



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### Twenty-Fifth Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/25) & Eighth Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/8) – Joint sessions

7 - 11 November 2022

**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**

*(Presented by the Secretariat)*

SUMMARY	
The Air Navigation Commission (ANC) and the Air Navigation Bureau (ANB) jointly present a consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), covering the period from April 2021 to March 2022 including APIRG/24 and RASG-AF/7 to the Council.	
The action by the Meeting is in <b>paragraph 4</b> .	
<i>Strategic Objectives</i>	This working paper relates to Strategic Objectives <b>A and B</b>

## 1. INTRODUCTION

1.1 Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) have established regional priorities, implementation indicators and targets in aviation safety and air navigation for the regional implementation of the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP). They also address regional safety and air navigation concerns. This is reflected in the work programmes of PIRGs and RASGs.

1.2 A consolidated annual report on the progress and outcomes of the PIRG and RASG activities, as well as progress made in the regional implementation of the GANP and GASP is first presented to the ANC and thereafter to the Council. The Council considered this item on Monday 13 June 2022 (C-DEC 226/10) on the basis of C-WP/15370.

1.3 On 19 Sept 2022, the President of the Council, as per the PIRG/RASG terms of reference, approved the convening of APIRG/ 25 and RASG-AFI/8 to be held outside of the Regional Office in Rwanda at the kind invitation of the Government of Rwanda.

## 2. DISCUSSION

2.1 The Commission noted that the majority of regional PIRG and RASG meetings during this reporting cycle were held via virtual meeting arrangements by the Regional Offices. These arrangements were necessitated by the exceptional circumstances related to the COVID-19 pandemic and the related global travel and meeting restrictions which prevented face-to-face meetings.

2.2 During the development of a common methodology to report and manage common challenges, the Commission considered that the criteria to categorize a regional challenge as a global challenge should include, inter alia, interoperability issues that affect adjacent regions, a challenge reported by more than one region or items related to ICAO provisions. It was agreed that the ANC should have the flexibility to identify any other circumstance that may have a global impact. Challenges other than technical such as a lack of human/financial resources within States or political issues will be referred to the Council for consideration (AN-WP/9503 refers).

2.3 With regard to the overall reporting of the progress made with the elimination of all reported global challenges identified in previous reporting periods, the Commission agreed to develop a new table that will provide the Council with a dashboard-type snapshot of the actions taken to date.

2.4 The APIRG and RASG-AFI reports were reviewed by the Commission as per the procedures established in 2015, related to remote conferencing for a two-way dialogue with the regions (AN-WP/8993 refers). The *Review of the Report of the twenty-fourth meeting of the AFI Planning and Implementation Regional Group (APIRG/24) and the seventh meeting of the AFI Regional Aviation Safety Group (RASG-AFI/7) (1 to 8 November 2021)* is contained in AN-WP/9567.

2.5 The Commission noted that the APIRG/24 and the RASG-AFI/7 both held virtually, attracting an increased number of participants. The Commission recalled that the current definition of the AFI Region (which is not aligned with the geographical area covered by APIRG and RASG-AFI) posed some problems for the effective and efficient implementation of regional activities and programmes. The Commission highlighted the need to expedite this work.

2.6 The Commission was informed of the implementation challenges in the AFI Region, which included among other items the slow recovery of air navigation service providers (ANSPs) and aerodromes from the impact of COVID-19, and the conflicts and political instability in some States of the AFI Region.

2.7 The Commission noted the reported insufficient political commitment and the inadequate resourcing (human and financial) from some States. Other items reported as a challenge included the low level of data availability in the AFI Region on States' planning and implementation activities; the low level of contribution from States to support the APIRG's subsidiary bodies; and the poor feedback from States to ICAO State letters.

2.8 It was noted that the limited data received by the AFI Regional Monitoring Agency (ARMA) for inclusion in the calculations for the collision risk assessment (CRA) has a direct impact on safety. The Commission noted that the efficient and satisfactory conduct of activities through webinars and other remote training was rendered very difficult due to the absence or poor availability of a reliable internet connection and or hardware in several States.

2.9 The Commission noted that the ICAO Western and Central African (WACAF) and Eastern and Southern African (ESAF) Regional Offices, in liaison with the EUR/NAT Office are monitoring the operation of non-compliant RVSM aircraft operating in RVSM airspace. The Commission agreed that this should be addressed as a priority activity. In general, the Commission recognized the huge progress made in the AFI Region and encouraged the Region to continue its hard work.

2.10 With regards to Global challenges, and specifically the lack of compliance with RVSM-related requirements and procedures, the Council Request the Secretary General to facilitate appropriate high-level discussions at regional and global forums to enhance civil-military coordination and to raise awareness to ensure that all appropriate aircraft derivative designs are compliant with

RVSM performance requirements.

2.11 In addition, the Council requested the Secretary General to issue a State letter to encourage discussions at national forums to enhance civil-military coordination and raise awareness to ensure that all appropriate aircraft derivative designs are compliant with RVSM performance requirements and to invite States to review periodically their internal processes for the certification of State aircraft intending to operate as RVSM approved. The Council also requested the Secretary General to develop proposals to address the underlying issues related to this global challenge, including new Job Cards, as necessary, for consideration by the ANC.

2.12 With regards to the item identified by APIRG and RASG-AFI to align the definition of the Africa-Indian Ocean (AFI) Region with the actual geographical area of APIRG and RASG-AFI to facilitate the implementation of programmes, the Council Requested the Secretary General to expedite the development of a new definition of AFI Region to align the definition with the actual geographical area of APIRG and RASG-AFI to facilitate the coordination for effective implementation of programmes. The proposal should be coordinated with AFCAC, ACAO, ECAC and all other relevant stakeholders.

2.13 With regard to APIRG and RASG-AFI, the Council took note of the progress made and outcomes achieved including the progress made in the regional implementation of the Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP). With regards to participation, the Council expressed concern at the limited involvement of some State authorities in PIRG and RASG meetings as well as related activities, and the effect on the decision-making process in these bodies as a result.

### **3. RASG-AFI/7 Meeting**

3.1 The Commission noted with satisfaction that, overall, the aircraft accident rate for the AFI Region has declined from 21.86 per cent in 2008 to 1.48 per cent in 2021 and the number of fatalities reduced from 183 in 2008 to zero in 2021.

3.2 The Commission noted the implementation challenges included the COVID-19 pandemic, the conflicts and political instability in some States of the Region, insufficient political commitment and inadequate resourcing (human and financial) from some States. The poor communication with States due to a lack of or weak internet connectivity, and the inability of some civil aviation authorities (CAAs) to attract, train and retain qualified staff to meet their needs.

3.3 The Commission noted that the report highlighted the general low level of achievement of the global and regional targets such as the GASP targets and the Abuja Safety Targets, and the long outstanding resolution of the Significant Safety Concern (SSC) in Eritrea. The Commission urged the ESAF Office to work with Eritrea to resolve the existing SSC through mitigation measures by suspending or revoking air operator certificates (AOCs) issued to any air operator in the State.

3.4 The Commission noted a slight decrease in the Region's average level of EI of the safety oversight systems from 56.2 per cent to 55.6 per cent, which can be attributed to the new version of the USOAP Continuous Monitoring Approach (CMA) protocol questions. It was noted, with concern, that only two per cent of States have fully implemented a State safety programme (SSP).

3.5 The Commission noted that the lack or weak internet connectivity remains one of the subjacent issues that would need to be resolved by the States of the Region to fully benefit from the development and implementation of a remote safety oversight mechanism.

3.6 With regards to the information on the web-based ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) that is not always up to date for use by States in analysing

and measuring their progress, the Council requested the Secretary General to update the information for States and validate the available tools on the iSTARS platform used by States to obtain and share safety data related to the Annual Safety Report, as a matter of urgency.

**4. ACTION BY THE MEETING**

The meeting is invited to:

- a) Note the actions taken by the Council related to the review of the APIRG/24 and RASG-AFI/7 report review; and
- b) Take action as appropriate.

— END —