



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty Fifth Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/25)

(Kigali Rwanda 7-11 November 2022)

Agenda Item 4: Items of Coordination with RASG -AFI

(Presented by Secretariat)

SUMMARY
<p>This paper presents items of coordination between APIRG and RASG-AFI for consideration.</p> <p>Action by the meeting is at paragraph 3.</p>
<p>REFERENCE(S):</p> <ul style="list-style-type: none"> ➤ APIRG and RASG Procedural Handbooks ➤ ICAO Council Décision C-DEC 210/4 ➤ TORs of PIRGs and RASGs ➤ Global PIRG/RASG Coordination Forum
<p>Related ICAO Strategic Objective(s): A – Safety, B – Air Navigation Capacity and Efficiency, D – Economic Development of Air Transport, and E – Environmental Protection.</p>

1. INTRODUCTION

- 1.1 The Meeting will recall that at the 40th Session of the ICAO Assembly, it was decided to align the meeting schedule of the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) with the annual reporting requirement to the Council.
- 1.2 The PIRG and meeting report should be provided in a standardized format to the governing bodies of ICAO to identify regional and emerging challenges and shall include a list of items for coordination with the RASG and a concise summary of the outcome of related discussions as a minimum.

2. DISCUSSION

- 2.1 On 21st January 2022, the ICAO ESAF and WACAF Regional Offices were informed by the EUR/NAT Office on 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.
- 2.2 Several actions were therefore undertaken by the Regional Offices to address the issue including appropriate communication and follow up with States and coordination with the AFI Regional Monitoring Agency (ARMA). Concerned States took appropriate actions including enforcement and informed the Regional Offices.
- 2.3 As outcomes of such coordination, it appeared 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.
- 2.4 Responses received from States raised the need to improve coordination and exchange of information with ARMA in listing aircrafts approved for RVSM operations. An AFI 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.
- 2.5 In addition, the AAO/SG5 meeting discussed a new emerging trend affecting the safety in the AFI 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.
- 2.4 Considering the above, 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, is a paramount important and should be coordinated with RASG-AFI.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) Note the information provided in this working paper;
 - b) Request the RASG-AFI and its contributory bodies to identify specific actions aiming to assist States in improving their aircraft registration system, as well as the RVSM approval and notification to ARMA as part as States' aircrafts airworthiness oversight activities; and
 - c) Urge ARMA to conduct more workshops on the subject.

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