenge ID: 2020-1*);
b) Identification of the underlying problems related to a lack of competent inspectors in AFI States (*Challenge ID: 2020-2*);
c) High rate of missing operational messages (Flight plans, OPMETs, NOTAMs) (*Challenge ID: 2020-5);* and
d) Submission of RVSM data to the RMA Office on a monthly basis (*Challenge ID: 2020-6);*

2.15   Regarding the implementation of the global reporting format as per Annex 14 — Aerodromes, the Council noted that only a few States and aerodrome operators are fully ready for this transition in a timely manner. The Council recalled that the applicability date of this requirement was postponed to November 2021.

3.   CONCLUSION

3.1. The APIRG/23 and RASG-AFI/6 are invited to:

a)   Note the outcome of the review of the Air Navigation Commission and the Council of the consolidated annual report on planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs), covering the period from April 2019 to March 2020;

b)   Take appropriate action (as applicable) in order to:
1) Monitor the implementation of AMHS and report through subsequent reporting cycles in order to identify additional necessary measures;
2) Identify the underlying problem of a lack of competent inspectors, which implies low levels of critical element 4 (CE-4) implementation in their region and report to the ANC in subsequent reporting cycles in order to identify ways to address this issue in each region;
3) Identify ways to eliminate missing operational messages, and identify specific assistance required; and
4) Raise the awareness of States to report RVSM data on a monthly basis and monitor the submission of RVSM data to the ARMA Office in order to identify additional measures, if necessary.

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APPENDIX

NOTABLE ITEMS TO BE ADDRESSED BY APIRG AND RASG-AFI

PART A: CHALLENGE IDENTIFICATION						ISSUE and ID: 2020-1	
Challenge/Issue	**Upgrade of ATS message handling system to support the requirement of the ICAO Meteorological Information Exchange Model (iWXXM), Version 3.**						
Link to global plans	GANP COMI-B0/7 ATS Message Handling System (AMHS)						
Reported by PIRGs/RASGs	☐ **RASG-AFI** ☐ **RASG-MID** ☐ **RASG-APAC** ☐ **RASG-PA** ☒ **APANPIRG** ☐ **APIRG** ☐ **GREPECAS** ☐ **MIDANPIRG** ☐ **NATSPG** ☐ **EASPG**						
Date first reported	**2020**						
Status	☒ **Ongoing** ☐ **Completed**						
Remarks	**Several States have made limited or no progress with implementation. It is a global issue inter-regional coordination with the implementation is required.**						
PART B: ACTION DETAILS							
Action 1:	**Harmonize the implementation between MET service and telecommunication centres run by ANSP.**						
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	**2020**	-	-	-	-	-	2020
Action 2:	**ANC to consider a) providing more detailed guidance for implementation and b) postpone the applicable date of this requirements to November 2021 taking consideration of COVID-19 impacts.**						
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	**-**	**-**	**-**	**-**	**-**	**-**	**2020**
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRGs/RASGs			Action proposed by the ANC			
1	Consider the postponement of the applicable date of these requirements to November 2021 taking consideration of COVID-19 impacts.			Request the ANC to consider postponement of the applicability date of the provisions.			

PART A: CHALLENGE IDENTIFICATION					ISSUE and ID: 2020-2		
Challenge/Issue	**States in the Region experience a lack of competent inspectors, which implies low levels of critical element 4 (CE-4) implementation.**						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	☐ **RASG-AFI** ☐ **RASG-MID** ☐ **RASG-APAC** ☐ **RASG-PA** ☒ **APANPIRG** ☐ **APIRG** ☐ **GREPECAS** ☐ **MIDANPIRG** ☐ **NATSPG** ☐ **EASPG**						
Date first reported	**2020**						
Status	☒ **Ongoing** ☐ **Completed**						
Remarks	**Low level implementation of CE-4 is a chronic and global issue which is difficult to resolve**						
PART B: ACTION DETAILS							
Action 1:	**Assist States with a well-developed training program with an emphasis on on-the-job-training (OJT)**						
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	**2021**	-	-	-	-	-	-
Action 2:	**Address the underlying problem of each region**						
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	**2021**	**-**	**-**	**-**	**-**	**-**	**2021**
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Consider ways to address the underlying problem of each region.			Request the ANC to identify ways to address this issue in each region.			

PART A: CHALLENGE IDENTIFICATION					ISSUE and ID: 2020-5		
Challenge/Issue	**High rate of missing operational messages (Flight plans, OPMETs, NOTAMs).**						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	☐ **RASG-AFI** ☐ **RASG-MID** ☐ **RASG-APAC** ☐ **RASG-PA** ☐ **APANPIRG** ☒ **APIRG** ☐ **GREPECAS** ☐ **MIDANPIRG** ☐ **NATSPG** ☐ **EASPG**						
Date first reported	**2020**						
Status	☒ **Ongoing** ☐ **Completed**						
Remarks							
PART B: ACTION DETAILS							
Action 1:	**Identify ways to eliminate missing operational messages**						
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	**-**	-	2020	-	-	-	2020
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Prioritization of the challenges facing the AFI region Consider ways.			Request the ANC to identify ways to eliminate missing operational messages.			

PART A: CHALLENGE IDENTIFICATION	ISSUE and ID: 2020-6
Challenge/Issue	**AFI States are not submitting RVSM data to the ARMA Office on a monthly basis.**
Link to global plans	GANP/GASP Implementation
Reported by PIRGs/RASGs	☐ **RASG-AFI** ☐ **RASG-MID** ☐ **RASG-APAC** ☐ **RASG-PA** ☐ **APANPIRG** ☒ **APIRG** ☐ **GREPECAS** ☐ **MIDANPIRG** ☐ **NATSPG** ☐ **EASPG**
Date first reported	**2020**
Status	☒ **Ongoing** ☐ **Completed**
Remarks	**AFI Regional Monitoring Agency (ARMA) Report on RVSM Airspace Safety - the Collision Risk Assessment for 2017 was approximately 1.6 times larger than the 2016 assessment.**

PART B: ACTION DETAILS							
Action 1:	**Raise awareness amongst States related to the importance of monthly reports**						
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	**-**	-	2020	-	-	-	-

PART C: HIGH-LEVEL ACTION BY THE COUNCIL		
ID	Action proposed by PIRG/RASGS	Action proposed by the ANC
1	Raise awareness amongst States	Request Regional Directors ESAF and WACAF to raise the awareness of States to report RVSM data on a monthly basis.

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