



ICAO

**REPORT OF THE TWENTY-FIFTH MEETING OF THE AFI PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APIRG/25)**

&

**THE EIGHTH MEETING OF THE REGIONAL AVIATION
SAFETY GROUP FOR AFI REGION
(RASG-AFI/8)**

(Kigali, 7 – 11 November 2022)

PREPARED BY THE SECRETARIAT

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LIST OF ABBREVIATIONS

AAIG	African Aviation Industry Group
AAMP	AFI ATM Master Plan
AAMP PMT	AFI ATM Master Plan – Project Management Team
AANDD	AFI Air Navigation Deficiencies Database
AANRT	AFI Air Navigation Reporting Team
AAO SG	Airspace and Aerodrome Operations Subgroup
A-CDM	Airport Collaborative Decision Making
AFCAC	African Civil Aviation Commission
AFI	Africa- Indian Ocean
AFI ATM CP	AFI Air Traffic M Contingency Plan
AFI-CIS	AFI Cooperative Inspectorate Scheme
AFI CONOPS	AFI Concept of Operations
AFI FRA	AFI Free Route Airspace
AFI FRA PMT	AFI Free Route Airspace Project Management Team
AFI-RASP	Regional Aviation Safety Plan
AFI SSR CMP	AFI Secondary Surveillance Radar Code Management Plan
AFI VACP	AFI Volcanic Ash Contingency Plan
AFI VOLCEX OPINS	AFI Volcanic Ash Exercise Operational Instructions
AFRAA	African Airlines Association
AFTN	Aeronautical Fixed Telecommunication Network
AIAG	Air Traffic Services (ATS) Incident Analysis Group
AIM	Aeronautical Information Management
AIXM	Aeronautical Information Exchange Systems
AMHS	Aeronautical Message Handling System
ANSP	Air Navigation Service Provider
ANS-SST	Air Navigation Service – Safety Support Team
APCC	APIRG Projects Coordination Committee
APIRG	AFI Planning and Implementation Group
ARC-TF	APIRG/RASG-AFI Coordination Task Force
ARMA	African Regional Monitoring Agency
ASCAAR	AFI Secondary Surveillance Radar Codes Allocation and Review
ASBU	Aviation System Block Upgrades
ASECNA	Agency for Aerial Navigation Safety in Africa and Madagascar
ATCO	Air Traffic Control Officer
ATSCS	ATS Competency Study
AU HLTF	African Union High Level Task Force
BAGASOO	Banjul Accord Group Aviation Safety Oversight Organization
BBB	Basic Building Block
CAA	Civil Aviation Authority
CAEP	Committee on Aviation Environmental Protection
CANSO	Civil Air Navigation Services Organisation
CAPSCA	Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation
CART	ICAO Council’s Aviation Recovery Task Force
CASSOA	Civil Aviation Safety and Security Oversight Agency of the EAC
CNS	Communication Navigation Surveillance
CODEVMET AFI	Cooperative Development of Aeronautical Meteorological Service in the AFI Region
CPDLC	Controller Pilot Datalink Communications
EAC	East African Community

FIRs	Flight Information Regions
GANP	Global Air Navigation Plan
GASP	Global Aviation Safety Plan
GASR	Global Aviation Safety Roadmap
GEUSR	Group of Experts for a USOAP CMA Structured Review
G-HRC	Global High-Risk Occurrence
GRF	Global Reporting Format
HLCC	High-level Conference on COVID-19
HRDF	Human Resources Development Fund
IASTA	International Air Service Transit Agreement
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
iSTARS	integrated Safety Trend Analysis and Reporting System
IIM SG	Infrastructure and Information Management Sub-Group
MET	Aeronautical Meteorology (MET)
NCMC	National Continuous Monitoring Coordinator
NCPI	National Coordinator for Planning and Implementation
NCLB	No Country Left Behind
OSI-SST	Operational Safety Issues Safety Support Team
PBN	Performance Based Navigation
PBCS	Performance Based Communication and Surveillance
PQ	Protocol Question
RASC	RASG-AFI Steering Committee
RASG-AFI	AFI Regional Aviation Safety Group
RANST	Regional Air Navigation Supporting Teams
RDI	Research, Development and Innovation
REC	Regional Economic Communities
RODB	Regional OPMET Data Bank
ROST	Regional Office Safety Team
RPAS	Remotely Piloted Aircraft Systems
RSOO	Regional Safety Oversight Organization
RVSM	Reduced Vertical Separation Minimum
SAF	Sustainable Aviation Fuel
SAP	State Action Plan
SAR	Search and Rescue
SARPs	Standards and Recommended Practices
SBAS	Satellite-based Augmentation System
SLOP	Strategic Lateral Offset Procedure
SSC	Significant Safety Concern
SSO-SST	State Safety Oversight System Support Team
SSP – SST	State Safety Programme Safety Support Team
SSTs	Safety Support Teams
TAC	Traditional Alphanumeric Code
TAG	Tactical Action Group
UN SDGs	United Nations Sustainable Development Goals
USOAP-CMA	Universal Safety Oversight Audit Programme - Continuous Monitoring Approach
YD	Yamoussoukro Declaration

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APIRG/25

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APIRG/25

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DEFINITIONS

RASG-AFI and APIRG record their actions in the form of Conclusions and Decisions as follows:

- a) **Conclusions** deal with matters which, in accordance with the Groups' terms of reference, merit directly the attention of States or, on which further action is required to be initiated by the Secretary in accordance with established procedures.
- b) **Decisions** relate to the internal working arrangements of the Groups and their subsidiary bodies.

APIRG/25 & RASG-AFI/8 (Joint Sessions)

<i>APIRG/25 & RASG-AFI/8 Conclusion 4/01</i>	<i>Online mechanisms and tools to collect safety data and monitor status of implementation of safety and ANS targets</i>
<i>APIRG/25 & RASG-AFI/8 - Conclusion 4/02</i>	<i>Alignment of regional Plans and programmes on the latest editions of ICAO's GASP and GANP</i>
<i>APIRG/25 & RASG-AFI/8 Conclusion 4/03</i>	<i>Definition of the Africa -Indian Ocean (AFI) Region</i>
<i>APIRG/25 & RASG-AFI/8 Decision 4/04</i>	<i>Enhancements of APIRG and RASG-AFI Structure</i>
<i>APIRG/25 & RASG-AFI/8 Conclusion 4/05</i>	<i>Evaluation of A the Abuja Safety Performance Framework, updating of the Abuja Safety Targets and incorporation of the Air Navigation Services Targets.</i>

APIRG/25

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<i>APIRG/25 Conclusion 25/03</i>	<i>Implementation of the Regional Free Route Airspace (FRA)</i>
<i>APIRG/25 Conclusion 25/04</i>	<i>Improved safety in the Regional RVSM Airspace</i>
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<i>APIRG/25 Conclusion 25/06</i>	<i>Conclusion of the Regional SSR CMP</i>
<i>APIRG/25 Conclusion 25/07</i>	<i>Conclusion of the ATS Competency Study</i>
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<i>APIRG/25 Decision 25/16</i>	<i>Support to the APIRG Projects activities related to cyber resilience in AFI Region</i>
<i>APIRG/25 Decision 25/17</i>	<i>Adoption of IMSG MET Project 4 and MET Project 5</i>
<i>APIRG/25 Decision 25/18</i>	<i>Outcomes of the First Meeting of AFI Volcanic Ash Exercise Steering Group</i>
<i>APIRG/25 Decision 25/19</i>	<i>Role and responsibilities of States National Coordinators for Planning and Implementation and Technical Focal Points</i>
<i>APIRG/25 Decision 25/20</i>	<i>Consideration of the outcome of the Fifth Meeting of the African ANSPs</i>
<i>APIRG/25 Conclusion 25/21</i>	<i>Prevention of harmful interference to Radio Navigation Satellite Service Receivers in the 1559 – 1610 MHz frequency band and mitigation of their impact</i>
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<i>APIRG/25 Decision 25/32</i>	<i>Consideration of lessons learned from the Regional VOLCEX 21/01</i>
<i>APIRG/25 Decision 25/33</i>	<i>Conduct of the AFI VOLCEX 23/01 exercise in the region.</i>
<i>APIRG/25 Decision 25/34</i>	<i>Approval of the updated Terms of reference of Athe Regional VOLCEX Steering Group</i>
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<i>APIRG/25 Decision 25/36</i>	<i>Survey of Aeronautical Mobile Service</i>
<i>APIRG/25 Conclusion 25/37</i>	<i>Improvement of NOTAM filtering by automated systems and assignment of location indicators</i>
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<i>APIRG/25 Decision 25/42</i>	<i>ADS-B Mandate in Regional RVSM airspace</i>
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Support to the APIRG activities
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RASG-AFI/8 Conclusion 8/02 *State Safety Programme and Peer Review Mechanism*
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RASG-AFI/8 Conclusion 8/03 *Measures to mitigate potential ANS SSCs in the RASG-*
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Work Programmes for 2023

PART I:

INTRODUCTION

1. PART I: INTRODUCTION

Place and duration

- 1.1. The Twenty-fifth Meeting of the AFI Planning and Implementation Regional Group (APIRG/25) and the Eighth Meeting of the AFI Regional Aviation Safety Group (RASG-AFI/8) were held from 7 to 11 November 2022 at the Kigali Serena Hotel, Kigali, Rwanda. Two joint sessions (APIRG/RASG-AFI) were convened on 7 and 11 November 2022.

Attendance

- 1.2. The meetings were attended by 200 participants from AFI States, the ICAO Council, the ICAO Headquarters and Regional Offices, international and regional Organizations, industry and other partners and stakeholders. The list of participants is provided in **Appendix 1A** to this Report.

Officers and Secretariat

- 1.3. The Joint sessions of the APIRG/25 and RASG-AFI/8 meetings were co-chaired by Mr. Tobias Gunzel (Namibia), Chairperson of the APIRG, and Mr. Latta Dokisime Gnana (Togo), Chairperson of the RASG-AFI, respectively.
- 1.4. Mr. Prosper Zo'o Minto'o, Regional Director, ICAO Western and Central African Office, Dakar, served as Secretary to the meetings. He was supported by Messrs. Arthemon Ndikumana, Deputy Regional Director, ICAO Eastern and Southern African Office, Nairobi, and Nika Meheza Manzi, Deputy Regional Director, ICAO Western and Central African Office, Dakar; with the participation of Mr. Marco Marens and Mr. Herman Pretorius from the Air Navigation Bureau (ANB), ICAO Headquarters. The following Officers from ICAO ESAF and WACAF Regional Offices assisted the meetings:

<i>Mr. Ousman Kemo Manjang</i>	<i>RO/AIR, WACAF Office, Dakar</i>
<i>Mr. François-Xavier Salambanga</i>	<i>RO/CNS, WACAF Office, Dakar</i>
<i>Mr. Milton Tumusiime</i>	<i>RO/FS, ESAF Office, Nairobi</i>
<i>Mr. Papa Issa Mbengue</i>	<i>RO/OPS, ESAF Office, Nairobi</i>
<i>Mr. Kebba Lamin Jammeh</i>	<i>RO/FS, WACAF Office, Dakar</i>
<i>Mr. Elisha Omuya</i>	<i>RO/AGA, ESAF Office, Nairobi</i>
<i>Ms. Keziah Ogutu</i>	<i>RO/ATM, ESAF Office, Nairobi</i>
<i>Mr. Zewdu Aregawi</i>	<i>RO/SI, ESAF Office, Nairobi</i>
<i>Ms. Sonia Freitas</i>	<i>RO/SI, WACAF Office, Dakar</i>
<i>Ms. Chinga Mazhetese</i>	<i>RO/MET/ENV, ESAF Office, Nairobi</i>
<i>Mr. Ilboudo Goama</i>	<i>RO/MET, WACAF Office, Dakar</i>
<i>Ms. Prisca Nkolo</i>	<i>RO/AGA, WACAF Office, Dakar</i>
<i>Mr. Harvey Lekamisy</i>	<i>RO/CNS, ESAF Office, Nairobi</i>
<i>Mr. Rene Tavaréz</i>	<i>RO/FS, WACAF Office, Dakar</i>
<i>Mr. Fanfe Bamba</i>	<i>RO/AIM, WACAF Office, Dakar</i>
<i>Mr. Eyob Estifanos</i>	<i>RO/AFI PLAN, ESAF Office, Nairobi</i>
<i>Ms. Blandine Ferrier</i>	<i>RO/ENV, WACAF Office, Dakar</i>

Working Languages

- 1.5. The meetings' discussions were conducted in the English and French languages with simultaneous interpretation services. The documentation was made available on the ICAO website in both languages.

Opening of the meeting

- 1.6. The opening of the Joint session of the APIRG/25 and RASG-AFI/8 took place on Monday 7 November 2022. The meeting was attended by 200 participants from AFI States, the ICAO Council, The ICAO Headquarters and Regional Offices, international and regional Organizations, industry and other partners & stakeholders. The list of the participants for the Joint session is provided in **Appendix 1A** to this Report.
- 1.7. During the opening session, statements were delivered by Mr. Abimana Fidele, Permanent Secretary of the Ministry of Infrastructure, Republic of Rwanda; Mr. Didier Nkurikiyimfura, Chairperson of the Board of Directors of the Rwanda Civil Aviation Authority; Mr Prosper Zo'o Minto'o, ICAO Regional Director for Western and Central Africa (WACAF) Office; Mr. Henry Okech, Director Safety and Technical Services on behalf of Ms. Adefunke Adeyemi, Secretary General of the African Civil Aviation Commission (AFCAC); and Messrs. Tobias Gunzel and Dokisime Gnama Latta respectively Chairpersons of APIRG and RASG-AFI. In their remarks, all the guest speakers expressed their gratitude to the Authorities and people of the Republic of Rwanda for hosting the event and the wonderful coordination of this meeting.
- 1.8. Mr. Didier Nkurikiyimfura in his welcoming remarks thanked all the States and institutions for releasing their experts to be in Rwanda to attend this meeting and deliberate on issues key to the sustainability of air transport in Africa. He further highlighted key challenges that the industry faced during the COVID 19 pandemic and encouraged the experts who are gathering in this meeting to develop strategies to reverse the negative trends and restore the industry to the path of progress.
- 1.9. The Chairperson of RASG/AFI, Colonel Latta in his statement highlighted the importance of reviewing the implementation of the conclusions and decisions made in the previous meetings to keep consistent with the current situation. He also recommended to identify gaps and root causes of lack of implementation in all areas of air navigation and safety in order to establish effective and sustainable actions to reach common goals.
- 1.10. The Chairperson of APIRG Mr. Tobias on his part expressed his excitement for meeting face to face with experts from all over the world after the COVID-19 pandemic. He highlighted the positive feedback obtained from ICAO council and Air Navigation Commission on the APIRG/24 and RASG-AFI/7 report; and encouraged the meeting to focus on the region as a whole and make flights in this airspace easier and more efficient.
- 1.11. Mr. Henry Okech, Director Safety and Technical Services, on behalf of Ms. Adefunke Adeyemi, Secretary General of the African Civil Aviation Commission (AFCAC) stated that infrastructure development remains a key driver for the success of SAATM and a powerful engine for economic growth and opportunity for local communities across the African continent. Furthermore, he emphasized the importance of public private partnership to enhance the capacity of aviation in the continent. He finally requested the meeting to draw strategies to ensure the development of the Regional Aviation Safety Plan (RASP), consistent with the GASP activities and targets.

- 1.12. Mr. Prosper Zo'o Minto'o in his remarks expressed his appreciation of the level of attendance in this regional gathering. This is a clear demonstration of the recognition of the aviation sector as a key catalyst to the economic and social development of nations, and the importance for all stakeholders to work closely and develop synergies among them. He further highlighted that despite challenges the industry has faced over the past recent years, States and the industry, with the support of AFCAC, RSOOs, the ICAO Regional Offices and other Partners, continued to strengthen the aviation safety oversight capacities and the air navigation systems in the region.
- 1.13. Finally, the Regional Director informed the meeting that key deliberations of the 41st ICAO Assembly include the endorsement of the revised Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP), as the global strategic directions for safety and air navigation, respectively. He also informed the meeting of the extension of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) to sustain and enhance the achievements attained so far.
- 1.14. Mr. Abimana Fidele, Permanent Secretary of Ministry of Infrastructure of the Republic of Rwanda welcomed the participants to the beautiful city of Kigali and extended his appreciation to States and Organizations for arranging their experts' attendance to these two important meetings. He recognized the importance of the outcomes of these meetings, which will improve infrastructure and safety performances of the region.
- 1.15. The Permanent Secretary further highlighted on the importance of liberalization of air transport in Africa and the need to integrate new emerging technologies in aviation. He finally wished fruitful deliberations and officially opened the 25th AFI Planning and Implementation Group (APIRG/25) and the 8th Regional Aviation Safety Group (RASG-AFI/8) meetings.

PART II:

APIRG/25 AND RASG-AFI/8 FIRST JOINT SESSION

AGENDA ITEM 1: ADOPTION OF THE AGENDA AND WORK PROGRAMME

- 1.1. The agenda adopted by the joint session is provided in **Appendix 2A** to this Report. The list of participants for the APIRG/25 and RASG-AFI/8 joint sessions is provided in **Appendix 1A** to this Report.

AGENDA ITEM 2: REVIEW OF THE ACTION TAKEN BY THE ANC AND THE COUNCIL ON THE REPORT OF APIRG/24 AND RASG-AFI/7 MEETINGS

2.1 Review of the action taken by the ANC and the Council on the r\Report of APIRG/24 and RASG-AFI/7 meetings

- 2.1.1 The meeting was informed of the outcome of the ANC and Council review of the APIRG/24 and RASG-AFI/ 7 reports. The meeting considered the feedback provided as very useful as it presents an overview of the actions taken related to their work.
- 2.1.2 Regarding the alignment of the definition of the Africa-Indian Ocean (AFI) Region with the actual geographical area of APIRG and RASG-AFI, the meeting noted that the Council requested the ICAO Secretary General to expedite the development of a new definition of the AFI Region to align the definition with the actual geographical area of APIRG and RASG-AFI to facilitate the coordination for effective implementation.
- 2.1.3 With regard to the information updating on the web-based ICAO integrated Safety Trend Analysis and Reporting System (iSTARS), the meeting was informed that a new version of iSTARS is being developed. The meeting recalled that this tool is of great use to gather safety information and requested ICAO to expedite the development of the new version of the tool.
- 2.1.4 The meeting discussed the level of participation of States in APIRG and RASG-AFI meetings. The meeting considered beneficial for members of the AFI Group on the Council, as well as the two African members of the ANC to be invited in the future, in their own capacity, to participate in the work of APIRG and RASG-AFI. It was considered that their participation will facilitate a meaningful dialogue that will benefit the AFI Region.
- 2.1.5 The meeting further raised its concern on the low attendance of the Directors General of Civil Aviation Authorities and the CEOs of the industry in the APIRG and RASG-AFI meetings. The meeting requested the Secretariat and States to explore ways to increase the participation of the Directors General of the Civil Aviation Authorities and CEOs of the industry to the APIRG and RASG- AFI Meetings.

2.2 Follow-up of the APIRG/24 & RASG-AFI/7 Conclusions and Decisions

- 2.2.1 The meeting was updated on the status of implementation of Conclusions and Decisions of the APIRG/24 & RASG-AFI/7 Joint session, held virtually from 1st to 8 November 2021. The meeting noted that significant progress had been achieved in terms of implementation. Some actions are however still in progress. Accordingly, the meeting urged States, AFCAC and other stakeholders to increase their efforts, both individually and collaboratively, to expedite the implementation of the remaining actions.

- 2.2.2 The meeting further reiterated the need to formulate APIRG and RASG-AFI Conclusions and Decisions that include, to the extent possible, identification of milestones, timelines and targets, to guide implementation activities as well as measurement and monitoring by relevant stakeholders
- 2.2.3 As part of ongoing actions, AFCAC updated the meeting on the progress made in the development of the online tool to collect safety data and monitor status of implementation of safety and ANS targets. The meeting agreed on the following Conclusion:

APIRG/25 & RASG-AFI/8 - Conclusion 4/01: Online mechanisms and tools to collect safety data and monitor status of implementation of Safety and Air Navigation targets

That, to avoid duplication of efforts and ensure the harmonization with the existing tools, the online mechanism and tools, being developed by AFCAC to collect safety data and monitor status of implementation of Safety and Air Navigation targets, should to the extent possible, be simple and user-friendly and complement or supplement other existing mechanisms and tools developed by ICAO or other stakeholders for the same purpose without duplication.

2.3 High level outcome of the 41st Session of ICAO Assembly

- 2.3.1 The meeting was presented with an overview of the outcome of the 41st Session ICAO Assembly held from 27 September to 7 October 2022, in Montreal, Canada. The meeting noted with satisfaction that the 41st Session of the Assembly elected its first ever female President, the Director General of Civil Aviation of South Africa, Ms. Poppy Khoza. The meeting also noted with satisfaction that the ICAO Council President recognized Côte d'Ivoire and Ethiopia significant progress in improving safety and security oversight systems by awarding them with Council President Certificates.
- 2.3.2 The meeting further noted with satisfaction the election of Egypt, Equatorial Guinea, Ethiopia, Ghana, Mauritania, Nigeria, South Africa and Zimbabwe to serve on the ICAO Council; and expressed its gratitude to all the States that supported the African States in this election.
- 2.3.3 Regarding Aviation Safety and Air Navigation Capacity and Efficiency, the 41st Session of the Assembly endorsed the latest editions of ICAO's Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP). The endorsement of the latest editions of ICAO's GASP and GANP will bring the aviation community together around common targets and pathways to achieve an agile, safe, secure, sustainable, high-performing and interoperable global air transport system. The Assembly also endorsed the Safety Stream recommendations from ICAO's High-Level Conference on COVID-19. In line with the above, the meeting formulated the following:

APIRG/25 & RASG-AFI/8 - Conclusion 4/02: Alignment of regional Plans and Programmes on the latest editions of ICAO's GASP and GANP

That to foster regional progress on key priorities and challenges, regional Programmes and Plans should be aligned on the provisions of the latest editions of ICAO Global Plans (GASP and GANP).

2.3.4 The meeting also noted with satisfaction that the Assembly endorsed the new ICAO Implementation Support Policy which will enhance efforts to assist States to implement the international standards contained in the nineteen Annexes to the Convention on International Civil Aviation. The meeting was informed that the 41st Assembly recognized the need to better support regional aviation safety organizations and accident investigation bodies, through more sustainable funding and legal frameworks.

2.4 Definition of the Africa -Indian Ocean (AFI) Region

2.4.1 The meeting recalled that in 2020, the Africa-Indian Ocean (AFI) Planning and Implementation Regional Group (APIRG) and Regional Aviation Safety Group (RASG-AFI) noted that the definition of the Africa-Indian Ocean Region (AFI) as per the ICAO Doc 8144, *Directives to Regional Air Navigation Meetings and Rules of Procedure for their Conduct Regional Air Navigation Plans*, was no longer aligned with their actual geographical area of coverage, and identified the need for the ICAO Council to address this issue.

2.4.2 The meeting noted that following a review of the APIRG and RASG-AFI Report, the Council had requested the Secretary General to expedite the development of a solution to ensure clarity and facilitate coordination among stakeholders for effective implementation of programmes, mechanisms and initiatives in the AFI Region.

2.4.3 To support this process, the Secretariat presented a working paper providing background information on the alignment of the areas of applicability of the SUPPs with those of the ANPs by ICAO, as a result of Recommendation 6/11 of the Twelfth Air Navigation Conference (ANConf/12, 2012). **Appendix 2B** to this report shows the aligned areas of applicability of the ANPs and the SUPPs together with the associated PIRGs.

2.4.4 The Secretariat also provided a list of mechanisms, programmes and initiatives and related documents, referring to the AFI Region which are being implemented in the region by AFCAC, AUC, ICAO and Industry, and their respective geographical areas of applicability (**Appendix 2B-bis** refers). Some of these programmes/initiatives are applicable to all African States, while some other programmes/initiatives are only applicable to the Western and Central African (WACAF) and Eastern and Southern African (ESAF) States.

2.4.5 Following discussions, the meeting appointed a small group of participants to provide guidance on the way forward, which would serve as a framework for the proposal to the ANC and thereafter to the Council. The meeting highlighted that proper coordination will be required with States, International and Regional Organizations and other role players.

2.4.6 In order to contribute to the development of a solution, the meeting agreed that the definition of the geographical area of applicability of APIRG and RASG-AFI should be based on the areas of accreditation of the ICAO ESAF and WACAF Offices. The consequential amendments will need to be identified, throughout the ICAO Provisions and other regional documentation, to ensure harmonization. The meeting recommended that the Secretariat coordinate with the AFI Group prior to presentation of the proposal to the ANC and Council, to ensure regional harmonization. The following conclusion was therefore formulated:

APIRG/25 & RASG-AFI/8 - Conclusion 4/03: New Designation of the Air Navigation Area covered by APIRG and RASG-AFI

That in developing the new definition of regional air navigation area covered by APIRG and RASG-AFI, the Secretariat should consider the following:

- a) **The definition be based on the area of accreditation of the ICAO ESAF and WACAF Offices;**
- b) **Name change for the APIRG and RASG-AFI and some programmes and initiatives currently referring to the term AFI, in order to avoid confusion with its general use to mean the ICAO Africa-Indian Ocean Region; and**
- c) **A consultation with the AFI Group prior to the presentation to the ANC and Council, to ensure regional harmonization.**

AGENDA ITEM 3: APIRG AND RASG-AFI COORDINATION

3.1 Outcomes of the APIRG and RASG-AFI Coordination Task Force (ARC-TF/5) Meeting

- 3.1.1. The meeting noted the outcomes of the ARC-TF/5 and recognized the efforts of the APIRG and RASG-AFI Chairpersons and Secretaries leading to the successful coordination and reporting to the ANC and the ICAO Council. However, the meeting recommended that the Secretariat consider scheduling coordination activities in the annual work programmes sufficiently ahead of the plenary meeting for timely consideration of matters pertaining to common areas.
- 3.1.2. The meeting reviewed as proposed by the ARC-TF/5, the allocation of tasks as well as areas of common interest between APIRG and RASG-AFI. The amendments were mainly induced by the restructuring of the RASG-AFI Safety Support Teams. The Meeting therefore endorsed the updated common areas (see **Appendix 2C**).
- 3.1.3. Regarding the coordination of APIRG and RASG-AFI Annual Reporting, the meeting was briefed on the challenges encountered in the coordination of the RASG-AFI Annual Safety Report Team (ASRT) and the APIRG Air Navigation Reporting Team (AANRT) activities. The meeting urged the ASRT and the AANRT members to efficiently coordinate their activities in order to address the identified challenges and ensure timely publication of the ASRT and AANRT reports.

Enhancements of APIRG and RASG-AFI Structure

- 3.1.4. The meeting recalled that the Council established Terms of Reference that serve as a global basis for PIRGs/RASGs activities which may be further expanded by each PIRG/RASG, as appropriate, to maintain the flexibility and efficiency of their work.
- 3.1.5. With the experience gained by hosting the APIRG and RASG-AFI back-to-back, the meeting agreed that in view of the high number of common areas and subsequent coordination layers, it may be necessary to establish a small group to study the feasibility of combining APIRG and RASG-AFI into a single entity in the future, as discussed in 2019 during APIRG/22.
- 3.1.6. It was proposed to form a small group consisting of APIRG and RASG-AFI members to work remotely under the leadership of the Secretaries and in close coordination with the Chairpersons to study the feasibility of combining APIRG and RASG-AFI and submit the result to the next meeting of the groups for consideration. The meeting therefore formulated the following Decision:

APIRG/25 & RASG-AFI/8 - Decision 4/04: Enhancement of APIRG and RASG-AFI Structure

That, to enhance the efficiency of APIRG and RASG-AFI activities, the Secretaries of the two groups to coordinate with the Chairpersons and the ARC-TF supported by a small group, to study the modalities of an integrated approach to APIRG and RASG-AFI in combining them into one entity. The study will consider all the options available and identify the actions to be taken; and present their proposal to the next meetings the groups.

3.2. Status of Implementation of the AFI Safety and Air Navigation Targets

3.2.1. AFCAC presented to the meeting the status of implementation of the revised Abuja Safety and Air Navigation targets up to June 2022 (Figure 1). The meeting noted the need for increased allocation of resources towards implementation of Air Navigation related targets. The meeting whilst recommending the alignment of targets with ICAO GASP and GANP, requested AFCAC to promote efficient allocation of resources and simplify the monitoring process.

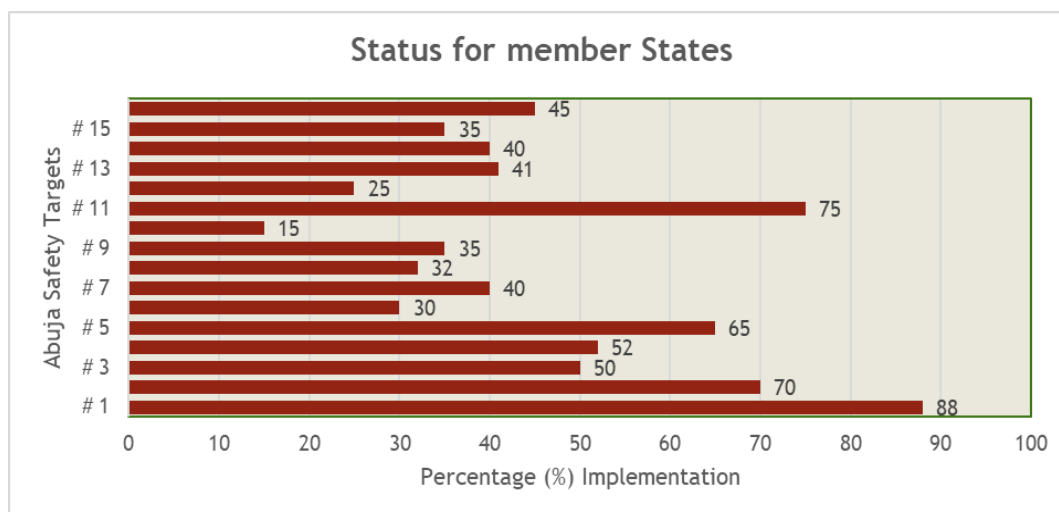


Figure 1: Status of Implementation of the AFI Safety and Air Navigation Targets by Member States

Alignment of the Abuja Safety targets and Air Navigation targets with the GASP and the GANP

3.2.2. It was recognized that while the ICAO Global Aviation Safety Plan (GASP) sets Goals, Targets and Indicators that are applicable to all 193 Member States, the safety performance of RASG-AFI States continues to refer to the outcome of the Ministerial Conference on Aviation Safety in Africa held in Abuja, Nigeria, in July 2012 which included the Aviation Safety Targets and Action Plan for Africa and the Abuja Declaration on Aviation Safety in Africa. Most of the targets have become obsolete, such as the 60% EI established in 2012 as an aspirational target for safety oversight that has since elevated to 75% by the 2020-2022 Edition of the GASP. The RASG-AFI Annual Safety Report also continues to address the implementation anchored on the Abuja Safety Targets, to which Air navigation service targets have been incorporated.

3.2.3. In view of the evolution of the global performance framework since 2013, the meeting acknowledged that reference to Abuja targets for regional goals should be revisited and updated to ensure alignment with the current GASP and GANP goals and targets and global requirements to be met by all States. This should avoid maintaining a double standard approach for States and the region. The meeting therefore formulated the following conclusion:

APIRG/25 & RASG-AFI/8 - Conclusion 4/05: Evaluation of the Abuja Safety Performance Framework, updating of the Abuja Safety Targets and incorporation of the Air Navigation Services Targets.

That, to provide the region with an appropriate aviation safety and air navigation capacity and efficiency performance framework, AFCAC in collaboration with the ICAO Regional Offices and all the relevant stakeholders to:

- a) Carry out an evaluation of the Abuja Safety Performance Framework adopted by the Ministerial Conference on Aviation Safety in Africa (16 – 20 July 2012), including the Abuja Declaration, Targets and Action Plans, in light of the ICAO safety related provisions as contained in Annex - 19 (Safety Management) and the evolution of ICAO Global Aviation Safety Plan (GASP, Doc 10004) and Global Air Navigation Plan (GANP, Doc 9750);**
- b) Develop recommendations for amendment proposals to the current safety performance framework to ensure that an appropriate common aviation safety performance framework is adopted for use by Member States. Such recommendations should include a proposal for the approval process to be applied, taking due account of the African Union mechanisms; and**
- c) Organize a validation workshop on the report on the evaluation called upon in a) above prior to being coordinated with relevant Regional Aviation Commissions, RASGs, PIRGs and other key stakeholders.**

PART III:

**TWENTY-FIFTH MEETING OF THE
AFRICA-INDIAN OCEAN PLANNING
AND IMPLEMENTATION REGIONAL
GROUP (APIRG/25)**

AGENDA ITEM 1: ADOPTION OF THE AGENDA AND WORK PROGRAMME

1.1. The APIRG/25 meeting was chaired by Mr. Tobiasz Gunzel (Namibia), Chairperson of the APIRG. Mr. Prosper Zo'o Minto'o, Regional Director, ICAO Western and Central African Office, Dakar, served as Secretary to the meeting.

1.2. The agenda adopted by the meeting is provided in **Appendix 3A** to this Report.

AGENDA ITEM 2: FOLLOW-UP ON APIRG/24 MEETING CONCLUSIONS AND DECISIONS AND REVIEW OF THE OUTCOMES OF THE APCC/7 MEETING

2.1 Review of the status of the implementation of the APIRG/24 Conclusions and Decisions

2.1.1 The meeting was presented with information on the status of implementation of the Conclusions and Decisions adopted by the APIRG/24 meeting. The meeting noted the progress made and activities undertaken by the Secretariat, States and Stakeholders on the implementation of Conclusions and Decisions adopted by the APIRG/24 meeting as indicated in the following Figure.

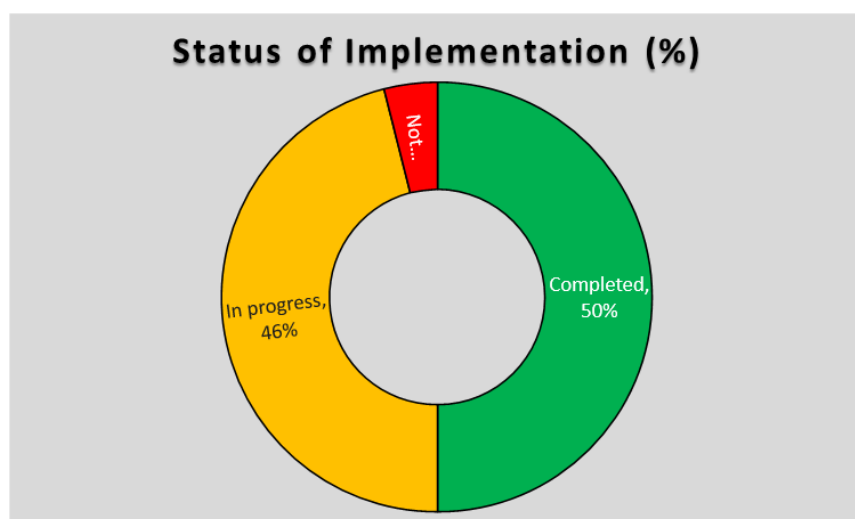


Figure 2: Status of implementation of the APIRG/24 Conclusions and Decisions

2.1.2 The meeting urged States and all the stakeholders to enhance their cooperation and their support to the implementation actions to enable the completion of the outstanding Conclusions and Decisions. Furthermore, the meeting requested the Secretariat to update target dates for all APIRG/24 Conclusions and Decisions that have exceeded the agreed timelines.

2.2 Review of the outcomes of APCC/7 meeting

2.2.1 The meeting was informed that the Seven Africa-Indian Ocean Planning and Implementation Regional Group Projects Coordination Committee (APCC/7) meeting, held virtually on 20 October 2022, was chaired by Mr. Tobias Günzel (Namibia), Chairperson of the APIRG, supported by Mrs. Paule Assoumou Koki (Cameroon), Vice Chairperson of APIRG. Mr. Prosper Zo'o Minto'o, Regional Director, ICAO WACAF and Secretary of APIRG, served as the Secretary of the meeting with the support of Mr. Barry Kashambo, Regional Director ICAO ESAF.

- 2.2.2 The meeting acknowledged the work of the APCC/7 in reviewing the reports of the fifth meetings of the AAO and the IIM Subgroups. The meeting further recognized and appreciated the work done by the APCC in discussing the outcomes of the Subgroups to be brought to APIRG for consideration, and in providing guidance for their finalization.
- 2.2.3 The meeting requested the secretariat to expedite the operationalization of the AANDD tool and the States and organizations to actively participate in the Air navigation deficiencies management related activities.
- 2.2.4 The meeting acknowledged the status of the development of the Annual Air Navigation Report. The meeting discussed challenges encountered by the Annual Air Navigation Report Team to gather data from States and stakeholders. In recognizing the dedication of the Team, the meeting urged the latter to finalize the report and all the stakeholders to provide the required information to enable the publication of the report by 30 December 2022.

AGENDA ITEM 3: IMPLEMENTATION OF AIR NAVIGATION GOALS, TARGETS, AND INDICATORS, INCLUDING THE PRIORITIES SET IN THE REGIONAL AIR NAVIGATION PLAN

3.1. Outcome of the Fifth meeting of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO/SG5)

- 3.1.1. The meeting was informed that the Fifth Meeting of the APIRG Airspace and Aerodrome Operations Subgroup (AAO/SG5) was held virtually, from 23 to 26 August 2022 and was attended by one hundred and forty-two (142) participants from AFI States and International Organizations.

Review of the APIRG Conclusions/Decisions of APIRG/24 meeting applicable to AAO/SG

- 3.1.2. The meeting was informed of the Status of implementation of Conclusions and Decisions pertaining to the mandate of the AAO Sub-group, noted progress made and urged States and organizations to ensure expeditious closure of the open items.

Achievements in Airspace and Aerodrome Operations

- 3.1.3. The achievements in the airspace and aerodromes operations were presented to the meeting. The meeting appreciated the work being done and encouraged the subgroup to continue with the progressive approach to its work and activities.

Identification and implementation of applicable ASBU Elements

- 3.1.4. The meeting noted that the Subgroup considered a performance-based approach, concept and criteria in identifying ASBU elements applicability in the region. The meeting therefore agreed that the ASBU elements identified by the AAO Subgroup (See Appendices 3D) are applicable to the region. The meeting recommended more workshops to enhance States Experts' awareness in the development and implementation of national implementation air navigation plans. Regarding the ASBU data collection tool, the meeting was updated on the Excel-based template which is meant to be used temporarily awaiting full transition to an automated online platform.

Planning and implementation by States and Stakeholders

3.1.5. The meeting acknowledged the work done through the project team approach and urged the subgroup to pay more attention to any areas that might be slowing down

Development of the Regional ATM Master Plan (AAMP)

3.1.6. The meeting noted the progress made towards the development of the Regional ATM Vision 2045, the Future Regional Concept of Operations (CONOPS) and the Regional ATM Master Plan (AAMP). The meeting was further informed that the remaining tasks related to development of the ATM Master Plan, will be completed by June 2023.

Review of the Regional ATM Contingency Plan (AFI ATM CP)

3.1.7. The meeting was informed that the Regional ATM Contingency Plan (ATM CP) had been reviewed to incorporate the lessons learnt since the publication of the second edition. The meeting also noted the updated contact details of State/FIR ATM Contingency Plan Focal Points. The meeting further noted the need for a tabletop exercise to be carried out to test the plan, ensure its robustness and efficiency, and recommended its completion by 31 December 2023.

3.1.8. The meeting requested the Secretariat to coordinate as appropriate in determining the FIR within which the tabletop exercise will be conducted and make arrangements for ATM experts from other FIRs to participate in the exercise. The meeting therefore formulated the following Conclusion and Decision:

APIRG/25 Conclusion 25/01 - Adoption of the third edition of the Regional ATM Contingency Plan (ATM CP)

That the third Edition of the Regional ATM Contingency Plan in Appendix 3B be adopted by States in order to facilitate the improvement and implementation of contingency arrangements in the Region.

APIRG/25 Decision 25/02 - Effectiveness of the Regional ATM Contingency Plan (ATM CP)

That, to ensure the effectiveness of the ATM CP,

- a) **The Regional Contingency Plan Coordination Team (CCT) to conduct a tabletop exercise by 31 December 2023; and**
- b) **The Secretariat to coordinate with the Regional ATM Contingency Plan Coordination Team in determining the FIR within which the tabletop exercise will be conducted and make arrangements for ATM experts from other FIRs to participate as observers in the exercise.**

Regional Free Route Airspace (FRA)

3.1.9. The meeting was informed of the virtual meetings that had been taking place by the three clusters i.e Western & Central Africa, Southern Africa, and Eastern Africa aimed at harmonization of implementation of the FRA in the region.

3.1.10. The meeting also noted the face-to-face meeting which took place from 24 to 28 October 2022 in Mauritius. The objective of this meeting was to review the level of preparedness at regional level and agree on the implementation date as guided by the proposed roadmap.

3.1.11. The meeting was further presented with a detailed report of the GAP analysis conducted by the Regional FRA Project Management Team and noted the progress made towards the implementation of Free Route operations in the regional airspace.

3.1.12. In addition, the meeting took note of the completion of the 2nd Edition of the Regional FRA Concept of Operations (CONOPS) which incorporated a standardized template for the publication of FRA. The meeting therefore formulated the following conclusion:

APIRG/25 Conclusion 25/03 - Implementation of the Free Route Airspace (FRA)

That, to standardize FRA Implementation in the region:

- a) **The FRA CONOPS 2nd Edition (Appendix 3C to this Report), which introduces the standardized FRA publication template, is endorsed; and**
- b) **States that have implemented FRA are encouraged to share lessons learnt from their experience**

Outcome of the first AAIG Air Transport Sustainability Laboratory

3.1.13. The meeting noted the outcome of the first African Aviation Industry Group (AAIG)¹ Air Transport Sustainability Laboratory (LAB) convened by AFRAA from 27th June to 1st July 2022 with the view to enhancing aviation sector sustainability and reversing the downtrend in Africa's global market shares which changed from 3.5% to 2.5% in four decades, while African airlines' contribution of 45% in the early 1980s plummeted to 20% in 2019.

3.1.14. The LAB produced a set of roadmaps for five projects addressing Air Transport sustainability in Africa, namely, (i) Taxes (customs and fuel); (ii) High Taxes and Charges; (iii) Navigation – Free Route Airspace (FRA); (iv) SAATM; (v) Partnerships – Airlines and Tourism Bodies to improve intra-Africa tourism. The meeting particularly noted that the LAB FRA roadmap that is a contribution to support the implementation APIRG Regional Project Management Team (PMT) Roadmap, suggested the use of tools such as the CANSO ATFM Data Exchange Network for Americas (CADENA) to trigger FRA implementation through trials along various trajectories for city pairs submitted by airspace users, in the PMT framework.

ARMA RVSM and Operational Safety

3.1.15. The meeting noted with concern the emerging trend affecting safety in the Regional RVSM airspace associated to the allocation and use of FL420 by aircraft operating outside the RVSM airspace.

3.1.16. To ensure operational safety and address the items in a coordinated manner, the meeting formulated the following conclusions:

APIRG/25 Conclusion 25/04 - Improved safety in the Regional RVSM Airspace

That, to enhance continued RVSM airspace safety within the region:

¹ AAIG membership comprises AFRAA, IATA, AASA, CANSO, and ACI-Africa.

- a) **States prohibit the allocation to, and use of FL420 by any aircraft considering the associated safety risks; and conduct activities intended to raise awareness among Air Traffic Controllers, Pilots and AIM personnel on this critical issue; and**
- b) **ARMA to conduct annual workshops for the RVSM National Project Managers (NPM).**

3.1.17. The meeting further noted that although States had nominated Focal Points for RVSM there was need to provide alternates to the State Focal points especially specific subject matter experts who would support the coordination with ARMA. The meeting formulated the following:

APIRG/25 Conclusion 25/05: Nomination of State RVSM Subject Matter Focal Points

That, to improve coordination between ARMA and States, the Secretariat to coordinate with States for submission of alternate RVSM subject matter Focal Points to support the NPM by 31 March 2023.

AFI SSR Code Allocation and Assignment Review (ASCAAR) project

3.1.18. The meeting was presented the report of the successful implementation of the SSR code management plan for the four Performance Areas (PA) adopted for implementation of the project. A way forward was presented to the meeting that noted that the ASCAAR project had come to fruition and could successfully be concluded. The meeting recommended that as part of monitoring of implementation, a questionnaire be sent to States for follow up purposes.

3.1.19. The meeting proposed that future allocation and assignment of SSR Codes be conducted after an agreed period preferably three years of implementation of the Code Management Plan and following the completion of air traffic flow data statistics and analysis. The meeting therefore formulated the following conclusion:

APIRG/25 Conclusion 25/06: Conclusion of the Regional SSR CMP

That, following the successful implementation of the Regional SSR Code Management Plan (SSR CMP), the ASCAAR Project established by APIRG be closed.

ATS Competency Study

3.1.20. The meeting was presented with the results and recommendations of the ATS Competency study as follows:

- a) States to identify differences in training programmes and develop a mechanism to harmonize training and abridging programmes.
- b) States to develop a plan for accelerating training on emerging issues in the region through industry stakeholders. Key training topics among emerging issues are CISM, human factors (HF), threat and error (TEM) management; and
- c) States to incorporate abridging programmes, OJT, recurrent and continued proficiency evaluation as per ICAO Doc 10056 in their training programmes.

Noting that the study had been completed, the meeting formulated the following Conclusion:

APIRG/25 Conclusion 25/07: Conclusion of the ATS Competency Study

That, following the successful conclusion of the Study on ATS Competency in the region, the report as presented be implemented by States and the study concluded.

Civil/Military Cooperation and Coordination

3.1.21. The report on Civil/Military Cooperation and Coordination indicated slow progress in the implementation of the provisions of ICAO Doc 10088. However, the meeting was briefed on the experience shared by the Democratic Republic of Congo (DRC) on implementation issues. The State summarized its experience in two main periods, namely the historical era of cooperation before the formalized MOC and the period after the signing of the MOC. That experience enabled the State to implement best practices as recommended by ICAO. The meeting therefore formulated the following Decision:

APIRG/25 Decision 25/08: Enhancement of the Regional Civil/Military Cooperation and Coordination

That, to continue the promotion of Civil - Military cooperation in the region,

- a) **The Secretariat to organize two Civil/Military cooperation workshops/seminars by December 2023 and urge States to ensure the participation of appropriate senior military officials; and**
- b) **States to coordinate with their Military authorities to nominate Military Focal Points to facilitate Civil/ Military Cooperation, Collaboration and Coordination.**

AFI ATM Summit

3.1.22. The meeting recalled the APIRG Conclusion 22/35 (c) on the seamless Air Traffic Management, which requested ICAO Regional Offices to consider hosting the Air Navigation Summit on seamless ATM System for the region.

3.1.23. The meeting noted the importance of the CDM approach and process adopted by the team. The approach to system and infrastructure investment through various strategies including communication, navigation and surveillance (CNS) was emphasized as necessary for a harmonized and interoperable seamless Air Traffic Management system. The meeting formulated the following Conclusion:

APIRG/25 Conclusion 25/09: Regional ATM Summit

That, to implement a harmonized, interoperable and seamless Air Traffic Management (ATM) systems in the region, the Secretariat to coordinate with relevant stakeholders for the convening of an ATM Summit by December 2024.

GRF implementation and monitoring

3.1.24. The meeting was presented the status of implementation of the Global Reporting Format for runway surface conditions (GRF) which at the time of the meeting was 59% of AFI States. The meeting urged States to ensure full implementation of GRF and address any challenges that are hindering the progress.

Aerodrome Certification Status in the region

3.1.25. The meeting was updated on the status of aerodromes certification in the region which is at 33.1 %. The meeting encouraged States to address the identified key challenges slowing down the progress of Aerodrome Certification in the region. These challenges are the inadequate training and qualification of aerodrome experts, the cost of the certification activities, and organizational issues. The meeting recommended the Secretariat to continue monitoring with States for appropriate implementation of agreed actions.

Training and Qualification of Aerodromes technical staff (regulator and airport operators) Project Team Report

3.1.26. The meeting was informed of the progress made by the project team including carrying out a survey to States. It was reported that 37.5% of the States and three Training Organizations had responded to the survey questionnaire sent by the Project team, in spite of the response time being extended by two months to allow more information to be submitted.

Development of the Regional eANP Volume III

3.1.27. The meeting was informed that considering the latest edition of the GANP and the applicable ASBU elements identified for AOP and ATM/SAR for the Region, the AAO Subgroup provided relevant inputs to the draft volume III of the Regional eANP.

Reporting of Air Navigation Deficiencies

3.1.28. The meeting urged the Subgroup to continuously report on air navigation deficiencies as provided for by the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies approved by the Council of ICAO.

Implementation challenges of the AAO Sub-group

3.1.29. The meeting noted that the challenges encountered by the Sub-group in achieving its objectives included the lack of participation and commitment of States' experts, the unavailability of data from States and Industry and the lack of reporting to the Secretariat. The meeting urged States and international organizations to take relevant steps to address the challenges.

Review of the Terms of Reference and Work Programme of the AAO Sub-group

3.1.30. The meeting was informed that the AAO/SG reviewed its Terms of Reference and noted that there were no proposed amendments. The meeting also considered the proposed AAO/SG future work programme, including activities and meetings.

3.2. Outcome of the Fifth meeting of the APIRG Infrastructure and Information Management Sub-Group (IIM/SG5)

3.2.1. The fifth meeting of the APIRG Infrastructure and Information Management Sub-Group (IIM/SG5) was held virtually from 26 to 29 August 2022. Two hundred twenty-six (226) participants from thirty-eight (38) States and Organizations attended the meeting. The meeting discussed ten (10) agenda items as reflected in Appendix 1 to the IIM/SG5 Report, deliberated on and adopted eighteen (18) draft Conclusions/Decisions.

Status of the implementation of Conclusions and Decisions of the APIRG/24 Meeting applicable to IIM/SG

3.2.2. The meeting was updated on the status of the implementation of the APIRG/24 Conclusions and Decisions applicable to the IIM/SG and urged States/Organizations to embark on the effective implementation of these outstanding issues.

Identification of ASBU elements applicable to the region

3.2.3. The meeting agreed that ASBU elements that are essential and related to Standards and recommended practices (SARPs) should apply to the region. Details of the ASBU elements applicability assessment in each area of AIM, MET, and CNS were discussed and are provided in the IIM/SG5 Report. The following Conclusion was therefore formulated accordingly.

APIRG/25 Decision 25/10: Adoption of the ASBU Elements applicable to the region

That, to align the Regional Air Navigation Plan to the Sixth Edition of the GANP, the ASBU elements, as identified in the Appendix 3D to this Report, are endorsed.

ASBU data collection tool and Status of implementation of applicable ASBU elements

3.2.4. The meeting was informed on the initiative undertaken by the Secretariat to develop a framework to be used to collect data from States on the status of implementation of the ASBU elements. This process started with the design of an Excel based data collection template to be filled manually by States and forwarded to the ICAO Regional Offices for compilation. States were urged to use the Excel template to report the status of planning and implementation of ASBU Elements to the ICAO Regional Offices, through their National Coordinators for Planning and Implementation (NCPI), until the online platform under development by the Secretariat is finalized. The Meeting agreed on the following conclusion.

APIRG/25 Conclusion 25/11: Collection of data and reporting on ASBU implementation

That, to update the status of implementation of ASBU elements, and to ensure continuous and regular data-driven reporting in the region:

- a) **States to fill up the data collection template presented in Appendix 3E, to this Report, and submit quarterly reports to the ICAO Regional Offices on the status of planning and implementation of ASBU elements, using the Excel template until the development of the online platform is completed; and**
- b) **The Secretariat expedite the completion of the development of the online platform aiming to replace the Excel template for data collection and reporting.**

Challenges faced by the IIM/SG in the implementation of Projects.

3.2.5. The meeting discussed the challenges encountered by the IIM/SG in carrying out project development and implementation tasks. Challenges include among others, the lack of States responses to survey questionnaires, the low level of support provided to the project teams Coordinators and Experts in inducting them on their roles as well as expectations, the lack of participation of designated experts from different States and the language barrier. The meeting agreed on the following decision to improve the effective operation of the IIM/SG projects.

APIRG/25 Conclusion 25/12: Improvement of the effectiveness of the APIRG Projects

That, to improve the effectiveness of the APIRG Projects:

- a) **The Secretariat be urged to reinforce its coordination and support to Project Teams; and**
- b) **The Secretariat in coordination with States and Organizations to review and update the list of Project Teams' members by 31 December 2022.**

Alignment of the IIM/SG Projects to the 6th Edition of the GANP

3.2.6. The meeting noted the alignment of IIM projects with the 6th Edition of the GANP, including the review of the IIM project documents and the identification of the GANP ASBU elements applicable to AIM, CNS and MET projects as well as the Key Performance areas and indicators related to the projects. Project documents were therefore revised and updated accordingly.

APIRG/25 Decision 25/13: Alignment of the APIRG Projects to the 6th Edition of the GANP

That:

To promote the implementation of the ASBU elements applicable to the Region, the related APIRG Projects references be aligned with the GANP 6th edition groups, threads and elements as provided in Appendices 3F to this Report.

AFI Plan AIM Results-Based Implementation Support (RBIS)

3.2.7. The meeting was informed that the scope of the project "AIM Results-Based Implementation Support (RBIS) for the region" initiated in 2019, under the Comprehensive regional implementation plan for aviation safety in Africa (AFI Plan), to expedite the support to States in implementing QMS, AIXM and e-TOD had been reframed to cover the deliverables expected from the three AIM projects of the IIM/SG not showing significant progress so far. Consequently, the meeting agreed to close the activities of the concerned AIM Projects, to avoid duplication of efforts. The meeting formulated the following decision.

APIRG/25 Decision 25/14: Termination of the IIM projects teams activities on AIM/1, AIM/2 and AIM/3

That, considering the AFI Plan "AIM Results-Based Implementation Support (RBIS) for the region" project whose scope covers the deliverables of the following AIM projects, and to avoid duplication of efforts, the activities of the said projects are terminated:

- a) **AIM/1 - Assessment and development of QMS applied to AIM in States;**
- b) **AIM/2: Implementation of Aeronautical Information Exchange Systems (AIXM); and**
- c) **AIM/3 - Implementation of the provision of electronic terrain and obstacle data (e-TOD).**

3.2.8. It was however noted that the scope of the AIM RBIS Project covers partially the element DAIM-B1/1 and fully the elements DAIM-B1/2, DAIM-B1/3 and DAIM-B1/4. For the remaining ASBU elements in AIM, the meeting agreed, through the following Decision, the development of new projects:

APIRG/25 Decision 25/15: Adoption of the Projects AIM/4 and AIM/5

That, to assist States in the improvement of the quality of Aeronautical information, and the implementation of aerodrome mapping and instrument flight procedure data sets, the following AIM Projects, as described in Appendices 3G and 3H, are adopted:

- a) **IIM/SG AIM/4 Project 4 – Monitoring of Aeronautical information quality and Improvement of NOTAM; and**
- b) **IIM/SG AIM/5 Project 4 – Implementation of Aerodrome mapping data sets and Instrument flight procedure data sets**

IIM Projects activities related to cyber resilience in the region

3.2.9. The meeting discussed the achievements of IIM regional Project COM5 related to Cyber Security and Resilience for the Air Navigation Service and noted that the ANS Cyber resilience regional framework was developed in consideration of the Aviation Cybersecurity Strategy and the proven cybersecurity standards and frameworks (ISO 27000 series, NIST, etc.). The project has listed and kept up to date available trainings as well as workshops/webinars on cybersecurity of air navigation services and aviation in general aiming at promoting the cybersecurity culture in the Region. The following conclusion was formulated:

APIRG/25 Decision 25/16: Support to the APIRG Projects activities related to cyber resilience in AFI Region

That, to increase States/Organizations' technical personnel awareness in cyber securing ANS systems, ICAO through the APIRG mechanism should strengthen its support to activities aimed at raising awareness of ANS Cyber resilience, in coordination with the industry, through webinars/workshops/seminars on Cyber resilience of ANS systems for the region.

Reframing of the IIM MET Projects

3.2.10. The meeting recalled the APIRG Decision 24/25 calling for the IIM MET Project 1 to assist States in the implementation of Aeronautical Meteorology Personnel competency standards in the region, discussed and agreed on the creation a new project to consistently carry out the activities related to the implementation of competency standards in the region.

3.2.11. Furthermore, the meeting noted with concerns, the issues raised by AFI RODBs quarterly reports regarding the low level of the availability of OPMET data in the region and complains of the end-users concerning the lack of OPMET data in some aerodromes of the region. Given that the unavailability of OPMET data is recurrent in the region and constitutes a source of safety risks for aviation, the meeting agreed to put in place a mechanism to address sustainably the lack of operational MET data through the APIRG Project Approach by developing a Project to assist States in addressing the long-standing deficiencies related to the availability of the OPMET data in the region. The following decision was formulated:

APIRG/25 Decision 25/17: Adoption of IIMSG MET Project 4 and MET Project 5

That, to assist States in the implementation of Aeronautical Meteorology Personnel competency standards, and to address in a sustainable manner, the long-standing deficiencies related to the availability of the OPMET data in the Region, the IIM MET Projects, as described in Appendices 3I and 3J to this Report, are endorsed:

- a) **IIMSG MET Project 4 – Aeronautical Meteorology Personnel competency standards; and**
- b) **IIMSG MET Project 5 – Removing deficiencies in OPMET data availability in the Region.**

First Meeting of Regional Volcanic Ash Exercise Steering Group (VOLCEX/SG)

3.2.12. The meeting discussed outcomes of the first meeting of the Regional VOLCEX/SG held virtually on 5 July 2022 to review the report of the first AFI volcanic ash exercise (VOLCEX 21/01) conducted in November 2021 by Cabo Verde as the Exercise Leader State. The meeting commended the work done by Cabo Verde and the Steering Group and agreed that the decisions contained in the report guide the preparation and conduct of the second exercise Regional Volcanic Ash Exercise to be conducted in 2023. Accordingly, the meeting formulated the following Decision:

APIRG/25 Decision 25/18: Outcomes of the First Meeting of Regional Volcanic Ash Exercise Steering Group

That, the Decisions of the first meeting of the Regional Volcanic Ash Exercise Steering Group held virtually in July 2022 and contained in Appendix 3K to this Report, is endorsed and should be considered in preparation for the second Regional Volcanic Ash Exercise to be conducted in 2023.

States National Coordinators for Planning and Implementation (NCPIs) and Technical Focal Points (FPs)

3.2.13. The meeting recalled the Conclusion 24/22 of the APIRG/24 meeting which called States to nominate Experts for the coordination of APIRG and its subsidiary bodies activities. The meeting noted that several States have not yet nominated the experts as NCPIs and FPs in Air navigation related areas. The meeting also discussed the Terms of Reference for the NCPIs and the FPs, which provide details on the role and responsibilities of the nominees. The meeting agreed on the following Conclusion:

APIRG/25 Decision 25/19: Role and responsibilities of States National Coordinators for Planning and Implementation and Technical Focal Points

That, to strengthen the APIRG and its subsidiary bodies activities, the terms of reference of the National Coordinator for Planning and Implementation (NCPI) as well as focal points in APIRG disciplines is endorsed as provided in Appendix 3L to this Report.

The Fifth Meeting of the African ANSPs

3.2.14. The meeting was provided with the outcome of the Fifth Meeting of African Air Navigation Service Providers (ANSPs) held in Lomé (Togo) from the 28 March to 1st April 2022. The meeting took note of the status of implementation of the conclusions and decisions of the previous meetings, the identified challenges encountered and proposed ways forward. The following Decision was formulated:

APIRG/25 Decision 25/20: Consideration of the outcome of the Fifth Meeting of the African ANSPs

That, to assist States in improving the provision of Air Navigation services and reinforce the collaboration amongst States/organizations, the Project Teams to consider the key outcomes of the Fifth Meeting of the African ANSPs held in March 2012 when revising and implementing the AFI Regional ANS Projects.

Interference to Radio Navigation Satellite Service

3.2.15. The meeting noted that the ITU Radiocommunication Bureau (RB) has been recently informed of a significant number of cases of harmful interference to the radionavigation-satellite service affecting receivers' onboard aircrafts and causing degradation or total loss of the service for passenger, cargo, and humanitarian flights. The meeting was reminded on the various initiatives taken by the ITU, the ICAO Council, the Air navigation Commission and APIRG and recommended States to take all the appropriate measures to protect the GNSS frequency band. The following Conclusion was formulated:

APIRG/25 Conclusion 25/21: Prevention of harmful interference to Radio Navigation Satellite Service Receivers in the 1559 – 1610 MHz frequency and mitigation of their impact

That, to ensure the safety, capacity, efficiency and continuity of aircraft operations using GNSS services, States shall endeavor to:

- a) **plan, conduct and monitor appropriate actions aiming at preventing harmful interferences or mitigating the risk of the impact of such interferences to the Radio Navigation Satellite Service Receivers in the 1559 – 1610 MHz frequency band; in coordination with service providers (Airlines, Air Navigation Service Providers, Aerodrome Operators, and all stakeholders operating in the aviation sector including Air Force units);**
- b) **sensitize the national Telecommunications Regulatory Authorities, on the risk incurred by the civil aviation industry; and**
- c) **provide feedback on actions taken to the ICAO Regional Offices.**

ICAO Position for ITU WRC- 23

3.2.16. ICAO Position on the International Telecommunication Union World Radiocommunication Conference 2023 (ITU WRC-23) Agenda Items of particular importance to civil aviation (1.1; 1.5; 1.17 and 9.1.5) was presented in detail and ICAO specific views on the other various Agenda Items recorded under each respective agenda items in particular agenda items 1.4; 1.6; 1.7; 1.10; 1.11; 1.12; 1.16; 4; 8; 9.1.1; 9.1.6 and 10. The meeting reiterated the necessity for States to support the whole ICAO Position at the WRC-23 as per State letter E 3/5-21/37 in the interest of the aviation frequency bands protection. The following Conclusion was formulated.

APIRG/25 Conclusion 25/22: Support to ICAO Position for ITU WRC- 23

That, in preparation of the ITU World Radiocommunication Conference 2023 (ITU WRC-23), Administrations/Organizations:

- a) **contribute, when possible, to the Frequency Spectrum Management Panel (FSMP) efforts to update the ICAO position to reflect the outcome of ITU-R studies and the concerns identified by the region;**
- b) **liaise with Sub Regional Telecommunication organizations such as the West African Telecommunication Regulators' Association, the Communication Regulators' Association of Southern Africa and where possible participate in the work of the African Telecommunication Union (ATU) and ITU-R; and**
- c) **work with national radio regulators to secure a national/regional position in line with ICAO's position.**

Interference issues related to the rollout of 5G

3.2.17. The meeting was briefed on the recent and ongoing rollout of 5G in the frequency band below the Radio Altimeter band at 4 200 – 4 400 MHz and the potential associated interference issues to Radio Altimeters that 5G base stations may cause has resulted in questions being asked to ICAO Secretariat, by aeronautical Regulators and others. The meeting noted that 5G rollout strategies in different States are different in terms of key parameters such as how close the frequency band used is to the Radio Altimeter frequency band and total transmitting power of the base stations. Hence the mitigatory strategies taken will need to be tailored to each specific situation.

Regional Navigation Infrastructure Strategy

3.2.18. In consideration of the Aviation System Block Upgrades (ASBU) Technology Roadmaps of the GANP, the meeting agreed to task the APIRG NAV Project to update the Regional Navigation Infrastructure Strategy through the rationalization of conventional Navaids and the update of the GNSS Strategy. The following decision was formulated.

APIRG/25 Decision 25/23: Update of the Regional Navigation Infrastructure Strategy

That, in accordance with the GANP Technology Roadmaps and in line with the outcomes of the regional independent Cost Benefit Analysis (CBA) for the introduction of SBAS, the APIRG Navigation Infrastructure Strategy should be developed to include the rationalization of conventional navigational aids and to update the GNSS regional strategy. The corresponding project document should be amended accordingly.

Support to Resource Mobilization for the implementation of SBAS in the region

3.2.19. The meeting recalled the funding requirements for the implementation of SBAS and requested the African Union Commission and AFCAC, in collaboration with ICAO, to support States' efforts to mobilize the resources needed for an effective implementation of SBAS in the region in compliance with the revised Regional GNSS Strategy. The following conclusion was formulated:

APIRG/25 Conclusion 25/24: Support of the African Union Commission to the implementation of SBAS in the AFI Region

That, to complement the AUC/AFCAC Cost-Benefit analysis on the introduction of GNSS/SBAS services in the region and provide States with a complete set of recommendations supporting their decision-making, AFCAC should initiate a study on the governance and institutional issues

related to SBAS in Africa, and facilitate the mobilization of required resources to support the effective implementation of SBAS in the region in accordance with the future revised Regional GNSS Strategy.

Air Navigation Deficiencies

Update on the implementation of the ANDD Tool

3.2.20. The meeting was updated on the operationalization of the Air navigation deficiency database (AANDD). The training workshop for focal points of States and Organizations was held from 23 to 24 November 2021, with the attendance of almost 100 experts from 15 ESAF States (62.5%), nine (9) WACAF States (37.5%), and from ANSPs and international Organizations.

3.2.21. The meeting was also informed that the deployment of the operational version of the platform has taken more time than expected due to some technical constraints. ICAO was urged to expedite this deployment to assist the region in carrying out the air navigation deficiencies management activities. The meeting urged States and Organizations that are yet to nominate AANDD Focal points to do so, and encourage all States and stakeholders involved in APIRG framework to engage in the management activities related to Air navigation deficiencies.

Activities to be coordinated with the RASG-AFI SSTs

3.2.22. There is no activity identified by the Sub-group that requires coordination with the RASG-AFI Safety Support Teams.

Recommendations/actions to be taken by ICAO Headquarters

3.2.23. The meeting agreed that the implementation of the “Conclusion 25/16 ‘Support to the IIM APIRG Projects activities related to the cyber resilience in region,’ necessitates actions from ICAO Headquarters.

Review of the Terms of Reference of the APIRG IIM/SG and Work Programme of the Sub-Group

3.2.24. The meeting was informed that the IIM/SG5 reviewed its ToRs and did not find any required amendments. The meeting was provided with the Sub-Group future programme.

3.3. AFI Airspace Monitoring

AFI and MID Region LHD – 2022

3.3.1. The meeting took note with concern of the report on the continued coordination failure with the State of Yemen in the MID region. Acknowledging the need for urgent address of the matter and arrest the situation, the meeting formulated the following conclusion:

APIRG/25 Conclusion 25/25: Elimination of Coordination failure events with the MID region

That, to eliminate the continued events of coordination failure with the State of Yemen:

- a) **The Secretariat to coordinate with the MID region to engage the concerned States to identify the root causes of the coordination failure and provide mitigation measures;**

- b) **States to adopt the LHD Analysis Form and the LHD Preventative/Mitigation Measures Form (Appendix 3P) especially for those LHDs of long-duration or LHD hot spots and use the LHD Material Package when conducting investigations as guidance;**
- c) **States to apply the Cross-Boundary LHD coordination procedure (Appendix 3P) with the LHD Point of contact;**
- d) **States to distribute the LHD FAQ (Appendix 3P) to promote LHD reporting among relevant units; and**
- e) **The secretariat to assist in the translation of the LHD Material Package into French.**

RVSM Data Challenges and Solutions

3.3.2. The meeting noted the challenges encountered by the Regional RVSM Monitoring Agency (ARMA) in the collection of RVSM data especially as relates to State aircraft and encouraged the relevant State organs to establish mechanisms to facilitate notification of status of approval for operations into RVSM airspace as required. To ensure this recommendation is adhered to, the meeting formulated the following conclusion and decision:

APIRG/25 Conclusion 25/26: Notification of Status of RVSM Approvals

That, to ensure the notification of RVSM approval status as requires:

- a) **States to liaise with their aircraft operators to refrain from indicating ‘W’ in item 10 of the ICAO flight plan for aircraft that are not approved for RVSM operations;**
- b) **States should review the list of non-approved aircraft published in the ARMA website and take action as required; and**
- c) **States to ensure the national registered airframes are issued with valid RVSM Approvals and that they are complying with flight planning requirements.**

APIRG/25 Decision 25/27: Aircraft operations in the RVSM airspace

To improve the aircraft operational safety in the RVSM airspace, ARMA to conduct annual workshops to RVSM National Project Managers and other relevant stakeholders.

PBCS Implementation Guidelines

3.3.3. The meeting took note of the development of Performance Based Communications and Surveillance (PBCS) implementation guidelines published in the ARMA website and encouraged the concerned States to take the opportunity to interact with the website and utilize the information as necessary.

3.3.4. In addition, the meeting noted that the airlines need to stop filing on the flight plan the RCP and RSP Values for the airframes that continue to show having not met the criteria from the non-compliance reports. The meeting therefore formulated the following Conclusion:

APIRG/25 Conclusion 25/28: Utilization of the PBCS Implementation Guidelines

That, to facilitate the implementation of the PBCS in the region;

- a) **States to familiarise themselves with the Regional PBCS Plan published on the ARMA Website;**
- b) **States to complete a survey on the status of the planned implementation of PBCS in their respective FIRs to determine readiness; and**
- c) **States are to advise air operators to withdraw the use of performance-based separation minima requiring PBCS where aircraft data link performance is not compliant with RCP and RSP 95% operating criteria.**

3.4. Regional Air Navigation Plan

- 3.4.1. The meeting examined the draft Volume III submitted by the Secretariat, in line with APIRG/24 Decision 24/30 calling for the identification of applicable ASBU Elements and the finalization of the Regional eANP Volume III, and requested States to review it once circulated and provide the Secretariat with their feedback, for consolidation and subsequent formal approval.
- 3.4.2. The meeting also noted some inconsistencies of data in the various tables of the current version of the Regional eANP Volumes I and II. Therefore, States and Secretariat were urged to expedite the update of these Volumes, as appropriate.
- 3.4.3. In view of the above discussion, the meeting formulated the following Conclusion:

APIRG/25 Decision 25/29: Completion of the Regional eANP

That to finalize the development of the Volume III and the amendment of the Volumes I and II of the eANP,

- a) **States to review the draft eANP Volume III and provide the Secretariat with their feedback by 31 March 2023, for consolidation and subsequent formal approval by the APIRG through the APCC; and**
- b) **States and the Secretariat to expedite the amendment of the Volumes I and II of the AFI eANP, as appropriate, by 30 June 2023.**

3.5. Regional Air Navigation Deficiencies

- 3.5.1. The meeting was provided with information and actions conducted for the identification and resolution of Regional Air Navigation Deficiencies. The Secretariat presented to the meeting the result of the campaign conducted for the nomination by States and Organizations of Focal Points tasked to manage Air Navigation Deficiencies related actions, including the identification, coordination of mitigation actions, and follow up on the implementation of the corrective actions. The status of appointment of the AFI Air Navigation Deficiencies Database focal points is attached in **Appendix 3M** to this report.
- 3.5.2. The meeting was informed on the status of readiness of the development of the software to ensure the automation of the management of Air Navigation Deficiencies in a Database (AANDD) and on the regional workshop on its operationalization held virtually on 23 and 24 November 2021.
- 3.5.3. The meeting noted the low pace of attendance to the workshop by 24 out of 48 States in the region (50%) with 15 ESAF States (62,5%) and 9 WACAF States (37,5/%) as well as the future actions to be conducted to fully operationalize the AANDD amongst which:

- States to exercise on the trial version of the AANDD for their familiarization purpose;
- States to nominate Subject Matter Experts (SMEs) in support to their Focal Points for the management of Air Navigation deficiencies;
- Civil Aviation Authorities through the Focal Points and SMEs to coordinate the air navigation deficiencies management related activities with all the Stakeholders (industry ...); and
- Focal Points to keep close liaison with Regional Offices any other related issue.

3.5.4. The meeting took note of the follow up letters sent to States that have not attended the workshop, recalling the obligation set forth by the ICAO Council, the regional agreement within APIRG and inviting States to practice on the trial version of the tool and report any challenge encountered in its use.

3.5.5. The meeting also approved the way forward recommended by the workshop for the operationalization of the AANDD amongst which:

- Meetings/seminars/workshops led by States Focal Points to bring awareness to State stakeholders;
- APIRG Subgroups meetings to continue discussing the Air Navigation deficiencies and all related matters as part of their agenda; and
- The remaining 24 States (9 in ESAF and 15 in WACAF) to be sensitized as an urgent matter, to join the process.

3.5.6. The final version of the AANDD is uploaded at <https://aandd.icao.int>. The following Conclusion was formulated:

APIRG/25 Conclusion 25/30: Identification, notification, and resolution of Regional Air Navigation Deficiencies

That, to ensure full implementation of the Air Navigation deficiencies management process:

- a) **States and Organizations to identify and notify to their ICAO accredited Regional Offices, air navigation deficiencies as appropriate;**
- b) **The Secretariat to coordinate with States that have not yet done so, the appointment of qualified and experienced Focal Points and SMEs tasked to coordinate the Air Navigation Deficiencies related activities; and**
- c) **States and Organizations with the support of the Secretariat, when required, to conduct workshops to raise stakeholders' awareness on the Air Navigation deficiencies for their effective identification, notification and resolution.**

3.6. Other Air Navigation Initiatives

Outcomes of the Regional VOLCEX Steering Committee Meeting (AFI VOLCEX/SG1)

3.6.1. The meeting reviewed and discussed the outcome of the first meeting of the Steering Group of the Regional Volcanic Exercise (AFI VOLCEX/SG1) held virtually in July 2022, the membership of the Steering Group, the Terms of Reference (ToR) of the Regional VOLCEX SG and the Planning of the volcanic ash exercise for 2023.

Election of the Chairperson of the Volcanic Ash Exercise Steering Group (VOLCEX SG)

3.6.2. In accordance with the guidance provided in ICAO Doc 9766 and the terms of reference of the Steering Group, the meeting discussed issues related to the chairmanship of the steering group and elected a chair from among the representatives of the volcano observatory States to coordinate the activities of the group and formulated the following decision accordingly:

APIRG/25 Decision 25/31: Election of the Chairperson of the AFI VOLCEX Steering Group

That, in order to guide the work of the Regional VOLCEX Steering Group, Mr. Fredrick Etemesi from Kenya is elected as Chairperson of the Group.

Review of the report of the first volcanic ash exercise in the AFI region (AFI VOLCEX 21/01)

3.6.3. The meeting reviewed the report of the Regional VOLCEX 21/01 and acknowledged the efforts made by Cape Verde as Lead of conduct this regional event and then called for consideration of the lessons learnt from the first exercise. It also discussed the matter related to the leader of the 2023 exercise and acknowledged the proposal of the Democratic Republic of Congo to lead the Regional VOLCEX 23/01. The meeting formulated the following decisions accordingly.

APIRG/25 Decision 25/32: Consideration of lessons learned from the Regional VOLCEX 21/01

That, to benefit from lessons learnt from the first volcanic ash exercise:

- a) **The Lead State of the next volcanic ash exercise be urged to consider and address the issues raised in the report of the first Regional VOLCEX 21/01, and;**
- b) **Report on the implementation to the Regional VOLCEX/SG2 Meeting.**

APIRG/25 Decision 25/33: Conduct of the Regional VOLCEX 23/01 exercise in the AFI Region.

That, to conduct the second volcanic ash exercise in the region, the Democratic Republic of Congo be designated as the Lead State of the Regional VA Exercise 23/01.

Review of the ToR of the Regional VOLCEX Steering Group (SG)

3.6.4. The terms of reference (ToR) of the Regional VOLCEX/SG, was approved by the (APIRG/24) meeting. The meeting reviewed and updated these ToR to provide additional guidance on attributes of the Regional VOLCEX/SG including the composition, administration, and functions of the group. The following decision was formulated.

APIRG/25 Decision 25/34: Approval of the updated Terms of reference of Regional VOLCEX Steering

That, to provide additional guidance on attributes of the Regional VOLCEX/SG including the composition, administration and functions of the group, the updated ToR of the Regional VOLCEX Steering Group be endorsed as per Appendix 3N to this Report.

Future Work Programme of the Regional VOLCEX Steering Group (SG)

3.6.5. The meeting reviewed and endorsed the work programme of the Steering Group. The meeting formulated the following decision accordingly.

APIRG/25 Decision 25/35: Future Work programme of AFI VOLCEX Steering Group

That, to enable the VOLCEX/SG to achieve the group's objectives for 2022/2023, the updated work programme of the Group in Appendix 3O to this Report is endorsed.

ICAO Environmental Capacity Building Activities

3.6.6. The Secretariat provided an Information Paper containing updates on the activities conducted and performance of the Region on the Environmental Protection Strategic Objective. An additional ten (10) States receiving support from the ICAO-EU Project managed to submit their initial State Action Plans (SAPs) to ICAO in 2022. Several ACT CORSIA meetings were conducted by the Secretariat with support from Nigeria, Kenya and South Africa.

3.6.7. A new capacity building and assistance programme was launched to support States with development and deployment of Sustainable Aviation Fuels (SAFs). States and Organizations were encouraged to become Assistance, Capacity-building and Training for SAF (ACT-SAF) Partners as it provides tailored support and facilitates cooperation on SAF initiatives in the Region.

3.6.8. During 2022, the Secretariat organized several virtual regional workshops addressing topics such as Sustainable Aviation Fuels, CORSIA verification requirements, ICAO environmental Tools, and guidance on SAPs.

Supporting Operational Measures for Green Aviation

3.6.9. The CANSO Africa Office provided information of their new Green ATM accreditation programme for ANSPs. The programme contributes to the implementation of green operational measures by ANSPs in support of sustainable aviation. CANSO urged air operators, Air Traffic Control Officers (ATCOs), States, regional and international partners to support this initiative as it contributes to the mitigation of the impacts of climate change from aviation.

3.6.10. In addition, CANSO emphasized the need to have a more structured way to assess and encourage regional participation and further informed the meeting of the webinars that CANSO will conduct on the Programme.

CANSO Mombasa ATFM Roadmap

3.6.11. The meeting was updated on the progress made towards the implementation of the Mombasa ATFM Roadmap. The meeting noted that although CANSO Africa developed a plan prioritizing CDM as the first phase of the process and gave detailed timelines and activities that States / ANSPs could follow to ensure full implementation of the different phases.

3.6.12. Only four AFI States/ANSPs had made progress towards commencing the implementations, these included, ASECNA, Tanzania – TCAA, South Africa ATNS and Zambia – ZACL. The meeting encouraged States that had not yet done so to embrace the concept and join the drive towards realizing the goal for the Region.

AIDC Implementation in Ghana

3.6.13. Ghana provided the meeting with an update on the ongoing implementation and interconnection of Air Traffic Services Inter-Facility Data Communication (AIDC). Further to a sub-regional initiative in May 2016 with the assistance of the ICAO WACAF Regional Office, with participation from the Economic Community of West African States (ECOWAS), Ghana has been collaborating with its neighboring ATSU, mainly ASECNA to realize the implementation of AIDC resulting in the achievements in the table below:

ATS Units	Status of Implementation	Remarks
Abidjan	Connected	Operationalised with LOAs in place
Lomé	Connected	Operationalized but LOA yet to be signed.
Ouagadougou	Connected	Yet to be operationalized
Niamey	Connected	Yet to be operationalized

3.6.14. The meeting commended these achievements and encouraged Administrations/Organizations to pursue their effort in the implementation and interconnection of AIDC.

Aeronautical Mobile Communication

3.6.15. IATA provided the meeting with the status of implementation of APIRG/16 Conclusion 16/20 and Decision 16/19, mandating IATA to carry out periodic Aeronautical Mobile Communications (AMC) survey every 18 months. The surveys have been carried out faithfully over more than a decade (15 years) and embraced HF, VHF and CPDLC performance.

3.6.16. It was noted that airlines flight crews have carried out the survey data collection since 2008 and this has crews “survey fatigue” and that while crew participation may have diminished, the participation of States in the AMC Survey has all but ceased with only one State having submitted data for the currently ongoing Survey.

3.6.17. The meeting was informed that AMC Survey is therefore no longer effective and fit for purpose, as both the flight crew and air traffic controllers are no longer providing sufficient data for inferential statistical analysis. The following conclusion was formulated.

APIRG/25 Decision 25/36: Survey of Aeronautical Mobile Service

That, to ensure an efficient monitoring of the performance of the Regional Mobile Communication Service:

- a) **The mandate assigned to IATA for the conduct of AMC Surveys every 18 months under APIRG Conclusion 16/20 and Decision 16/19 is terminated as a result of the annual meeting cycle prescribed for PIRGs;**
- b) **States are urged to report to ICAO Regional Offices Aeronautical Mobile Service deficiencies in accordance with the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies; and**
- c) **The APIRG IIM/SG to review and analyze Aeronautical Mobile Communications data in the region based on available methods (e.g. AANND, UCR/ASR and States Service and Technical Reports).**

ICAO UTA location indicators

- 3.6.18. The meeting took note of the sharing of experience presented by ASECNA on the management of NOTAMs and the distribution of Flight plans within the airspaces under its responsibility on behalf of its member States.
- 3.6.19. The meeting noted some challenges encountered by airspace users, due to some confusions on NOTAMs related to the operational condition of airspaces within FIRs which cover more than one States. The said challenges were assessed to be resulting from some misinterpretations by automated system, of Item A) of NOTAM related airspaces which do not have dedicated ICAO Location indicators. The meeting also noted some challenges in the proper distribution of flight plans to the ATS units in charge of such airspaces.
- 3.6.20. The meeting recalled the ICAO provisions on the processing and filtering of NOTAM and requested States and Organizations to ensure that their automated systems fully comply with the NOTAM Selection criteria as stated in the ICAO PANS-AIM (DO 10066) and AIS Manual (Doc 8126).
- 3.6.21. The meeting recognized that the assignment of dedicated Location indicators to the said airspaces would address the identified operational difficulties and therefore requested the concerned States to coordinate with ICAO for the assignment of Location indicators as appropriate. In this regard, the meeting formulated the following conclusion:

APIRG/25 Conclusion 25/37: Improvement of NOTAM filtering by automated systems and assignment of location indicators

That, to ensure the availability of comprehensive aeronautical information promulgated through NOTAM to airspace users who rely on the automated systems, and to ensure proper distribution of Flight plans and associated messages to the relevant ATS units,

- a) **States/Organizations that have implemented automated systems for filtering NOTAMs, to ensure that those systems fully comply with the NOTAM selection criteria, including when the Item A) is filled with two Nationality letters followed by “XX”, and update the said systems, as appropriate; and**
- b) **Burkina Faso, Mali, Mauritania, and Togo to coordinate with ICAO for the assignment of appropriate Location indicators for their respective Flight information centers/Upper control areas.**

OVFC Permission Fees and Charges

- 3.6.22. The meeting noted the concern raised by IATA regarding the continued practice by some States to charge administrative fees for the processing of Overflight (OVFC) Permissions contrary to Article 15 of the Chicago convention and ICAO recommended policies and principles on user charges principle.
- 3.6.23. The meeting further noted that lack of/ or weak Regulatory Frameworks on Economic Regulation in the Region has compounded the proliferation of OVFC charges/fees.
- 3.6.24. In addition, the meeting noted that to address this concern adequately there is need to move the discussion to a different forum more dedicated to issues related to air navigation charges

Progress on the implementation of GNSS/SBAS in Africa

- 3.6.25. The meeting recalled that, as per the decision adopted by the AU Member States in 2017 and in line with the APIRG/22 conclusion 22/39, the African Union Commission (AUC) was tasked to conduct a continental cost-benefit analysis (CBA) on SBAS introduction in the region.
- 3.6.26. It noted that despite the long delay since the decision made by APIRG/16 in 2007 in view of the lack of consensus between stakeholders on available cost-benefit analysis, the study was finally conducted during the year 2021. The study results were validated through a multi-stakeholder consultative workshop held in Kigali, Rwanda in May 2022.
- 3.6.27. The meeting commended the outcomes of the stakeholder consultative workshop on the cost benefit analysis (CBA) study on SBAS implementation in Africa, as presented by AFCAC, and confirmed the actions called upon by the above APIRG/25 Decision 25/23 and Conclusion 25/24.
- 3.6.28. The meeting noted with satisfaction that the deliverables of the study were consistent with the terms and conditions of the contract signed with the consultants for the SBAS CBA. However, it recognized that two other key tasks not included in the contract were yet to be addressed to provide a comprehensive picture and further guidance to support an informed decision-making by APIRG, States and stakeholders. The key remaining tasks include:
- a) Consideration of Governance and Institutional implementation options and formulation of proposals for appropriate organizational or management structure and functions of the responsible entity²; and
 - b) A feasibility study of SBAS/GNSS technology transfer with Africa developing the capability to implement its own SBAS system based on existing system or the development of its own system for SBAS application.

Implementation of AMHS and AFTN

- 3.6.29. The meeting was informed by South Africa on the progress made in the implementation of AFTN and AMHS. The Aeronautical Telecommunication Network (ATN) router was upgraded from supporting Internet Protocol version 4 (IPv4) only to supporting IPv4 and Internet Protocol version 6 (IPv6) and the implementation of AFTN/AMHS in domestic airports has been a success, with South Africa assisting other States with their implementation.
- 3.6.30. South Africa reported to have managed to migrate the Aeronautical Information Management (AIM) connection from AFTN to AMHS with six (06) States namely Kenya, Botswana, Eswatini, Mauritius, Zambia, Uganda and two (02) Asia/Pacific States: Australia and Singapore. Information was also given on the ongoing concertation with other states to continue the implementation and interconnection of AMHS.
- 3.6.31. Challenges experienced in implementing were shared with the meeting and involve amongst others insufficient training offered by the service provider appointed to install the system that does not equip the states technical teams with sufficient information to enable them to maintain

² The four options include: a) A Continental SBAS/GNSS Implementation Entity responsible for SBAS implementation in each individual States in Africa; b) Regional SBAS/GNSS Implementation Entities responsible for SBAS/GNSS implementation in each economic region (REC) with no continental Coordination entity; c) Regional SBAS/GNSS Implementation Entities responsible for SBAS/GNSS implementation in each economic region (RECs) with a central Continental Coordination Entity; and d) SBAS implementation for Africa as an extension of other already operational SBAS in the world.

the system after installation, low states readiness to facilitate interconnection with other ANSPs/States, Air Traffic Services Messaging Management Centers (AMC) Registration Status, unavailability of States Focal Point, lack of platforms to engage on AFTN/AMHS discussion that will promote the AMHS migration in the region. The meeting therefore formulated the following Conclusion:

APIRG Conclusion 25/38: Implementation of modern Aeronautical Fixed Service (AMHS and AIDC)

That, to ensure an effective implementation of modern Aeronautical ground/ground communications:

- a) **ICAO with the support of stakeholders from the industry (Manufacturers, ANSPs, Communication Service Providers, Users...) to develop and implement by 30 June 2023, Training platforms or Webinars to promote and assist in the migration from AFTN to AMHS and the implementation of AIDC in the region; and**
- b) **States to update their SMEs contact details and share implementation status, challenges or issues encountered during the implementation of AMHS and AIDC with other ANSPs/States**

Prevention and mitigation of Interference related to the rollout of 5G

3.6.32. Under this agenda item the attention of the meeting was reminded on the potential harmful interference related to the rollout of 5G systems.

3.6.33. The Secretariat provided the meeting with aeronautical services (Radio altimeter, C-Band VSAT stations...) subjected to potential interferences, in particular in the region and reminded the actions conducted so far within the ICAO Frequency Management Panel activities toward the International Telecommunication Union (ITU), the involvement of the ESAF and WACAF Regional Offices in regional and sub-regional fora addressing spectrum conducted by the African Telecommunication Union (ATU).

3.6.34. The meeting noted with concern these emerging threat and encouraged States to keep a tight liaison with the National Authorities of Regulation of Telecommunication to increase their awareness on the harmful impact of these threats on the aviation services.

3.6.35. The following Conclusion was formulated:

APIRG/25 Conclusion 25/39: Prevention and mitigation of Interference related to the rollout of 5G

That, to ensure a robust protection of the aeronautical spectrum, in particular for the operation of the radio-altimeter and satellite based VSAT in the C-Band, States to:

- a) **undertake a safety risk assessment to analyze the hazards that may be introduced prior to implementation of 5G and institute mitigatory strategies;**
- b) **consider as a precaution to create, when necessary, a buffer on the approach and departure segments of the major airports; and**
- c) **sensitize the National Authority of Telecommunication to exercise caution during the approval process of the 5G network by ensuring that the rollout is outside the frequency spectrum band operated by these services or is properly protected.**

WRC23 South Africa Preparation

- 3.6.36. South Africa informed the meeting on the actions conducted in the preparation of the ITU-R WRC-23, which include the discussions of ITU-WRC 23 Agenda Items i.e., International Meetings (ICAO & ITU), Regional Meetings (ATU & SADC) and National Meetings (NPWG).
- 3.6.37. In these meetings, South Africa member of the ICAO Frequency Management Panel (FSMP), reported to have been able to review the studies, working papers, information papers, etc. and provide inputs during the discussion of the ITU-WRC- 23 Agenda Items (AI) in line with the ICAO Position to WRC-23.

A. *Navigation*

African Flight Procedure Programme (AFPP)

- 3.6.38. The Secretariat provided a presentation on the African Flight Procedure Programme (AFPP) established in June 2014 to enhance sustainable instrument flight procedure capability in African States, and to foster the implementation of performance-based navigation (PBN) goals in the region in accordance with Assembly Resolution A37-11. The presentation covered the programme's objectives, organizational structure, membership, donors and achievements.
- 3.6.39. The meeting noted that despite the financial, technical and human resource challenges encountered, the programme is now in its third phase and has so far trained 951 national experts from 53 States, through the delivery of 45 trainings and workshops covering operational and regulatory/oversight of PANS-OPS and PBN.
- 3.6.40. The meeting encouraged States and ANSPs that have not joined the programme to do so, and use its assistance portfolio and resources to address their challenges. It also called upon active members in arrears to take appropriate actions to clear them.

GNSS implementation

- 3.6.41. South Africa informed the meeting the State intention to maintain a reliable ground-based navigation aid infrastructure that will support Air Traffic Service routes and procedures and serve as a backup for the Global Navigation Satellite System (GNSS).
- 3.6.42. The State reported to be in a process of conducting an analysis and engaging stakeholders in different industries with regards to SBAS to establish the need, benefits and cost associated with the SBAS service for South Africa. This analysis will be building on the excellent work done by the African Union Commission on SBAS cost benefit analysis.
- 3.6.43. The State is also engaged in building a GNSS monitoring network as baseline for the assessment of the performance of received GNSS signals at specific locations including models for the evaluation of ionospheric threat to verify their suitability for the South African airspace. This will serve as the precursor to enable the future trials of GBAS at selected aerodromes.

B. *Surveillance*

- 3.6.44. South Africa provided the meeting with information the various ongoing project in the area of surveillance Aeronautical surveillance. The projects consist mainly in the replacement of Secondary Surveillance Radar (SSR) Mode S, Advanced Surface Movement Guidance and

Control System (A-SMGCS), Wide Area Multilateration (WAM) and Space-Based Automatic Dependent Surveillance-Broadcast (ADS-B).

- 3.6.45. The meeting took note of the challenges identified by the State in the implementation of WAM (Independent Communications Authority of South Africa (ICASA) license applications, SACAA Mode S addresses applications, site lease agreements (data links Civil Works Structural Engineering and site reticulations, scarce Datalink Service Providers especially in the En route).
- 3.6.46. Challenges in the implementation of Space-based Automatic Dependent Surveillance-Broadcast may result in potential sovereignty and security issues related to a system shared and handled by another State.

Flight Calibration of Nav'Aids and Instrument Flights Procedures

- 3.6.47. ASECNA informed the meeting on the newly provision of a flight check aircraft, equipped with a calibration bench and with the capability of:
- a) Validating in flight conventional and PBN Flight procedures including LNAV, Baro VNAV, SBAS and GBAS types
 - b) Performing flight check of air navigation, surveillance, and communication systems (VOR, DME, ILS, RADAR and VHF COM).
- 3.6.48. The system is operated by technical crews duly trained by the African Flight Procedures Programme (AFPP), through the ICAO training process in the field of flight validation of Flight Procedures. The procedures designers also went through a thorough training and all personnel is provided with period of maturation on aircraft and bench as required with the assistance of EASA; ANACIM, the CAA of the ASECNA HQs hosting State approved manufacturers and instructors with regards to the requirements of the national regulation.
- 3.6.49. The meeting commended the efforts of ASECNA in this area and encouraged States/ANSPs to take advantage of this regional capability to maintain the safety and quality criteria for Radionavigation systems and flight Procedures set forth in the relevant ICAO Annexes and guidance material.

RDI in South Africa

- 3.6.50. The meeting was informed of an initiative by South Africa to incorporate Research Development and Innovation activities to address the implementation of operational requirements and ASBU elements. The meeting noted that South Africa incorporates RDI by embracing the emerging technologies to enhance service provision in aviation.
- 3.6.51. The meeting was also informed that the incorporation of RDI in the South African activities, is guided by global and national aviation trends/requests in alignment with the hype cycles for emerging technologies. The meeting further noted a growth in revenue associated with Artificial Intelligence in Africa and Middle East based on use of RDI.
- 3.6.52. The meeting identified the need for a Task Force to develop and implement the Regional RDI Framework and Strategy. This taskforce will champion gains associated with incorporation of RDI including operational and commercial benefits in aviation. The meeting therefore agreed on the following conclusion:

APIRG/25 Decision 25/40: Incorporation of Research, Development and Innovation (RDI) in the APIRG Work Programme

That, to ensure States, benefit from RDI:

- a) **An RDI Task Force be established by 30 June 2023 to foster the RDI initiatives in the region; and**
- b) **States to promote RDI in their operation and share implementation experiences.**

Search and Rescue

3.6.53. The meeting was briefed on the emerging technology in aircraft tracking for purposes of improved Search and Rescue (SAR) as provided for by the changes to the ICAO Annex 6, Part 1- Operation of Aircraft.

3.6.54. Noting that the implementation of the Global Aeronautical Distress and Safety System (GADSS) was scheduled for 2024 the meeting formulated the following conclusions:

APIRG/25 Conclusion 25/41: Establishment of the GADSS Project Management Team

- a) **That to coordinate a harmonised implementation of GADSS in the region:**
 - **The Secretariat to coordinate the establishment of a GADSS Project Management Team which includes technical experts from States, ANSPs, Airspace users, SAR communities, aircraft manufactures and other concerned international organisations by 30 June 2023; and**
 - **The Secretariat conduct workshops to provide awareness to the Project Management Team.**

Location of an Aircraft Distress Repository (LADR)

3.6.55. The meeting was informed that the State of Benin and ICAO signed a Memorandum of Understanding (MoU) during the 41st Session of the Assembly, outlining a framework for collaboration in providing technical assistance and using their combined expertise in the identification and development of joint initiatives to enhance aviation safety, with focus on the Location of an Aircraft in Distress Repository (LADR).

3.6.5 ADS-B mandate in the RVSM airspace

3.6.56. The meeting was reminded by ASECNA on the mandate to carry the ADS-B out 1090 ES transponder in RVSM space planned at the APIRG/22 meeting for the AIRAC date of June 15, 2023, in the conditionality of obtaining 90% of the avionics of equipped airlines (APIRG/22 Conclusion 22/38- Mandate for ADS-B Transponder Extended Squitter 1090 equipage in the AFI Region). Conclusion 22/38 requested States and aircraft operators to ensure that all aircraft operating within the regional RVSM airspace are equipped with ADS-B Transponder Extended Squitter 1090 by June 2023 (AIRAC date) and an Assessment for a Go- or No-Go Decision to be conducted on 2022 targeting 90% aircraft equipped with Transponder Extended Squitter 1090 for AFI RVSM airspace as the threshold.

- 3.6.57. Moreover, it was concluded that States and aircraft operators ensure that all aircraft operating within the region airspace are equipped with ADS-B Transponder Extended Squitter 1090 by January 2025 (AIRAC date).
- 3.6.58. ASECNA reported the results of three surveys conducted on the payload rate of ADS/B equipped aircraft in the airspace of the six (06) FIRs under its jurisdiction (16.1 million km²) in Central and Western Africa, and the Indian Ocean region.
- 3.6.59. The surveys developed from the scoring of controllers in working conditions and the operation of ATS surveillance systems, have made it possible to identify a percentage of ADS-B Out 1090 ES equipped aircraft varying between 90 and 99% depending on the area of operation as follows:
- a) Oceanic airspace (Dakar Oceanic FIR): 98%
 - b) West Africa continental airspace (Niamey and Dakar continental FIRs): 92 %
 - c) Central Africa continental airspace (Ndjamena and Brazzaville FIR): 91 %
 - d) Indian Ocean airspace (Antananarivo FIR): 92%
- 3.6.60. It was noted that except these provision from ASECNA there was not any report by Administration/Organization in line with the request from Conclusion 22/38. The concertation inside the industry (ANSPs and Airlines) resulted in calling for the introduction of ADS-B based procedures as soon as the Transponder Extended Squitter 1090 MHz carriage rate of aircraft in their airspace exceeds 90%, without penalizing non-equipped aircraft.

3.6.61. The following Conclusion was formulated:

APIRG/25 Decision 25/42: ADS-B Mandate in the Regional RVSM airspace

That, in compliance with the provisions of APIRG Conclusion 22/38, and its implementation status:

- a) **States and ANSPs be encouraged to introduce ADS-B-based procedures in air traffic management as soon as the Transponder Extended Squitter 1090 MHz carriage rate of aircraft in their airspace exceeds 90%, without penalizing non-equipped aircraft; and**
- b) **ICAO ESAF and WACAF Regional Offices, in coordination with IATA and the ANSPs, plan and conduct an annual survey of the level of ADS-B equipage of aircraft fleet in the Region.**

Status of the implementation in Nigeria

- 3.6.62. The meeting was informed by Nigeria on the status of the implementation of APIRG and RASG-AFI conclusion and the improvements made to its CNS/ATM infrastructure. Nigeria also reiterated the significance of conclusions reached and has always ensured the implementation of all those relevant to its peculiarities.
- 3.6.63. The meeting was also informed that two of five international airports of Nigeria were certified in 2017 while the process for the certification of the other three have been ongoing since 2018 and the fifteen areas of the Global Reporting (GRF) action plan, over 85% implementation has been achieved.

3.6.64. The meeting recognized progress made by Nigeria in the implementation of APIRG and RASG- AFI Conclusions and Decision, as well as in improving Air Navigation infrastructure and services.

Specimen of NOTAMs on the activation of a contingency plan

3.6.65. The meeting was informed of the coordination between ICAO, IATA and ASECNA on the promulgation of NOTAM relating to Contingency plans. The said coordination resulted in the proposal of templates of NOTAM to be used in the events of activation of contingencies and resuming of Air traffic services. The meeting commended this collaborative work and requested the ICAO WACAF and ESAF regional offices to consider these NOTAM templates in the revision of the AFI ATM Contingency plan, for a harmonization of publication procedures in the region.

3.7. APIRG Annual Air Navigation Report

3.7.1. The meeting noted the progress made towards the production of the first edition of the regional annual air navigation report. Acknowledging that there was still need for input from some key stakeholders to complete the work, the meeting formulated the following Conclusion:

APIRG/25 Conclusion 25/43: Completion of the Regional Annual Air Navigation Report

That to complete the drafting of the Regional Air Navigation Report in an all-inclusive harmonized manner:

- a) **The Regional Air Navigation Report Team complete the drafting of the report and circulate it to stakeholders for review and comments by 31 December 2022; and**
- b) **The Secretariat to release the First Edition of the Regional Air Navigation Report by 31 March 2023**

3.8. Interregional Coordination

3.8.1. The meeting was updated on the operationalization of the new structure of the Group on the improvement of Air Traffic Services over the South Atlantic (SAT Group). It noted that a Special Atlantic Coordination Meeting (ACM-S) was held at the kind invitation of the Spanish Ministry of Transport, Mobility and Urban Agenda in Madrid, Spain from 23 to 24 June 2022. The meeting was organized jointly with the ICAO Regional Offices accredited to North and South Atlantic (NAT/SAT) States with the objective to re-start the SAT discussions on the harmonization and cross regional coordination for the enhancement of the remote oceanic operations in the Atlantic.

3.8.2. The meeting noted the nomination of the Officials of the new SAT organizational structure and discussed options for the SAT IMG and SAT SOG meeting schedule and the possibility to have both meetings in parallel to reduce travel costs and resources. It was suggested that the SAT IMG/1 and SAT SOG/1 meetings would take place from 21st to 24th November 2022, subject to further coordination. ASECNA indicated that they would investigate if they could host these meetings in one of its member States. The convening of the ACM/3 meeting will be coordinated with the Air Navigation Bureau at ICAO Headquarters.

AGENDA ITEM 4: ITEMS FOR COORDINATION WITH THE RASG-AFI

4. RVSM Monitoring and use of FL420

- 4.1. The meeting was informed on the actions taken by the ICAO ESAF and WACAF Regional Offices to address the issue raised by the European Aviation System Planning Group (EASPG) Conclusion 3/4, related to the existence of some aircrafts listed on the EUR and EURASIA RMA Bulletin, that continue to operate in the RVSM airspace without any apparent action taken by the State of Registration.
- 4.2. These actions include appropriate communication and follow up with States and coordination with the Regional Monitoring Agency (ARMA). The meeting was informed on actions taken by the concerned States including enforcement. It appeared in this coordination however that some of these aircrafts are not registered by the said States, and some RVSM approved aircraft are not incorporated in the ARMA's list despite the notifications sent by States.
- 4.3. Responses received from States raised the need to improve coordination and exchange of information with ARMA in listing aircrafts approved for RVSM operations. A Regional RVSM National Programme Managers (RVSM NPM) Workshop has therefore been organized by the ESAF and WACAF Regional Offices with ARMA on 8 August 2022 to assist States in addressing the issue.
- 4.4. The AAO/SG5 meeting in addition discussed a new emerging trend affecting the safety in the regional RVSM airspace, noting especially the allocation and use of FL420 to aircrafts operating outside the RVSM airspace. The meeting requested all the operators of RVSM approved aircraft to participate in the RVSM long-term height monitoring (LTHM) programme for efficacy on continuous airworthiness, flight operations and Air Navigation.
- 4.5. The meeting considered the effective oversight of operations within RVSM airspace, the integration of RVSM approval in States' aircrafts airworthiness oversight activities as well as a well-established coordination mechanism between States and ARMA, including sensitization on risks involved and where violation occurs enforcement actions, as a paramount which should be coordinated with the RASG-AFI. The meeting therefore formulated the following conclusion:

APIRG/25Conclusion 25/44: Prevention of the use of the non- standard FL420

That to prevent the use of FL420 and improve the safety in the RVSM airspace,

- a) **State oversight organs to take action to ensure the arrest of the use of the non-standard FL420;**
- b) **ANSPs and air operators to conduct refresher courses with focus on flight levels allocation scheme for personal concerned with flight planning and flight operations, including pilots, air traffic controllers, AIS officers and flight despatchers; and**
- c) **States to provide data to ARMA as part of LHD report whenever the use of the non-standard FL420 is recorded.**

AGENDA ITEM 5: COMMON IMPLEMENTATION CHALLENGES IDENTIFIED BY APIRG AND POSSIBLE SOLUTIONS

Implementation challenges identified by APIRG and possible solutions

- 5.1. The meeting recalled the Decision 24/19 of the Twenty-fourth Meeting of AFI Planning and Implementation Regional Group (APIRG/24) related to the implementation of the Sixth Edition of the Global Air Navigation Plan (GANP) within the region. In this regard, ICAO regional Offices conducted from 12 to 13 July 2022 a Virtual Workshop on the GANP, including discussions on the ASBU elements as contained in the sixth Edition of the GANP.
- 5.2. The meeting noted key challenges raised and suggestions made by participants during the said workshop and other related activities conducted in the region, which include the lack of training, workshops as well as tools and guidance material to support the implementation of ASBU elements.
- 5.3. The meeting recognized in addition, the current GANP digital format on the ICAO website, which is not practical for their use (some experiencing internet connectivity), and its availability in all ICAO languages such as French which is the official language of half of the States, as challenges impacting the implementation activities.
- 5.4. The meeting finally noted some inconsistencies in the data contained in the various tables of the current version of the Regional eANP, which can be improved through the finalization of the digital format of the eANP as well as the simplification of the Air navigation plan amendment process.

AGENDA ITEM 6: RECOMMENDATIONS ON ACTIONS OR ENHANCEMENTS THAT WOULD REQUIRE CONSIDERATION BY THE ANC AND COUNCIL

Recommendations on actions or enhancements that would require consideration by the ANC and Council

- 6.1. Under this agenda item, the meeting identified recommendations on actions or enhancements that would require consideration by the ANC and Council
- 6.2. In line with the above, items to that may require effective support from the Headquarter are as follows:
 - a) Support capacity building on cyber resilience of air navigation systems through webinars/workshops/seminars.
 - b) Development of additional guidance material and tools to assist States and the industry in the implementation of the ASBU elements.
 - c) Conduct of specific workshops on the ASBU elements to support States and industry efforts in the implementation activities; and
 - d) Finalization of the digitalization of the eANP.
- 6.3. The following Conclusion was formulated:

APIR/25 Decision 25/45: Support to the APIRG activities

That, to assist in resolving challenges identified in the region, ICAO in coordination with the industry within the framework of the APIRG mechanism to:

- a) **Support capacity building on cyber resilience of air navigation systems through webinars/workshops/seminars;**
- b) **Develop additional guidance material and tools to assist States and the industry in the implementation of the ASBU elements;**
- c) **Conduct specific workshops on the ASBU elements to support States and industry efforts in the implementation activities; and**
- d) **Finalize the digitalization of the eANP.**

AGENDA ITEM 7: REVIEW AND UPDATE OF THE WORK PROGRAMME OF APIRG AND ITS CONTRIBUTORY BODIES

Conduct of hybrid ICAO meetings

- 7.1. The meeting discussed the benefit of continuing with the “Hybrid” events post COVID in order to facilitate greater participation including significant cost savings. The meeting listed some advantages of the virtual events and meetings including lower expenses, more environmentally friendly, shorter sessions, more frequent meetings, and the chance to record meetings and collaborate in real time.
- 7.2. The meeting mentioned that Hybrid events are the convergence of virtual and in-person events that allow audiences to access the event virtually and participate no matter where they are. Hybrid events can therefore cater for unlimited attendance ensuring maximum effectiveness of the event.
- 7.3. It was recalled that ICAO has held many successful events using both the “Virtual” and/or “Hybrid” methodology. There is therefore a need to continue using the “Virtual” and/or “Hybrid” methodology in the post-pandemic environment to assist not only with the recovery of the aviation industry through the reduction of costs, but to also support environmental sustainability through the reduction of emissions.
- 7.4. The meeting called to pursue "virtual" and/or "hybrid" events for some future meetings, where possible, to ensure greater participation of individual States under the auspices of "NCLB" and agreed that this requires close consultation with the Secretariat to determine which meeting should be hybrid, in-person or online.

Future Work Programme of the APIRG and its Contributory Bodies

- 7.5. Under this agenda item the Secretariat presented the draft future work program of APIRG and its subsidiary bodies, which has been approved by the meeting. The following Decision was formulated:

APIRG/25: Decision 25/46: Review and endorsement of the APIRG Work Programme for 2022-2023

That, the Work Programmes and activities for 2022-2023 of APIRG and its Subsidiary Bodies be adopted as provided in Appendix 3Q to this Report

AGENDA ITEM 8: ANY OTHER BUSINESS

8.1 There was no business discussed under this Agenda item.

PART IV:

**EIGHTH MEETING OF THE
REGIONAL AVIATION SAFETY
GROUP FOR AFI REGION
(RASG-AFI/8)**

AGENDA ITEM 1: ADOPTION OF THE AGENDA AND WORK PROGRAMME

- 1.1. The RASG-AFI/8 meeting was chaired by Col. Latta Dokisime Gnana (Togo), Chairperson of the RASG-AFI. Mr. Prosper Zo'o Minto'o, Regional Director, ICAO Western and Central African Office, Dakar, served as Secretary to the meeting.
- 1.2. The meeting adopted its Agenda and Work Programme as indicated in **Appendix 4A** to this Report.

AGENDA ITEM 2: REVIEW OF THE OUTCOMES OF THE RASC/8 MEETING; AND STATUS OF IMPLEMENTATION OF RASG-AFI/7 CONCLUSIONS AND DECISIONS

2.1 REVIEW OF THE OUTCOMES OF THE RASC/8 MEETING

- 2.1.1 The Meeting was informed that the eighth Meeting of the RASG-AFI Steering Committee (RASC/8) was held at the ICAO Eastern and Southern Africa Office (ESAF), the United Nations Office in Nairobi (UNON) complex, from 29 to 30 August 2022. The meeting was conducted in a hybrid format (both in-person and virtual). The meeting formulated 9 conclusions and 2 decisions, which were approved by the RASG-AFI/8 Meeting.

State Safety Programme and Peer Review Mechanism (SSPRM)

- 2.1.1.1 The implementation of the State Safety Programme (SSP) continues to be slow and challenging for the RASG-AFI Region. The table below shows the SSP implementation status for the RASG-AFI States, based on the information reported by the States on the ICAO iSTARS as of 31 October 2022.

SSP implementation status for RASG-AFI States		
SSP Level of implementation	# of States	% of States
L0 - States not started a GAP analysis	11	22.9%
L1 - States started a GAP analysis	12	25%
L2 - States with Gap Analysis Completed	7	14.5%
L3 -States with Implementation Plan defined	17	35.4%
L4 -States fully implemented their SSPs	1	2%
Overall SSP Foundation PQ	67.13%	

- 2.1.1.2 The meeting noted that most States have expressed the challenge of constrained resources (financial, skills, and human resources), hampering the effective management of aviation safety in the RASG-AFI Region. Identified challenges could be resolved through sharing of resources by States. It is therefore believed that States will benefit from a peer review mechanism where available expertise and resources could be utilised in the improvement of SSP implementation levels of other States.
- 2.1.1.3 The meeting formulated the following Conclusion:

RASG-AFI/8 - Conclusion 8/01: SSP Implementation in the RASG-AFI Region.

That, to foster the implementation of the State Safety Programme, States to:

- a) **allocate the required resources to meet Regional and Global targets related to SSP implementation; and**
- b) **nominate Focal Points and release subject matter experts (SMEs) to support safety management implementation in the region.**

RASG-AFI/8 - Conclusion 8/02: State Safety Programme and Peer Review Mechanism (SSPRM).

That, to support the implementation of the Peer Review Mechanism, ICAO Regional Offices to coordinate with States and the stakeholders and guide the SSP Peer review mechanism implementation activities.

Potential Significant Safety Concerns (SSCs) related to Air Navigation Services.

2.1.1.4 The meeting recalled that instrument flight procedures (IFPs) based on conventional ground-based navigational aids have always demanded a high level of quality control and recognized that with the introduction of RNAV operations and associated airborne database navigation systems, even small errors in data could lead to catastrophic results.

2.1.1.5 The meeting reviewed the potential triggers of ANS – related SSCs under the ICAO USOAP CMA, namely in the areas of calibration of navigational aids and validation of Instrument Flight Procedures and Design. The meeting acknowledged the lack of sufficient number of qualified and duly trained flight procedure design personnel in the region, which continue to pose a challenge. Consequently, it was recommended that the African Flight Procedure Programme (AFPP) explore the inclusion of specific needs-based training in its capacity-building activities.

2.1.1.6 The meeting urged States/Organizations to take preventative measures to mitigate the occurrences of ANS SSCs in the region. The following conclusion was formulated:

RASG-AFI/8 - Conclusion 8/03: Measures to mitigate potential ANS SSCs in the RASG-AFI Region.

That to prevent the occurrence of SSCs, ICAO Regional Offices and RSOOs to conduct appropriate assistance activities in States with potential of SSCs.

2.1.2 Proposed strategy to address RVSM-related challenges (Operation and aircraft approval) in the RASG-AFI Region.

2.1.2.1 The meeting was updated on the performance of the Regional RVSM airspace in the year 2021. It was noted with concern that while the year realized low traffic volume because of the COVID-19 pandemic, the Collision Risk Assessment (CRA) increased compared to the previous year. The increase was attributed to, among others, the continued operation of non-approved aircraft in the RVSM airspace especially State aircraft, and non-approved aircraft de-registered in one State and registered in another State that had failed to report the approval status under the new registration.

2.1.2.2 In addition, the meeting expressed concern regarding the operations of aircraft with the capability of operating within the RVSM airspace but not provided with due approval for RVSM operations due to domestic operation. It was noted that such aircraft normally operate into the RVSM airspace, especially when on maintenance positioning/ferry flights through international airspace. The meeting, therefore, urged the States to mandate the operators of such aircraft to ensure approval is obtained as required before operations in the RVSM airspace.

2.1.2.3 The allocation of non-standard FL420 was noted as an emerging contributor to the safety risk in 2020, citing the importance of training and awareness to the air traffic controllers, pilots, and other personnel involved in flight planning. In effect, the meeting formulated the following conclusion:

RASG-AFI/8 - Conclusion 8/04: Addressing RVSM airspace safety challenges in the RASG-AFI Region.

That, to improve the aircraft operations in the RVSM airspace, States to:

- a) **Ensure that data related to RVSM approvals for State aircraft are regularly submitted to the relevant RMA as per established requirements;**
- b) **Include RVSM approval when registering RVSM capable aircraft;**
- c) **Prohibit allocation of FL420 to aircraft by air traffic control personnel, and sensitize pilots and other personnel involved in flight planning on the associated risks; and**
- d) **Report on allocation/utilization of FL420 as part of RVSM data to ARMA.**

Implementation of USOAP CMA off-site validation activities and Integrated Validation Activities (IVAs) in the RASG-AFI Region.

2.1.2.4 The meeting discussed the planning and implementation of USOAP CMA activities, with special emphasis on off-site validation activities and Integrated Validation Activities, cited associated challenges to their implementation, and proposed possible mitigation measures and way forward.

2.1.2.5 The key objectives of an IVA are to validate the progress made by States in implementing their corrective action plans (CAPs) in a more dynamic and cost-efficient manner on-site through the sampling of evidence by independent subject matter experts (SMEs). Specifically, an IVA is a USOAP CMA limited scope on-site activity, integrated within a scheduled visit/activity in a State by ICAO or its safety partners.

2.1.2.6 In consideration of the challenges identified and the way forward in implementing the USOAP CMA Off-site Validation Activities and Integrated Validation Activities for the RASG-AFI Region, the RASC/8 meeting formulated the following Conclusion:

RASG-AFI/8 - Conclusion 8/05: Implementation of USOAP off-site validation and Integrated Validation Activities (IVA) in the RASG-AFI Region.

That, to enhance the continuous monitoring of States' safety performance in the RASG-AFI Region, ICAO to arrange for more USOAP off-site validation and integrated validation activities (IVA) based on CAP progress as documented on the online framework.

Revision of the RASG-AFI Procedural Handbook.

2.1.2.7 The meeting recalled the restructuring of the RASG-AFI Safety Support Teams (SSTs) whose revised terms of reference were approved by the RASC, to better align their functions to the goals and targets of the GASP. The revised Terms of Reference of the SSTs are provided herewith as **Appendix-4B**.

2.1.2.8 Because of this restructuring of the Safety Support Teams and their revised terms of reference, the meeting formulated the following decision:

RASG-AFI/8 Decision 8/06: Revision of the RASG-AFI Procedural Handbook.

That, to align the RASG-AFI SSTs functions to the goals and targets of the GASP, the Secretariat to revise the RASG-AFI Procedural Handbook by 31 March 2023, to reflect the Contributory Bodies (SSTs) of the Group as re-structured.

2.2 STATUS OF IMPLEMENTATION OF RASG-AFI/7 CONCLUSIONS AND DECISIONS

2.2.1 The Meeting reviewed the status of the implementation of the RASG-AFI/7 conclusions and decisions. RASG-AFI/7 meeting adopted 13 conclusions and 4 decisions. Out of these, 2 conclusions were accomplished, 9 were in progress and 2 outstanding. 2 decisions were accomplished, 1 in progress and 1 outstanding. For activities that are continuous in nature, the status of implementation is reflected as 'In-Progress'. Notwithstanding, the levels of implementation are provided accordingly. The status of implementation of the RASG-AFI/7 Conclusions and Decisions is provided as **Appendix-4C** to this Report.

2.2.2 The meeting urged all the stakeholders to expedite the implementation of the outstanding items and report to the Secretariat.

AGENDA ITEM 3: STATUS OF IMPLEMENTATION OF THE GASP SAFETY GOALS, TARGETS AND INDICATORS INCLUDING THE PRIORITIES SET IN THE REGIONAL SAFETY PLAN

3.1. Reports on RASG-AFI and its Contributory Bodies Activities

3.1.1. The meeting was briefed on the activities undertaken by RASG-AFI and its subsidiary bodies with emphasis on the status of implementation of selected activities, initiatives, and projects aimed at improving the safety performance of States in the region.

3.1.2. The meeting recalled the restructuring of RASG-AFI including the establishment of four (4) Safety Support Teams (SSTs) as Contributory Bodies. The SSTs help to address safety challenges and support the process of development, prioritization and implementation of safety enhancement initiatives. The established SSTs are State Safety Oversight System (SSO), Operational Safety Issues (OSI), State Safety Programme (SSP) and Air Navigation Services (ANS).

3.1.3. The meeting recognized and encouraged the contributions of safety partners including AFCAC (AFI-CIS), RECs, RSOOs, States and Industry partners that complement assistance programmes and activities of the ICAO Regional Offices and the AFI Plan.

SST State Safety Oversight System (SSO)

- 3.1.4. The AFI Plan Fundamentals of Safety Oversight (FSO) project has been a key driver under the SST – SSO. The FSO project aims to support eligible States to establish the fundamentals of safety oversight system vis-à-vis the Critical Elements (CEs) of a State safety oversight system.
- 3.1.5. Subsequent to the revision of the FSO project document and its approval by the 25th AFI Plan Steering Committee (AFI Plan SC/25) meeting held in May 2022 in Abuja, Nigeria, assistance missions were conducted to eight (8) eligible States in the ESAF and WACAF regions.
- 3.1.6. The meeting was informed that assistance activities have been conducted to most of the eligible States since the inception of the FSO Project, however, limited progress in terms of validated scores of effective implementation (EI) of the Critical Elements (CEs) of a State safety oversight system has been registered. This was mainly due to the limited number of USOAP CMA activities conducted in the concerned States.

SST Operational Safety Issues (OSI)

- 3.1.7. Under the SST-OSI, the meeting was informed that a CFIT Workshop was conducted in December 2021. The meeting was reminded that CFIT is one of the High-Risk Categories of occurrences identified both globally and regionally. The workshop was intended to promote awareness of the risks associated with the phenomenon and identify safety enhancement initiatives (SEIs) to mitigate them.
- 3.1.8. The event was conducted by the ICAO Regional Offices and supported by aviation partners such as AFRAA, IATA, AIRBUS and NAVBLUE. The workshop identified 8 Safety Enhancement Initiatives (SEIs) including GPWS, SOPs, CDFA, FDA, CRM/TEM, ALAR, MSAW, PBN to be undertaken by the RASG-AFI Region in mitigating risks associated with CFIT occurrences.
- 3.1.9. Furthermore, with the support of Kenya, as the RASG-AFI Champion State for LOC-I, Loss of Control In-Flight (LOC-I) and Upset Prevention and Recovery Training (UPRT) Workshop was held in November 2021. The workshop was conducted under the framework of the RASG-AFI agenda for LOC-I in line with the RASG-AFI 5-year implementation plan on LOC-I.
- 3.1.10. The meeting was further informed that Runway related incidences namely Runway Incursions and Excursions are currently monitored through Runway Safety initiatives such as Runway Safety Workshops and sensitizations including GRF.

SST State Safety Programme

- 3.1.11. With respect to State Safety Programme (SSP) implementation, the AFI Plan project provides support to beneficiary States to implement SSP through a phased approach with a focus on the implementation of the SSP foundation PQs. In addition, the project aims to establish cooperative mechanisms for coordination, collaboration, and exchange of information on SSP/SMS implementation.
- 3.1.12. The meeting was informed that the 25th meeting of the AFI Plan Steering Committee approved the revised SSP project which includes the following eligible States: Cote d'Ivoire, Ethiopia, Gabon, Ghana, Kenya, Madagascar, Mauritania, Rwanda, South Africa and Togo. With respect to States that do not meet the eligibility criteria, the meeting was further informed that

assistance is provided under the Regular Office regular activities towards the establishment of a safety oversight system.

3.1.13. The meeting was presented with the current SSP implementation status for RASG-AFI States as at September 2022. Based on the information reported by States on the ICAO iSTARS, the overall average SSP Foundation PQs for the RASG AFI Region is 67.13 %, with 52.85% of validated and 14.28% CAP completed.

3.1.14. Although some progress have been achieved, SSP implementation remains one of the main challenges faced by States in the region.

AFI Plan Aerodrome Certification Project

3.1.15. The AFI Plan Aerodrome Certification Project is aimed at supporting States enhance capability to certify aerodromes in compliance with Annex 14 — Aerodromes. Its emphasis and priority were initially to support select States to certify at least one international aerodrome and build capacity to certify the rest.

3.1.16. The meeting was informed that assistance provided under the Project has resulted in the certification of sixteen (16) international aerodromes in thirteen (13) States with 50% of States in the region having developed aerodrome certification capabilities.

3.1.17. In view of the above, the meeting formulated the following Conclusion:

RASG-AFI/8 - Conclusion 8/07: Support to RASG-AFI and its Contributory Bodies

That to improve the implementation of the GASP goals and targets:

- a) **States and industry nominate Experts to participate in the various activities of the RASG-AFI Safety Support Teams (SSTs);**
- b) **Partners to maintain and, to the extent possible, increase support and assistance in the implementation of RASG-AFI SSTs, projects and activities; and**
- c) **States to promote and enhance the sharing and exchange of safety information, including responses to the USOAP-CMA Online Framework (OLF), ICAO and AFCAC State Letters.**

3.2. Safety enhancement initiatives (SEIs) linked to the associated GASP targets and indicators

3.2.1. The Secretariat presented a working paper on the Safety Enhancement Initiatives (SEIs) that had been implemented in the RASG-AFI region, the consequential achievements and challenges and the priorities to adopt to improve aviation safety in the region. The meeting noted that States had achieved significant progress in implementing SEIs; however, more efforts were needed to improve further.

3.2.2. In terms of organizational challenges, specifically State safety oversight system, the current average of USOAP score for the RASG-AFI States was 56.95%, which was below the world average of 69.32%. Moreover, only 21% of the States had achieved the GASP target of 75% EI.

3.2.3. In terms of operational challenges, specifically SSP, including service providers' SMS, only 67.13% of the States had implemented the foundation of an SSP, contrary to the GASP target of 100% of the States by 2022. In addition, except for one State, no RASG-AFI State had reported having implemented an effective SSP. The target for this goal was by the year 2025.

3.2.4. The CEs with the lowest group EIs were:

- a) CE-8, *Resolution of safety issues*, at 31.50 per cent;
- b) CE-7, *Surveillance obligations*, at 41.33 per cent; and
- c) CE-6, *Licensing, certification, authorization and approval obligations*, at 54.40 per cent; and

3.2.5. The audit areas with the lowest group EIs were:

- a) *aircraft accident and incident investigation (AIG)*, at 42.32 per cent;
- b) *aerodromes and ground aids (AGA)*, at 48.01 per cent; and
- c) *air navigation services (ANS)*, at 55.79 per cent.

3.2.6. The meeting highlighted implementation challenges which included:

- a) inability to attract, recruit, train and retain qualified and sufficient technical personnel;
- b) inadequate independent accident and incident investigation processes;
- c) insufficient allocation of resources to enable effective safety oversight;
- d) ineffective safety risk management at the national level;
- e) inadequate development and implementation of Corrective |Action Plans (CAPs), including to SSP Foundation PQs and posting results thereof on the USOAP CMA OLF; and
- f) inadequate conduct of SSP Gap Analysis and development and implementation of SSP Implementation Plans and posting thereof on the ICAO iSTARs web portal.

3.2.7. In terms of operational safety risks (OPS)-related SEIs, statistics showed that accident rate within the RASG-AFI for scheduled commercial flights on aeroplanes above 5700Kg MTOW was trending up and above world average. The key OPS SEIs-related implementation challenges included inadequate measures to mitigate contributing factors to the five global high-risk categories (G-HRCs) accidents and incidents, including controlled flight into terrain, loss of control in-flight, mid-air collisions, runway excursions and runway incursions.

3.2.8. The meeting therefore agreed on the following conclusion:

RASG-AFI/8 Conclusion 8/08: Implementation of Safety enhancement initiatives (SEIs) to improve safety in RASG-AFI Region

That, in order to improve aviation safety in the RASG-AFI Region, States and stakeholders allocate sufficient resources to enable effective safety oversight and to enhance measures to mitigate contributing factors to G-HRC accidents and incidents.

3.3. Other Safety initiatives

Incident and Occurrence reporting Investigation by States

3.3.1. The International Air Transport Association (IATA) expressed the need for States to take up the responsibility of conducting investigations into occurrences of aviation incidents and reporting on such investigations in a timely manner, which reports should be easily available to stakeholders. The meeting formulated the following conclusion:

RASG-AFI/8 - Conclusion 8/09: Serious Incident/Occurrence Reporting & Investigation and analysis by States

That, to enhance safety performance of the RASG-AFI Region through reduction of serious incidents/occurrences, States/ANSPs/RSOs implement timely investigation as well as periodic analysis of all reported incidents.

AIMing for Safety

3.3.2. The meeting recalled the importance of aeronautical data and information of required quality in the safety and efficiency of flight operations and noted with concern that some deficiencies exist across the region. The said deficiencies are related to the publication, availability and updating of aeronautical information on subjects such as aerodrome infrastructure, facilities and services, as well as to the non-compliance to the AIRAC requirements.

3.3.3. The meeting recognized the effective oversight and monitoring of the implementation of processes, procedures and systems, for the immediate address of aeronautical information publication deficiencies as a priority in the region. It therefore encouraged the active participation of States in the established AIM projects under APIRG as well as in the activities of the Regional AIM Action Group.

IATA Risk Based IOSA

3.3.4. The meeting was informed on the current challenges with incident/occurrence reporting and investigation in the region. IATA shared its experience spanning over two decades during which it worked with member airlines, States and ANSPs in incident reporting and investigation to reduce AIRPROXs through the AFI ATS Incident Analysis Group (AIAG). The meeting noted that year-in-year-the same trends and challenges among numerous States and ANSPs continued to manifest themselves and therefore called for action to address them.

3.3.5. The following were identified as challenges:

- a) Lack of timely investigation;
- b) Incomplete investigation or lack of depth in investigation;
- c) No investigation feedback at all (dead silence); and
- d) Mostly punitive measures

3.3.6. The meeting recalled the Special AFI Regional Air Navigation Meeting of November 2008 (SP AFI/08) Recommendation 4/6 (Investigation of air traffic services incidents and provision of comprehensive feedback to parties involved) and Recommendation 4/7 (Reporting of air traffic services incidents) addressed to States, ANSPs, IATA and air operators. It commended

and encouraged the **relentless** efforts made by IATA **over the years** to support the AIAG mechanism and called upon all States, ANSPs and RSOOs, to enhance their investigation efforts to reduce Loss of Separation (LoS) events in the regional airspace.

Safety initiatives undertaken by BAGASOO

- 3.3.7. The meeting was presented with information on the various Safety Initiatives undertaken by BAGASOO in enhancing the safety oversight capacities of its Member States. Some of these initiatives included the Common Training System, Strengthening the harmonization Process and Safety Tools (namely, the Inspector Activity Tracking System (ISATS) software, for training management and recording keeping, the Inspector Training and Qualification System (ITRAQS) software, for recording and tracking all inspectors work activity, and the Foreign Aircraft Safety Assessment Programme (FASAP) applications).
- 3.3.8. In addition, BAGASOO highlighted some new programmes and initiatives that are currently being pursued such as Competency Based Training System for Aviation Lawyers, Cooperative Training Scheme and Course Development and the GASOS Assessment and Quality Management.

State Safety Programme (SSP) Peer Review mechanism

- 3.3.9. An update and progress of the Regional State Safety Programme (SSP) Peer Review Mechanism was presented to the meeting. The SSP Peer Review Mechanism seeks to promote collaboration amongst States to improve the implementation of SSP/SMS through sharing of technical experts' information among States. The SSP Peer review mechanism pilot project consists of 7 identified States (Côte d'Ivoire, Eswatini, Togo, Kenya, Nigeria, Rwanda and South Africa).
- 3.3.10. The SSPRM proposal document defines the purpose, establishment of a mechanism for action, preparation for the onsite activities, conduct of reviews, evaluation, and monitoring of the programme. This document will act as the foundation for the development of the SSP peer review implementation manual. The draft SSP Peer Review mechanism initiation document submitted to the meeting for review and feedback is in **Appendix 4D**. The meeting formulated the following Conclusion:

RASG-AFI/8 Conclusion 8/10: State Safety Programme Peer Review Mechanism

That to enhance the implementation of the SSP, States and other stakeholders are encouraged to support the development and implementation of the SSP Peer Review Mechanism and provide a progress report and lessons learned to the RASG-AFI.

Safety initiatives undertaken by URSAC

- 3.3.11. The meeting was presented with the safety initiatives undertaken by the Regional Civil Aviation Safety Oversight Organization (URSAC) of the West African Economic and Monetary Union (WAEMU) in its member States. URSAC highlighted the different areas of its intervention to help strengthen the civil aviation safety oversight capacity in WAEMU member States and Mauritania.
- 3.3.12. URSAC is a transitional mechanism towards an RSOO supported by the WAEMU Commission. Funded by the WAEMU Commission, URSAC carries out activities aimed at improving civil aviation safety and security in its member States. These activities relate mainly to the development of common regulations on civil aviation, the strengthening of the civil

aviation safety and security oversight capacities of the civil aviation authorities of the Member States, the conduct of meetings and workshops on areas of common interest.

- 3.3.13. Furthermore, the meeting was informed that activities carried out by URSAC, since its establishment (September 2019) to date, strengthened results achieved by the COSCAP-UEMOA and the WAEMU Aviation Security Programme. The status of effective implementation (EI) of safety and security oversight systems of the URSAC Member States are 67% and 75% respectively.
- 3.3.14. The meeting was finally informed that the technical support and cooperation of partners such as ICAO, AFCAC, EASA, the French DGAC, the BEA – France, the AIRBUS Safety Department have contributed to the effectiveness of the actions carried out as well as the results achieved.

Strategic actions for the preparedness of SSPIAs

- 3.3.15. The meeting was presented with the strategic actions that the States should embark on in preparation for the State Safety Programme Implementation Assessments (SSPIAs). The State Safety Programme Implementation Assessment (SSPIA) is a performance-based activity that falls under the framework of the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA). Through the programme, ICAO assesses the level of maturity of a State Safety Programme (SSP) by conducting a systematic and objective review of the State's implementation and maintenance of its SSP.
- 3.3.16. The meeting was informed that EAC CASSOA Regional SSP Working Group Team demonstrated a great deal of work that has been implemented in supporting States in the implementation of SSP/SMS since its establishment in 2010. Under its mandate, EAC CASSOA provided guidance and facilitated activities related to the establishment of SSP/SMS which include but not limited to the development of Model Regional Safety Management Regulations, Technical guidance material and capacity building training.
- 3.3.17. The meeting called for RSOOs to continue supporting States to embark on a data driven phase to achieve good score under the SSPIAs. The meeting formulated the following Conclusion:

RASG-AFI/8 - Conclusion 8/11: State Safety Programme Implementation Assessments (SSPIAs) in the AFI States

That to embark in preparation for the State Safety Programme Implementation Assessments (SSPIAs):

- a) **States to establish and implement strategic actions aimed at ensuring adequate preparation for the SSPIAs including creating seamless interaction between State Authorities and service providers in the implementation of State Safety Programme (SSP) and Safety Management System (SMS); and**
- b) **States, RSOOs, RAIOS, partners and industries are encouraged to collaborate and cooperate in preparation for the ICAO SSPIAs.**

iSASO Safety Initiatives

- 3.3.18. The Interim SADC Aviation Safety Organisation (iSASO) presented an information paper on activities conducted in the Southern African Development Community (SADC) region to promote and facilitate the safety and efficiency of civil aviation.

3.3.19. These activities include amongst others,

- a) Establishment of a project sponsored by the European Aviation Safety Agency (EASA) to review the SADC aviation generic regulations to ensure harmonization, standardization and efficiency amongst member States.
- b) Development of an initiative to create a pool of trainers from its National Safety Inspectors (NSI) to ensure effectiveness and efficiency in the implementation of training programmes
- c) Collaboration with other RSOOs, and other partners especially AFCAC, to enhance effective planning of its assistance missions to ensure effective use of resources while avoiding duplication of efforts.
- d) Creation of a National Safety Inspector Programme comprised of a pool of inspectors nominated by Member States and covering all the five safety oversight domains.
- e) Solicitation and acquisition of technical assistance support from Partner Organizations, including the European Union, to support the African region to improve aviation safety.

Establishment of RAIO

3.3.20. Under this section Ethiopia presented a paper proposing the need for continuous effort collaboration among African State's for establishing Regional Accident Investigation Organization (RAIO). The paper also highlighted the importance of capacity building for States with low levels of effective implementation of the ICAO (SARPs) of Annex 13 Aircraft Accident and Incident Investigation within the AIG audit area.

3.3.21. Furthermore, the meeting was provided with information on the key challenges and experience that Ethiopia encountered during accidents and incidents over time and underlined the need for an effective AIG Regional Cooperation Mechanism (ARCM) to collaborate and promotes capacity building in particular enhancing the number and ability of qualified personnel to handle major accident investigations in the AFI States. The meeting formulated the following conclusion:

RASG-AFI/8 - Conclusion 8/12: Establishment and Strengthening of RAIOS

That to increase States' performance in AIG:

- a) **Support to be provided to States in the establishment of an independent, effective, and efficient AIG with adequate resources, including funding and qualified personnel, for the carrying out of accident and serious incident investigations; and**
- b) **States are encouraged to enter a regional/bilateral agreement by signing a Memorandum of Understanding (MOU) or a Memorandum of Cooperation (MOC) for cooperation and work towards common policy, regulation, and procedures for realization of establishing RAIOS with effective institutional framework.**

2.2.3 Harmonizing Mitigation Strategies and Measures

3.3.22. The East African Community Civil Aviation Safety and Security Oversight Agency (EAC CASSOA) presented to the meeting the status of operational safety risks and trends in the EAC Region and proposed harmonization of mitigation strategies and measures for the identified common risks.

3.3.23. The meeting noted experiences shared by the Partner States in the EAC region in terms of the goal of sharing and learning from the safety incidents/ accidents, sharing safety critical information under their Regional Safety Oversight Organization and adopting a simplified safety data analysis methodology to determine trends and associated data-driven solutions. The meeting agreed on the following.

RASG-AFI/8 – Decision 8/13: Harmonizing Mitigation Strategies and Measures

That, in order to improve aviation safety and reduce the rate of accidents and serious incidents in the RASG-AFI Region, AFCAC:

- a) **in coordination with ICAO Regional Offices and with the support of RSOOs, to develop a harmonized method of sharing, consolidating and analyzing safety occurrences to identify common risks and formulate effective mitigation measures for the region; and**
- b) **identify safety risk trends in the region and share them with States.**

RASG-AFI Projects and Critical Activities – Promotion and enhancement on sharing and exchange of safety data and information by States

3.3.24. The meeting recalled the APIRG/24 and RASG-AFI/7 meeting on the status of implementation of the activities of the RASG-AFI programmes and projects supported by the AFI Plan and other assistance partners. It was highlighted that RASG-AFI implements its activities through its contributory bodies, specifically by the four Safety Support Teams (SSTs).

3.3.25. The meeting noted that other notable challenges that impede progress by the SST projects included lack of or limited sharing and exchange of safety data and information.

3.3.26. South Africa informed the meeting its readiness to start implementing this initiative i.e., “to promote and enhance the sharing and exchange of safety data and information” in view of positively supporting the four established SSTs and to further circumvent the notable challenge on “lack of or limited sharing and exchange safety data and information” as indicated and mentioned afore in the notable challenges that impede progress by the SST projects from the RASG-AFI/7 Conclusion 7/10.

3.3.27. However, South Africa brought to the attention of the meeting that guidance in the ICAO Doc 9858 (SMM) fourth edition of 2018 chapter 6.4 is regarded/seen no to be sufficient in guiding the States on how the safety data and information sharing and exchange is to be accomplished.

3.3.28. The meeting formulated the following Conclusion:

RASG-AFI/8 - Conclusion 8/14: RASG-AFI Projects and Critical Activities

That, for the effective and efficient implementation of projects and critical activities, the Secretariat to establish a working group that will:

- a) **identify data and information to be shared and its format;**
- b) **develop guidance on how to share data and information;**
- c) **develop or identify a platform (database) to be used for data and information sharing; and**
- d) **develop guidelines on the use of the shared data and information.**

Medical Certification

3.3.29. South Africa presented to the meeting information on aviation medicine including :

- a) Safety oversight issues related to initial and recurrent training for medical assessors and designated medical examiners, especially on the practical conditions in which candidates exercise their duties and to be able to perform medical assessment in compliance with regulations and in adherence to established processes and procedures;
- b) The proper assessment of aeromedical risk, in particular in-flight incapacitation and its mitigation;
- c) The implementation of enforcement measures for designated medical examiners and aviation medicine centres, as necessary and as applicable;
- d) The internal and external collaboration and sharing of data when dealing with aviation medicine related matters;
- e) The lack of tailored aviation medicine studies and data relevant to the AFI Region context and environment; and
- f) The shortage of medical assessors.

3.3.30. In this respect, the meeting encouraged States, RSOOs and stakeholders including universities and the military to support the establishment and operationalization of Regional Centres, especially the CASSOA Centre for Aviation Medicine, as well as the building of capacity for aviation medicine in the AFI-Region by fostering and consolidating related research, studies and project documents.

Management of CAPSCA Programme in Africa

3.3.31. South Africa informed the meeting that the CAPSCA Programme was introduced in 2007 in Africa and various sensitization and training activities were carried out in the various regions of the African continent. The meeting noted that the Programme received limited recognition and support from the various African aviation and health platforms until the COVID-19 Pandemic, which resulted with the response being reactive, in a panic mode and not harmonized.

3.3.32. The meeting was informed that the scope of CAPSCA covers Public Health events including Communicable diseases as well as health related incidences such as nuclear radiation among others.

3.3.33. The meeting called on States to embrace the Public Health Corridor (PHC) Concept that had been introduced by ICAO to enhance the measures in place for addressing Public Health Emergencies of International Concerns. The meeting also encouraged States that were not members of CAPSCA to join the initiative to benefit from the expertise, guidance and sharing of experiences.

SSP implementation in Rwanda

3.3.34. The meeting was presented with Rwanda's experience on the implementation of the State Safety Program (SSP) over the last 15 years. The State highlighted the key enablers for an effective implementation of SSP and called for the regional aviation safety group (RASG), regional safety oversight organizations (RSOOs) and States to coordinate and establish a

collective effort to improve aviation safety performance in the region. Furthermore, the State availed to collaborate with other States to enhance aviation safety in the region.

Nigeria Safety Data

3.3.35. The Nigerian Civil Aviation Authority (NCAA) presented to the Meeting as part of its Safety reporting system (SRS) a web-based non-punitive, voluntary and confidential reporting and safety data collection and processing system to facilitate collection of information on actual or potential safety deficiencies in the Nigeria aviation industry. This provides the opportunity to capture safety deficiencies that may not be captured by mandatory incident reporting system with the objective of improving the State aviation system safety.

AGENDA ITEM 4: ITEMS FOR COORDINATION WITH APIRG

- 4.1. Under this agenda item, the meeting recalled the ARC-TF/4 request for the coordination of the Annual Safety Report Team (ASRT) and the APIRG Air Navigation Reporting Team (AANRT) activities, for timely development and issuance of the Annual Reports. The meeting will be noted that so far, such coordination has not been effective.
- 4.2. The meeting invited the two Teams to develop a common work programme that can ensure the timely annual production of the reports, including improvement in the collection of data as well as data sharing between the two groups to avoid duplication.

AGENDA ITEM 5: COMMON IMPLEMENTATION CHALLENGES IDENTIFIED BY RASG-AFI AND POSSIBLE SOLUTIONS

Implementation challenges identified by the RASG-AFI

- 5.1. The meeting was presented with an overview of challenges encountered by RASG-AFI Member States in fulfilling their safety obligations as per the Chicago Convention and proposed possible solutions to address them. The working paper identified the USOAP-CMA areas with the lowest level of effective implementation (EI), being the AIG 41%; AGA 46%; ANS 52% and OPS 56%; and highlighted also the critical elements CE-8 (32%); CE-7 (43%); CE-4 (53%) and CE-6 (54%) as having the lowest level of effective implementation.
- 5.2. Furthermore, the meeting discussed possible solutions to address identified challenges such as the establishment of an independent accident investigation authority, the recruitment and retention of sufficient qualified staff, implementation of training program and plan, in particular On the Job training; and suggested the implementation of systems for effective monitoring of safety oversight activities, including the resolution of non-compliances resulting from those activities.
- 5.3. The following conclusions were therefore formulated:

RASG-AFI/8 - Conclusion 8/15: Collaboration and implementation of safety oversight and safety management activities

That, to foster collaboration and support in the implementation of the Critical Elements of a State safety oversight system and management of safety system,

- a) **States to release inspectors and subject matter experts (SMEs) to assist other States during certification approval processes and provide OJT opportunities; and**
- b) **States, AFCAC, RSOOs, RAIOS and industry partners to cooperate and provide more resources, training, guidance, and technical assistance to States.**

RASG-AFI/8 - Conclusion 8/16: Safety Oversight and Management Tools

Taking into consideration the various challenges facing States in compliance with the requirements of the State Safety Oversight system:

- a) **AFCAC, in coordination with ICAO Regional Offices and relevant stakeholders, to identify a viable civil aviation management tool that can be used by the State to plan, monitor and report on safety oversight activities, to facilitate a harmonized approach for implementation of the requirements in the region;**
- b) **States to make a joint initiative for a common automation solution to leverage on costs and take advantage of the economies of scale to support the state safety oversight functions across the continent; and**
- c) **States that have developed automated tools to avail them through a cooperation scheme to fast-track automation of the SSO systems across the continent.**

AGENDA ITEM 6: RECOMMENDATIONS ON ACTIONS OR ENHANCEMENTS THAT WOULD REQUIRE CONSIDERATION BY THE ANC AND THE COUNCIL

- 6.1. The Meeting recalled that the RASG-AFI meeting report should be provided in a standardized format, including recommendations on actions or enhancements that would require consideration by the Air Navigation Commission (ANC) and the ICAO Council.
- 6.2. The meeting after deliberations identified some items that may require effective support from the ICAO Headquarter. The meeting formulated the following Conclusion:

RASG-AFI/8 - Conclusion 8/17: Recommendations on actions or enhancements that would require consideration by the ICAO Headquarters

That, to assist the region in enhancing implementation activities, ICAO to:

- a) **Increase USOAP CMA activities, including audits, ICVMs, off-site and integrated validation activities (IVAs), taking into account, among others, CAP implementation progress as reflected on the online framework (USOAP CMA OLF), in order to enhance the continuous monitoring of States' safety performance and providing assistance as appropriate in the RASG-AFI Region;**
- b) **Enhance provision of reliable and up-to-date safety data/information and tools, including on the on ICAO web portals and iSTARS applications;**
- c) **Continue provision of support to the Regions and States in developing their Regional Aviation Safety Plans (RASPs) and National Aviation Safety Plans (NASPs), respectively, through workshops.**
- d) **Assist in continuous mobilization of resources to support the effective implementation of the AFI Plan during the extended period (up to 2030); and**

- e) **Consider capacity building of the region on the SSP Implementation Assessment (SSPIA) Protocol Questions (PQs) and training of Subject Matter Experts (SMEs) in the region on conduct of the assessments.**

AGENDA ITEM 7: REVIEW OF THE FUTURE WORK PROGRAMME OF THE RASG-AFI AND ITS CONTRIBUTORY BODIES

- 7.1. The Secretariat presented the proposed activities of the RASG-AFI and its contributory bodies for 2023 for review and adoption by the RASG-AFI/8 meeting. The proposed 2023 Activities covered those of the RASC, the Safety Support Teams (SSTs) and RASG-AFI meetings.
- 7.2. The key focus areas included but were not limited to, the development and subsequent implementation of the Regional Aviation Safety Plan (AFI-RASP); and the assistance to be provided to States by the Regional Offices and other stakeholders to develop and implement their National Aviation Safety Plans (NASPs), in alignment with the AFI-RASP and the GASP. The meeting agreed on the following decision:

RASG-AFI/8 – Decision 8/18: Adoption of the RASG-AFI and its contributory bodies Work Programme for 2023

That, the 2023 Work Programme and activities of RASG-AFI and its contributory bodies be adopted as provided in Appendix 4E to this Report.

AGENDA ITEM 8: ANY OTHER BUSINESS (AOB)

- 8.1. There were no discussions under this agenda item.

PART V:

**APIRG/25 AND RASG-AFI/8
SECOND JOINT SESSION**

AGENDA ITEM 4: REVIEW AND ADOPTION OF THE CONCLUSIONS AND DECISIONS OF THE APIRG/25 AND RASG-AFI/8 MEETINGS

4.1 The meeting reviewed and adopted the Conclusions and Decisions of the APIRG/25 and the RASG-AFI/8 Meetings as presented in the text of this report.

AGENDA ITEM 5: ANY OTHER BUSINESS (AOB) / VENUE AND DATE OF THE NEXT APIRG & RASG-AFI MEETINGS

5.1 At the end of the session, the meeting agreed to participate in a survey to assess each participants top 3 priorities for 2023. An online survey was distributed to the participants by the Secretariat. The meeting responded positively to the survey and 30 responses were received (around 35% of the participants). The results were shared by the secretariat via a small presentation and interactive Kahoot quiz. The results are summarized in the figure 1 below.

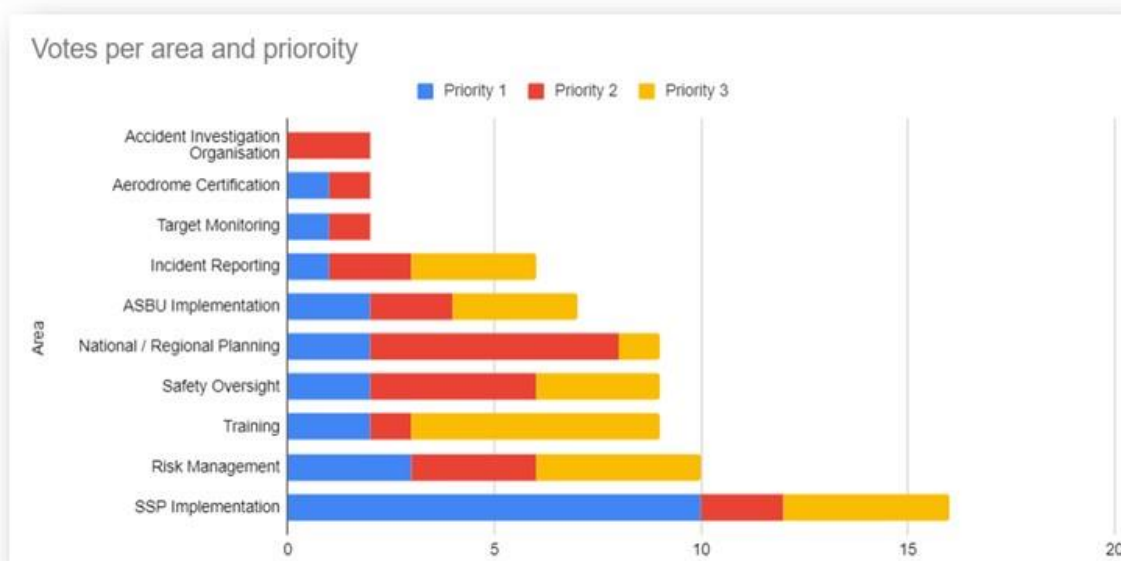


Figure 3 Priority Survey Results

5.2 Most of respondents indicated that their priority for 2023 is advance implementation of their State Safety Program (SSP). Implementation of SSP was considered the highest priority overall followed by Risk management related topics (operation risks, CFIT, runway safety etc.). National planning such as master planning and implementation of national aviation safety plans (NASP) scored highest in second priority for respondents. The experiment was judged very useful for the audience and could be considered to be repeated in the future.

5.3 It was agreed that the next APIRG/26 and RASG-AFI/9 meetings would take place in November 2023 in the Western and Central African region, and the Secretariat will make the necessary consultations with States and advice on the hosting State in due course.

AGENDA ITEM 6 CLOSING CEREMONY

- 6.1 During the closing session, statements were delivered by the Chairperson of the RASG-AFI Col. Dokisime Gnama Latta; the Chairperson of APIRG Mr Tobias Gunzel; Ambassador Levers Mabaso, Representative of South Africa at the ICAO Council and Chair of AFI Group; Mr. Prosper Zo'o Minto'o, ICAO Regional Director for Western and Central Africa (WACAF) and Col. Silas Udahemuka, Director General, Civil Aviation Authority of Rwanda. In this session a vote of thanks was delivered by the Director General of the Mali Civil Aviation Authority, Col. Drissa Kone.
- 6.2 The Chairpersons of the RASG-AFI and APIRG, Col. Dokisime Gnama Latta and Mr Tobias Gunzel in their closing remark thanked the Government and people of Rwanda for graciously hosting the event. They also thanked the Civil Aviation Authority of Rwanda and the organizing Committee for the efficient and professional coordination of the various activities of the meeting. In addition, they expressed their satisfaction for the professionalism demonstrated by the Secretariat from ICAO ESAF, WACAF Regional Offices and the Headquarter in effectively managing the two meetings.
- 6.3 Ambassador Levers Mabaso in his closing statement reiterated the exceptional hospitality extended by the Republic of Rwanda and thanked the organizers for the effective handling of the meeting. He underlined that all delegates are partners who should work together to push the interest of Africa through implementation. He finally committed to coordinate with members of the AFI group to support the outcomes of the meeting.
- 6.4 Mr. Prosper Zo'o Minto'o, in his part expressed his gratitude to the Government and people of the Republic of Rwanda for accepting and hosting the event. He also thanked the organizing team for the exceptional hospitality extended to the secretariat and the delegates. He congratulated the Secretariat for coordinating the two meetings in a combined schedule for the first time. He finally recalled that the growth and development of aviation in Africa lies on the shoulder of all stakeholders, hence the implementation of the conclusions and decisions of this meeting needs the concerted effort of all.
- 6.5 Col. Silas Udahemuka in his closing remark thanked the Chairpersons of the RASG-AFI and APIRG, delegates representing States and industry, the Regional Directors and the Secretariat, for their energy and wisdom in conducting the meeting effectively. He furthermore encouraged States and all stakeholders to implement the decisions and conclusions of the meeting. He urged States to enhance the participation of women and youth in such forums in the coming years and requested collaboration among RSOOs in the region. Finally, he wished safe journey back home to all delegates and participants and officially closed the meeting.

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