

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**



**AFRICA – INDIAN OCEAN AVIATION SYSTEM PLANNING  
AND IMPLEMENTATION GROUP (AASPG)**

**PROCEDURAL HANDBOOK**

First Edition – October 2024



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## LIST OF ABBREVIATIONS

AANDD	AFI Air Navigation Deficiencies Database
AAO/SG	Airspace and Aerodrome Operations Subgroup
AART	AASPG Annual Report Team
AASPG	Africa – Indian Ocean Aviation System Planning and implementation Group
AFI	Africa and Indian Ocean
AFI VACP	AFI Volcanic Ash Contingency Plan
AFTN	Aeronautical Fixed Telecommunication Network
AGA	Aerodromes and ground aids
AIM	Aeronautical Information Management
AMHS	Aeronautical Message Handling System
ANS	Air Navigation Service
ANSP	Air Navigation Service Provider
APIRG	AFI Planning and Implementation Group
ASBU	Aviation System Block Upgrades
ATM	Air Traffic Management
CNS	Communication Navigation Surveillance
ESAF	Eastern and Southern African
FIRs	Flight Information Regions
GANP	Global Air Navigation Plan
GNSS	Global Navigation Satellite System
HQ	ICAO Headquarters
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IAVW	International Airways Volcano Watch
IIM/SG	Infrastructure and Information Management Sub-Group
MET	Aeronautical Meteorology
MoU	Memorandum of Understanding
NCPI	National Coordinator for Planning and Implementation
NCLB	No Country Left Behind
PBN	Performance Based Navigation
PBCS	Performance Based Communication and Surveillance
PRCC	Programme Review and Coordination Committee
PTC	Project Team Coordinator
RASG-AFI	AFI Regional Aviation Safety Group
RODB	Regional OPMET Data Bank

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SAR	Search and Rescue
SARP	Standards and Recommended Practices
SMO/SG	Safety Management and Oversight Sub-group
WACAF	Western and Central African

## LIST OF APPENDICES

Ref. of Appendices	Title of the Appendices
Appendix A	Strategic Objectives of ICAO
Appendix B	List of Member States
Appendix C	Project Definition Template

## **AASPG PROCEDURAL HANDBOOK – GENERAL PART 0**

### **0.1 Introduction**

0.1.1 The AASPG Procedural Handbook is a publication adopted by AASPG. It is intended to provide, for easy reference of all interested parties, a consolidation of material, particularly of a procedural nature, relevant to the work of the AASPG and its contributory bodies. It also contains the working arrangements and internal instructions, developed by the Group for the practical application of its terms of reference and working methods.

0.1.2 The Secretariat will review and update the AASPG Procedural Handbook periodically, as required, to ensure a result-oriented approach.

0.1.3 This First Edition of the AASPG Procedural Handbook reflects the recommendations from the ICAO Air Navigation Commission (ANC), the Special AFI Regional Air Navigation (RAN) Meeting (SP AFI/08) of November 2008), which recognized the need to have a clearly defined strategy to implement ATM systems as well as the need to align work programmes of the States, Regions and ICAO. It also reflects the Council Decision C-DEC 210/4 aiming to enhance and improve the performance and expected results of PIRGS and RASGs.

0.1.4 At its 19th meeting (October 2013), the AFI Planning And Implementation Regional Group (APIRG) under its Decision 19/48 agreed on the reorganization of APIRG and its working methods in order to give effect to the outcome of the SP AFI/08 and the Twelfth Air Navigation Conference (AN-Conf/12, Montreal, 19-30 November 2012), which adopted the Fourth Edition of the Global Air Navigation Plan (GANP, Doc 9750).

0.1.5 The Fourth Edition of the GANP introduces the ICAO Aviation System Block Upgrades (ASBU) methodology complemented by the Technology Roadmaps for Communications, Navigation and Surveillance (CNS), Information Management (IM) and Avionics.

0.1.6 APIRG/19 meeting agreed on the application of the ASBU methodology in its work and that due consideration should be given to planning, implementation, monitoring and reporting aspects. Furthermore, project management principles should be applied to the work of APIRG and its contributory bodies.

0.1.7 On 6 October 2009, the ICAO Air Navigation Commission (ANC) reviewed a proposal for the establishment of Regional Aviation Safety Groups (RASGs) and decided that the concept of RASGs be transmitted to States and appropriate international organizations for comments before a recommendation was made to the Council. A State letter dated 16 December 2009 sought comments from States and selected international organizations on the need for uniform establishment of RASGs in all regions and provided suggested terms of reference and work programme of the RASGs. The comments by States were supportive of the establishment of RASGs. Consequently, the ICAO Council at the fourth meeting of its 190<sup>th</sup> Session held on 25 May 2010 (C-DEC 190/4) approved the establishment of the RASGs including the RASG-AFI for the Africa-Indian Ocean Region, with the aim of supporting a regional performance framework for the management of safety.

0.1.8 The main purpose of the Regional Aviation Safety Group for Africa-Indian Ocean (RASG-AFI) would be to develop an integrated, data-driven strategy and implement a work programme that supports a regional performance framework for the management of safety. This approach is designed to reduce the aviation fatality risk in the RASG-AFI Region and promote States and industry safety initiatives in harmony with the ICAO Global Aviation Safety Plan (GASP) and Global Aviation Safety Roadmap (GASR).



0.1.9 The APIRG/22 and RASG-AFI/5 meetings held in July/August 2019, noted with interest the outcome of the Council’s review of the terms of reference of the PIRGs and RASGs and welcomed the structure provided by the approved generic ToR sought by the Council to improve the performance and expected results. Accordingly, the ICAO Secretariat was tasked to update the PIRG and RASG handbooks (APIRG/22 & RASG-AFI/5 Decision 1/03).

0.1.10 Thereafter, during 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. The Council, (C-DEC 219/7), during the Review of Assembly Resolutions and Decisions working paper (C-WP/14983, Rev. 2), implemented the Assembly decision and on 7 August 2020, the President of the ICAO Council approved the amendment of the Terms of Reference of the PIRGs and RASGs to include annual meetings.

0.1.11 With the experience gained by hosting the APIRG and RASG-AFI back-to-back, the joint session of APIRG/25 and RASG-AFI/8, in view of the high number of common areas and subsequent coordination layers, called for a study on the feasibility of combining APIRG and RASG-AFI into a single entity in the future, as discussed in 2019 during APIRG/22.

0.1.12 The result of the study was presented at the joint session of APIRG/26 and RASG-AFI/9 with the proposal of the combined entity. The meeting then tasked the secretariat, through *APIRG/26 & RASG-AFI/9 Decision 5/05 – Enhancement of APIRG and RASG-AFI Structure*, to develop by June 2024, a Procedural Handbook of the future body as well as the schedule of a transition period and other related arrangements. The meeting requested the Secretariat once done, to coordinate with Chairpersons for an APIRG and RASG-AFI extraordinary joint meeting to review and approve the proposals.

0.1.7 This Edition of the AASPG Procedural Handbook reflects the merging of APIRG and RASG-AFI into a single regional group, based on the ICAO Council’s recommendations on the reporting structure and terms of reference, functions and participation of the planning and implementation regional groups (PIRGs) and the regional aviation safety groups (RASGs) and the revised Terms of reference as published by the Secretary General under Electronic Bulletin EB 2019/43, and as further amended following its Review of Assembly Resolutions and Decisions (C-DEC 219/7).

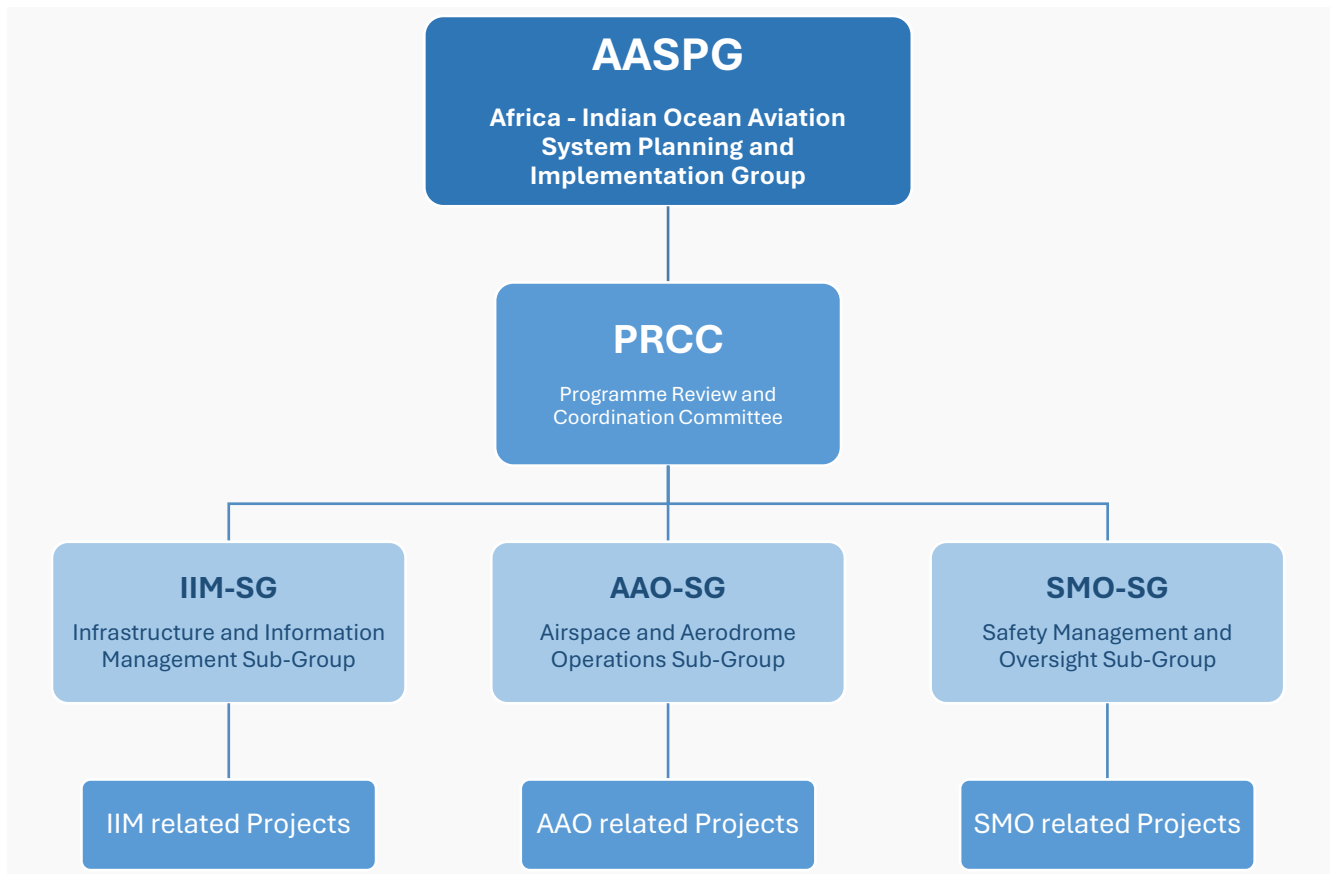
## **0.2 Organization of the Handbook**

0.2.1 The Handbook is organized in Sections and Part headings describing the terms of reference, composition, position in ICAO, working arrangements, rules of procedure and practices governing the conduct of business.

0.2.2 The framework of Section and Part headings, as well as the page numbering has been devised to provide flexibility, facilitating the revision or the addition of new material.

0.2.3 The Procedural Handbook will be made available to Members and Observers of AASPG, the ICAO Secretariat, and other States and international organizations participating in meetings, contributing to, or having interest in the work of the AASPG and/or its contributory bodies.

### 0.3 Organizational Structure of the Group



**AFRICA – INDIAN OCEAN AVIATION SYSTEM PLANNING AND  
IMPLEMENTATION GROUP (AASPG)**

**AASPG PROCEDURAL HANDBOOK**

**PART I**

**TERMS OF REFERENCE OF AASPG**

## **PART I - TERMS OF REFERENCE OF THE AFRICA – INDIAN OCEAN AVIATION SYSTEM PLANNING AND IMPLEMENTATION GROUP**

### **1.1 Background**

1.1.1 Planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs) have been established by the Council to, amongst other items, identify regional priorities, identify implementation targets and indicators related to air navigation and aviation safety for the regional implementation of the Global Air Navigation Plan (GANP, Doc 9750) and the Global Aviation Safety Plan (GASP, Doc 10004), and provide actionable recommendations to the Council (C-DECs 171/6, 183/9, 190/4 and 210/4 refer).

1.1.2 The first PIRG, the North Atlantic Systems Planning Group (NAT SPG), was established by the Council in 1965 and since that time, the following five additional PIRGs were established: European Air Navigation Planning Group (EANPG) (1972); Africa-Indian Ocean (AFI) Planning and Implementation Regional Group (APIRG) (1980); Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) (1983); Caribbean (CAR)/South American (SAM) Regional Planning and Implementation Group (GREPECAS) (1990); and the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) (1991).

1.1.3 With regard to RASGs, the Africa-Indian Ocean Regional Aviation Safety Group (RASG-AFI), Regional Aviation Safety Group - Asia and Pacific Regions (RASG-APAC), European Regional Aviation Safety Group (RASG-EUR) and Middle East Regional Aviation Safety Group (RASG- MID) were established by the Council in 2010. The Regional Aviation Safety Group - Pan America (RASG-PA) was established by the North American, Caribbean and South American States in 2008 and formalized with the others in 2010 (C-DEC 190/4).

1.1.4 In 2019, the Council approved new generic Terms of reference for the PIRGs and RASGs, in order to clarify the roles of stakeholders and promote partnership among them, harmonize the methods of work and improve regional reporting through more frequent meetings. It was agreed that the option to further expand the generic terms of reference to suit the regions needs will ensure flexibility of the work and lay the foundation for a more efficient meeting model and reporting.

1.1.5 Following the review of the terms of reference (ToR) of the PIRGs and RASGs by the ICAO Council to improve the performance and expected results of the Groups, the twenty second Meeting of the AFI Planning and Implementation Regional Group (APIRG/22) and the Fifth Meeting of the Regional Aviation Safety Group for Africa-Indian Ocean (RASG-AFI/5) held at Accra, Ghana, in July 2019, requested the Secretariat to make consequential changes to the APIRG and RASG-AFI Procedural Handbooks (APIRG/22&RASG-AFI/5 Decision 01/03 refers).

1.1.6 The revised ToR not only outline the changes introduced but also highlight the important coordination and decision-making roles played by PIRGs and RASGs. Accordingly, the ICAO Secretariat was tasked with updating the PIRG and RASG handbooks (APIRG/22 & RASG-AFI/5 Decision 1/03).

1.1.7 The consequential changes to the respective Procedural Handbooks prepared by the Secretariat were endorsed by the Twenty Third Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/23) and the Sixth Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/6).

1.1.8 In this regard, the mandate of the Group derived from the mandates of APIRG and RASG-AFI.

## **1.2 Mandate of the Group**

1.2.1 The AASPG has the obligation to apply the most effective and efficient organizational structure and meeting modalities that best suit the characteristics of the AFI region's implementation work programme, while maintaining to the extent possible, alignment with the ToR, the regional work programme, the Global Air Navigation Plan (GANP, Doc 9750), the Global Aviation Safety Plan (GASP, Doc 10004); while taking into account aspects of Global Aviation Security Plan (GASeP) by ensuring effective coordination and cooperation between all States and stakeholders.

1.2.2 The AASPG is primarily responsible for the development and maintenance of its primary regional plans namely the AFI Air Navigation Plan (ANP, ICAO Doc 7474) and the Regional Aviation Safety Plan (RASP). The Group is also responsible for the identification and resolution of deficiencies pertaining to safety oversight and implementation activities. It is a planning and coordination mechanism and, while implementation is the responsibility of States, AASPG can play a significant role in supporting the implementation of Standards and Recommended Practices (SARPs) as well as regional requirements.

1.2.3 AASPG monitors and reports the progress on the implementation of the GASP and GANP, the regional objectives and priorities and proposes amendments to the Global Plans as necessary to keep pace with the latest developments and ensure harmonization with regional and national plans.

1.2.4 The Group ensures continuous and coherent development of the regional air navigation plan, Regional Supplementary Procedures (Doc 7030) and other relevant regional documentation and proposes amendments to reflect the changes in operational requirements in a manner that is harmonized with adjacent regions, consistent with ICAO Standards and Recommended Practices (SARPs), Procedures for Air Navigation Services (PANS) and the GANP.

1.2.5 In line with the GASP and regional priorities, AASPG identifies specific aviation safety risks and propose mitigating actions using the mechanisms defined by Annex 19 — Safety Management and the Safety Management Manual (Doc 9859), with timelines to resolve deficiencies.

1.2.6 The Group verifies the provision of air navigation facilities and services in accordance with global and regional requirements.

1.2.7 AASPG will build on the work already done by previous Groups (APIRG and RASG-AFI) as well as the States, ICAO Regional Offices and existing regional and sub-regional organizations to support the development, maintenance and implementation of the regional plans.

1.2.8 The Secretariat of AASPG will review and update the AASPG Handbook periodically, and as required, will ensure a result-oriented approach.

### 1.3 Group Tasks

1.3.1 In regard to Global Plans, the Group shall:

- a) support implementation by States of the Global Air Navigation Plan (GANP, Doc 9750) and the Global Aviation Safety Plan (GASP, Doc 10004), taking into account aspects of Global Aviation Security Plan (GASeP) by ensuring effective coordination and cooperation between all States and stakeholders;
- b) monitor and report the progress on the implementation by States of the GASP and GANP, and the regional objectives and priorities;
- c) ensure continuous and coherent development of the regional air navigation plan, Regional Supplementary Procedures (Doc 7030) and other relevant regional documentation, and propose amendments to reflect the changes in operational requirements in a manner that is harmonized with adjacent regions, consistent with ICAO Standards and Recommended Practises (SARPs), Procedures for Air Navigation Services (PANS) and the GANP;
- d) provide feedback on the GASP and GANP implementation and propose amendments to the Global Plans as necessary to keep pace with the latest developments and ensure harmonization with regional and national plans;
- e) in line with the GASP and regional priorities, identify specific aviation safety risks and propose mitigating actions using the mechanisms defined by Annex 19 — *Safety Management and the Safety Management Manual* (Doc 9859), with timelines to resolve deficiencies;
- f) in line with the GANP and regional priorities, identify specific deficiencies in the air navigation field, and propose mitigating actions and timelines to resolve deficiencies; and
- g) verify the provision of air navigation facilities and services in accordance with global and regional requirements.

In regard to regional activities, the Group shall:

- a) serve as a regional cooperative forum that determines regional priorities, develops and maintains the regional aviation safety plan, the regional air navigation plan and associated work programme based on the GASP, the GANP and relevant ICAO Provisions, integrating global, regional, sub-regional, national and industry efforts in continuing to enhance aviation safety and air navigation system worldwide;
- b) facilitate the development and implementation of safety risk mitigation action plans by States, taking into consideration States' level of effective implementation of the critical elements of safety oversight systems and progress being made to improve the level;
- c) facilitate the development and implementation by States of air navigation systems and services as identified in the regional air navigation plan and Doc 7030;
- d) monitor and report, using a data-driven approach, the region's main aviation safety risks, and determine regional priorities and associated work programme based on the GASP;

- e) monitor and report on the status of implementation by States of the required air navigation facilities, services and procedures in the region, and identify the associated difficulties and deficiencies to be brought to the attention of the Council;
- f) facilitate the development and implementation of corrective action plans by States to resolve identified deficiencies, where necessary;
- g) analyse safety information and hazards to civil aviation at the regional level and review the action plans developed within the region to address identified hazards;
- h) identify and report on regional and emerging safety and air navigation challenges experienced that affect implementation of ICAO global provisions by States and measures undertaken or recommended to effectively address them;
- i) facilitate the development and implementation of regional and national aviation safety and air navigation plans by States; and
- j) assist Member States with guidance to implement complex aviation systems.

1.3.2 With regards to coordination, the AASPG shall:

- a) foster cooperation; safety data and safety information collection, analysis, protection, sharing and exchange; sharing of experiences and best practices among States and stakeholders;
- b) provide a platform for regional collaboration, coordination and cooperation amongst States and stakeholders for the continuous improvement of the States' safety oversight system and the air navigation systems in the region with due consideration to harmonization of developments and deployments, intra- and interregional coordination, and interoperability;
- c) ensure that all safety initiatives as well as air navigation activities at the regional and sub-regional level are properly coordinated amongst role players to avoid duplication of efforts;
- d) identify security, environmental and economic issues that may affect the operation of the air navigation system, and inform ICAO Secretariat accordingly for action; and
- e) through the AASPG Secretary, inform the Directors General of Civil Aviation Authorities and related Civil Aviation Commission/Conferences of AASPG meeting results.

1.3.3 With regards to Interregional Coordination AASPG shall:

- a) ensure interregional coordination through formal and informal mechanisms, including the participation in meetings established for the purpose of coordinating safety and planning and implementation related activities, the GANP, the GASP, the regional plans and procedures; and

- b) ensure coordination with informal groups, such as the South Atlantic Group, Informal South Pacific ATS Coordination Group and Informal Pacific ATS Coordination Group, to assure harmonized planning and smooth transition through regional interface areas.
- c) monitor implementation of air navigation facilities and services and where necessary, ensure interregional harmonization, taking into consideration organizational aspects, economic issues (including financial aspects, cost/benefit analyses and business case studies) and environmental matters.

## 1.4 Composition

1.4.1 All ICAO Contracting States, and Territories recognized by ICAO, within the area of accreditation of the ICAO Eastern and Southern African (ESAF) and Western and Central African (WACAF) Regional Offices shall be members of the Africa – Indian Ocean Aviation System Planning and Implementation Group (AASPG). The list of AASPG Member States is provided at **Appendix B** to this handbook.

1.4.2 Information on the Member States is provided in the DGCA Directory on ICAO Web page at <https://cfsecapps.icao.int/CFMapp/DGCA/Search/ListRegion.cfm>

## 1.5 Work Programme

1.5.1 To meet its terms of reference, the Group shall establish and assign to its contributory bodies, work programmes that are based on and give effect to the terms of reference of the Group and shall perform the following tasks:

- a) review, and propose, when necessary, the target dates for attainment of set safety targets and for the implementation of facilities, services and procedures to ensure the safe and coordinated development of the Air Navigation Systems in the AFI Region;
- b) assist the ICAO ESAF and WACAF Regional Offices in fostering the implementation of the AFI Regional Air Navigation Plan and the Regional Aviation Safety Plan;
- c) in line with the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP), facilitate the conduct of necessary systems performance, monitoring, identify specific deficiencies, and propose corrective actions;
- d) facilitate the development and implementation of action plans by States to implement SARPs, Regional requirements and resolve identified deficiencies, where necessary;
- e) develop amendment proposals to update the regional safety and air navigation plans necessary to satisfy any changes in the requirements, thus removing the need for regular regional group meetings;
- f) monitor implementation of air navigation facilities and services and where necessary, ensure interregional harmonization, taking into consideration the safety



of the system, organizational aspects, economic issues (including financial aspects, cost/benefit analyses and business case studies) and environmental matters;

- g) assess human resource planning and training issues and propose, where necessary, human resource development capabilities in the region that are compatible with the regional plans;
  - h) invite financial and other institutions as approved by the Council, on a consultative basis as appropriate, to provide advice in the planning process and regional safety initiatives;
  - i) maintain close cooperation with relevant organizations and State groupings to optimize the use of available expertise and resources;
  - j) conduct the above activities in the most efficient manner possible with a minimum of formality and documentation and call meetings of AASPG when deemed necessary;
  - k) coordinate with other regional and sub-regional bodies as necessary to support the safety oversight and management system of the states as well as the planning and implementation.
- a)

1.5.2 AASPG Chairperson and Secretary shall attend the global coordination PIRGs and RASGs meetings held at ICAO Headquarters.

1.5.3 In delivering on its ToR, AASPG will always do so in accordance with the Strategic Objectives of ICAO as updated from time to time. The Strategic Objectives of ICAO for the current Triennium are reflected in Appendix A to this Handbook.

## **1.6 Creation and dissolution of contributory bodies**

1.6.1 To assist in its work, the Group may create contributory bodies, charged with specific functions and/or tasks to enable the Group in discharging on its terms of reference. A contributory body shall be dissolved when it has:

- a) completed its assigned task;
- b) been determined that the work can be more effectively addressed by another body; or
- c) become apparent that work on the subject or work programme in question cannot be usefully continued.

## **1.7 Position in ICAO**

1.7.1 The Group shall be the guiding and co-ordinating organ for all activities conducted within ICAO concerning safety, planning and implementation matters for the AFI Region but shall not assume authority vested in other ICAO bodies except where such bodies have specifically delegated their authority to the Group. The activities of the Group shall be subject to review by the Air Navigation Commission and approval by Council.

1.7.2 The work of AASPG contributory bodies including meetings (excluding limited, special or full-scale RAN meetings) held within the framework of ICAO, concerned with the aviation system shall be co-ordinated with the AASPG to ensure coherence of all regional activities regarding the development and operation of the system.

**AFRICA – INDIAN OCEAN AVIATION SYSTEM PLANNING AND  
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**AASPG PROCEDURAL HANDBOOK**

**PART II**

**WORKING ARRANGEMENTS OF AASPG**

## **PART II - WORKING ARRANGEMENTS**

### **2.1 Relations with States**

2.1.1 States located geographically in the AFI Region, States having dependent territories in the AFI Region, and AFI User States, shall be kept fully informed of activities of the AASPG. To achieve this objective, States should receive, on a regular basis:

- a) The proposed agenda for meetings of the Group;
- b) The reports on meetings of the Group: and, as appropriate
- c) The summaries or reports on meetings of its contributory bodies.

2.1.2 States should ensure necessary co-ordination and follow-up of the Group's activities within their Administrations.

2.1.3 The Group may obtain information from AFI provider States on specific safety initiatives as well as planning and implementation issues and offer them advice in the form of specific proposals for action.

2.1.4 The Group should encourage the integration of the overall facilities and services required for international civil aviation operations with the national civil aviation plans of States, to avoid duplication of efforts.

2.1.5 Additionally, the Group should concentrate on a clear identification of existing deficiencies in the regional aviation system, on the establishment of priorities of overcoming them, on the development of methods of achieving implementation and on practical solutions to specific problems, particularly those matters that seriously affect the safety of international civil aviation operations in the AFI Region.

### **2.2 Relations with other Bodies and Organizations**

2.2.1 AASPG shall keep itself informed of the activities of other bodies and organizations to the extent that such activities are likely to have an impact on the safety, planning and operation of the AFI aviation system.

2.2.2 When necessary, AASPG shall provide information and advice to such bodies and organizations, if this is required, in order to:

- a) avoid duplication of studies and/or effort; and
- b) engage their assistance in matters which, while having a bearing on the aviation system, are outside the competence of ICAO and/or the terms of reference of the AASPG.

### **2.3 Administration of the AASPG**

2.3.1 The AASPG shall be administered as follows:

2.3.2 By a Chairperson elected from the representatives designated by Member States of the Group, preferably the Directors Generals of Civil Aviation Authorities. A First

and Second Vice-Chairperson shall be elected from the said representatives, preferably Directors General of Civil Aviation Authorities. A Third Vice-Chairperson shall also be elected from the industry, preferably a Chief Executive Officer of a Service Provider or a recognized Industry Organization.

2.3.3 By a Secretary designated by the Secretary General of ICAO. In the execution of his/her duties the Secretary will be supported by the ICAO Regional Offices in the AFI Region. The ICAO Regional Director(s) will serve as the Secretary of the AASPG. Wherever two Regional Directors are involved, they will periodically rotate on a biennial basis in serving as Secretary of the AASPG to balance the Regional Offices responsibilities and involvement in the group. The Secretary of the AASPG, will establish the date, methodology and the procedure to be applied for the rotation.

2.3.4 The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements to ensure efficient working of the Group.

2.3.5 Between meetings of the Group or its contributory bodies, some subject matter may be dealt with by correspondence among appointed subject matter experts through the Secretariat of the AASPG or of the contributory bodies concerned. However, if States are to be consulted, this should be made through the ICAO Regional Director of the Office of accreditation.

## **2.4 Meetings of the Group and Dates and Venue**

2.4.1 Based on the advice of the members of the Group and of the Secretary, the Chairperson shall decide on the date and duration of meetings of the Group.

2.4.2 Meetings shall be convened alternatively in the Regional Offices in Dakar or Nairobi, to the extent possible, to facilitate proper access by States. Approval to host AASPG meetings outside of the Regional Office must be obtained from the President of the Council.

2.4.3 The organization of the AASPG should address global and region-specific safety and air navigation-related matters, and meetings should be closely coordinated between the AASPG Chairperson and the Secretariat.

2.4.4 Members may be accompanied by advisers. Total attendance should, however, be kept to a minimum consistent with the topics to be discussed to maintain the desired informality of proceedings.

2.4.5 The ICAO Regional Offices in Dakar and Nairobi shall normally provide the Secretariat services to the Group.

2.4.6 Invitations to AASPG meetings must be issued at least three (03) months in advance of the meeting to assist States to plan participation. The letter should include the agenda, together with explanatory notes prepared by the Secretary in order to assist participants in preparing for the meeting.

2.4.7 The frequency of the AASPG meetings will be on an annual basis.

2.4.8 States, international organizations and industry are invited to submit working papers, research works, etc. in order to enhance the work of the AASPG and its contributory bodies. To ensure proper time for consideration and good decision-making, the Secretary should ensure

that all working papers are available at least fourteen days prior to the start of the meeting for consideration.

2.4.9 Where the meeting is held in more than one ICAO working language, interpretation services shall be made available to facilitate participation in the deliberations and adoption of the report by all participants.

2.4.10 A Technical Officer from Headquarters (Air Navigation Bureau) will participate and provide support to the meeting and subsequently arrange for the presentation of reports, in coordination with the Regional Office(s) and the Chairperson of the AASPG, to the ANC and Council for review and harmonization.

2.4.11 The final AASPG Report will be approved at the end of the meeting. Where the Report requires translation, it will be made available within thirty working days of the meeting closure.

2.4.12 ICAO headquarters will provide feedback to the AASPG highlighting the actions taken by the ANC and Council related to their previous meeting outcomes.

2.4.13 The AASPG will report to Council on an annual basis through the consolidated report on AASPG.

## **2.5 Establishment of Contributory Bodies**

2.5.1 To assist in its work, the Group may create contributory bodies charged with specific functions and/or tasks to enable the Group in effectively discharging on its terms of reference

2.5.2 A contributory body shall only be formed when it has been clearly established that it is able to make a substantial contribution to the required work. A contributory body will be dissolved by the AASPG when it has completed its assigned tasks or if the tasks cannot be usefully continued.

2.5.3 Meetings of AASPG contributory bodies may be convened at a different location, if required, to be determined by the Secretary and Chairperson of the AASPG, and contributory body. Venues shall be chosen with the primary aim of facilitating maximum State attendance.

## **2.6 General considerations**

2.6.1 The establishment and work of contributory bodies shall be based on the following principles:

- a) a contributory body shall only be formed when it has been clearly established that it is likely to be able to make a substantial contribution to the resolution of a deficiency, shortcoming, challenge, implementation of SARPs or Regional requirements, for which it is established;
- b) it shall be given clear and concise terms of reference describing not only its task but also an expected target date for its completion;
- c) a balance shall be established between the formation, composition and working arrangement of a body, and the ability of States and concerned organizations to

participate effectively in such a body, taking into consideration, amongst others, logistical and resource issues;

- d) its composition shall be such that, while being kept as small as possible, all States and Organizations likely to be able to make valid contributions are given the opportunity to participate in it;
- e) its activities shall be subject to review by the Group, especially to ensure progress and to avoid duplication of efforts in fields already covered by other activities; and
- f) a contributory body shall be dissolved when it has:
  - i). completed its assigned task;
  - ii). been determined that the work can be more effectively addressed by another body; or
  - iii). become apparent that work on the subject or work programme in question cannot be usefully continued.

2.6.2 There shall be no standing bodies established below the level of Sub-Groups.

2.6.3 The secretaries and facilitators of contributory bodies established by the Group will be appointed by the Secretary of the AASPG, after co-ordination between the ESAF and WACAF Regional Offices.

## **2.7 Programme Review and Coordination Committee (PRCC)**

2.7.1 The Programme Review and Coordination Committee (PRCC) is established by the AASPG primarily to undertake tasks that have previously been an increasing challenge to the APIRG and RASG-AFI Groups. These include reducing the volume of material for consideration by AASPG meetings to manageable levels, carrying certain tasks in between AASPG meetings in order to facilitate continuity and efficiency in implementation, and supporting the required coordination with relevant organizations.

2.7.2 The PRCC membership shall comprise the following:

- Chairperson of AASPG
- First, Second and Third Vice Chairpersons of AASPG
- Secretaries of AASPG
- Elected officials of the Sub-Groups
- Secretaries of Sub-Groups;
- Project Team Facilitators as necessary.

2.7.3 The Secretary of AASPG may assign other members of the Secretariat to support the PRCC as necessary.

2.7.4 The mandate and terms of reference of the PRCC are included in this Handbook at Part VIII-A hereto.

## **2.8 Sub-Groups**

2.8.1 The Sub-Groups reflected in Part VII of this Handbook have been established taking into consideration the principles highlighted under paragraph 5.2 of this Part.

2.8.2 Sub-Groups shall be composed of officials possessing the qualifications and experience in at least one of the aviation technical areas in the Sub-Group concerned. In order to facilitate focus, continuity and appropriate expertise, States and international organizations identified by AASPG will nominate specific officials to the Sub-Groups, providing information on nominee's qualifications and experience (i.e., CV), to enable the respective Sub-Groups to optimally take advantage of the expertise availed to them.

2.8.3 While every State that is likely to make a valid contribution shall be given an opportunity to participate, membership of the Sub-Groups shall be kept to a limited number of States and organizations, to facilitate efficiency on aspects such as consideration of business, costs, logistics and the application of non-formal working methods.

2.8.4 In addition, to enable the desired continuity and the benefits thereof, States should minimize changes of the nominated experts, and instead, allow the nominated experts to serve for a sufficiently lengthy period of time.

2.8.5 Each Sub-Group will be supported by a Secretary designated by the Secretary of AASPG from among members of the ICAO Secretariat. In addition, the Secretary of AASPG may assign other members of the ICAO Secretariat to support the Sub-Groups as necessary. The appointment of the Subgroup secretaries shall follow the rotation of the Secretariat among the regional offices. The regional office that does not hold the AASPG Secretariat will be responsible for the Secretariat of two Subgroups.

2.8.6 When deciding on the establishment of a Sub-Group, the Group shall indicate the States, international organizations and/or bodies which are to be invited to provide expertise for the Sub-Group. Changes to the composition shall be subject to approval by the Group. The Group may expressly mandate the PRCC to approve on its behalf, changes to the composition of a Sub-Group.

2.8.7 The mandate and terms of reference of each Sub-Group shall be agreed upon by the Group and included in this Handbook at Part VIII-B, VIII-C and VIII-D hereto.

## **2.9 Projects and Project Teams**

2.9.1 To carry out the work of the Sub-Groups a project management approach will be followed. 'Projects' will be identified and executed by 'teams' of subject matter experts reporting to the Sub-Groups. In certain circumstances, AASPG may, as it deems necessary, agree on a Project Team that does not report to a Sub-Group, but to the Group itself through the PRCC.



## **2.10 Projects-identification and approval**

2.10.1 AASPG, its contributory bodies, ICAO Secretariat, States or the civil aviation industry through its representative bodies, may propose a project or activity to be carried out as a project within the framework of AASPG. All project proposals shall be subject to approval by AASPG. However, under certain circumstances, and to avoid unnecessary delays in activities with critical time implications, the PRCC may, with the guidance of the ICAO Secretariat, endorse a project on behalf of AASPG.

2.10.2 Project proposals submitted to AASPG for approval shall be formulated on a Project Definition Template provided at **Appendix C** to this Handbook.

2.10.3 Activities being carried out by various contributory bodies that are foreseen to be impacted by the merging and restructuring of APIRG and RASG-AFI, shall, as soon as practicable be transformed into projects for review by AASPG through a defined transition plan.

## **2.11 Project Teams**

2.11.1 Project teams shall be composed of subject matter experts possessing the qualifications and experience required in the specific projects to which they are selected and familiar with the areas under consideration. States and organizations identified by AASPG will propose subject matter experts to the project teams, providing information on their qualifications and experience (i.e. CV). The Secretariat shall assess the proposals and select the suitable experts to enable the teams to optimally take advantage of the expertise. The number and the suitability of experts in a project team will be determined by the requirements of the project.

2.11.2 A project Team may agree on a particular role to be fulfilled by an Organization based on the exceptional expertise, tools and other capabilities it brings to the Team

2.11.3 ICAO Contracting States not included under paragraph 5.20, as well as aviation industry organizations other than AASPG observer members may, with the concurrence of the Chairperson and Secretary of AASPG, be invited to contribute to the work undertaken on specific projects of the Sub-Groups, with expertise and/or specialized tools.

2.11.4 Cognizant that not all AFI States will be members or participants in the activities of Project Teams, members of the teams will be expected to participate in their capacity as subject matter experts as opposed to representatives of their individual States or organizations.

2.11.5 Project Teams shall automatically be dissolved at the end of the given period or delivery of a project's final results, unless AASPG directly or through the PRCC expressly decides otherwise.

2.11.6 Project Teams shall elect from among them, Project Team Coordinators (PTCs) who shall coordinate the team activities and report progress to the Sub-Groups or the Group as necessary.

2.11.7 Project Teams will be supported by Facilitators designated by the Secretary of AASPG from among members of the ICAO Secretariat. In addition, the Secretary of AASPG may assign other members of the Secretariat to support the Project Teams as necessary.

2.11.8 The TORs of Project Teams will be detailed as part of each project definition.

## **2.12 Advisors to designated members**

2.12.1 Members of a Sub-Group or a Project Team may be assisted, when required, by advisors provided by the State or organization as the case may be. However, for logistical purposes, States and organizations wishing to send advisors to an event shall inform the Secretariat well in advance.

## **2.13 Designated Representatives**

2.13.1 Member States of AASPG shall designate representatives to the Group to assume the duties and responsibilities of ensuring the normal conduct of business of the Group. The representatives should attend meetings of the Group regularly and maintain the continuity of the Group's work. The Group may appoint from among the representatives, ad-hoc committees to address specific issues that may not otherwise be suitably addressed by established contributory bodies. Observers may be invited as necessary to contribute to the work of such ad-hoc committees.

2.13.2 States participating in the various AASPG contributory bodies should expect that their nominated officials to the PRCC, a Sub-Group or project team may be elected to officiate in the group or team in the capacity of Chairperson, Project Team Coordinator or Expert. Officiating members will be required to discharge various duties and functions during meetings and events as well as in the period between meetings. In this regard, States should ensure that officials elected in such capacities are adequately facilitated to participate and officiate in their elected capacities.

2.13.3 To facilitate geographical distribution of participation, elected officials shall be from various sub-regions of the AFI Region, such that both the chairperson and vice chairpersons should not be from the same sub-region. A similar distribution will apply in electing members to officiate in the Project Teams.

2.13.4 The elected members in the PRCC and Sub-Groups of AASPG shall be supported in their responsibilities by Secretaries designated by the Secretary of AASPG from among members of the ICAO Secretariat. Elected officials of Project Teams will be supported by Facilitators designated by the Secretary of AASPG.

## **2.14 Status of Observers**

2.14.1 In accordance with the provisions of paragraph 3.3 of Part I, representatives of States which are non-members of AASPG and international organizations will have the status of Observers at AASPG meetings. Other stakeholders may be invited as observers, when required, to contribute to the work of the Group.

2.14.2 The participation of industry stakeholders should consider relevant capabilities such as an involvement in the rapid pace of technological development, specific knowledge and expertise, and other opportunities including sharing of resources.

## **2.15 Co-ordination and reporting lines**

2.15.1 The Group reports to the ICAO Council through its Secretary, the ICAO Secretariat and the ANC as follows:

- a) proposals for amendment of the Air Navigation Plan, the Regional Aviation Safety Plan and the Regional Supplementary Procedures (SUPPs) originated by the AASPG will be processed in accordance with the approved amendment procedures;
- b) suggestions by the AASPG calling for amendment or modification of the provisions in the ICAO world-wide provisions (Annexes and PANS) that may arise, will be submitted to the Air Navigation Commission for consideration and action as appropriate;
- c) items concerning serious deficiencies in implementation of the Plans will be brought to the attention of the States concerned, and, after all possible efforts for implementation have been exhausted, to the attention of the ANC;
- d) specific policy issues emanating from the work of the AASPG and matters of impact on other regions will be submitted to the Council; and
- e) matters concerning the terms of reference of AASPG, its composition, working arrangements and position in ICAO, will be submitted to the Council.

2.15.2 The PRCC and the Sub-groups report to the Group. However, the PRCC shall, among others, review reports of the Sub-Groups of AASPG in order to:

- a) provide guidance to the contributory bodies, including strategies and roadmaps on achieving the objectives of AASPG; and
- b) determine materials that have matured sufficiently for consideration and the adoption of conclusions and decisions by AASPG.

2.15.3 Strategic co-ordination among sub-groups will primarily be ensured by the Group, taking into consideration their terms of reference and work programme or when taking action on their reports. In addition, the work of the Sub-Groups will be coordinated by the PRCC through the respective Secretaries and in consultation with the Chairpersons. The coordination process will in general be supported by the ICAO Secretariat in the Regional Offices.

2.15.4 Routine coordination between the Group or its contributory bodies and other ICAO groups, including PIRGs and RASGs and meetings concerning the AFI Region shall be conducted through the respective Secretaries and/or the ICAO Regional Director of the Office of accreditation as required.

2.15.5 Coordination with representatives of Member States of the Group and representatives of international organizations attending regularly the meetings of AASPG shall be conducted through the Secretary of AASPG. ICAO Regional Offices in other Regions shall be kept informed of such correspondence whenever it may have an impact on the work of these Offices.

2.15.6 Relations with States and international organizations whether or not represented in the Group, as well as relations with African bodies and organizations will normally be conducted through the ICAO Regional Director of the Office of accreditation.

2.15.7 Relations with experts provided by States as Members of AASPG Sub-groups shall be conducted by the Secretary of the Sub-group concerned.

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**PART III**

**RULES OF PROCEDURE FOR THE CONDUCT OF MEETINGS OF AASPG**

## **PART III - RULES OF PROCEDURES FOR THE CONDUCT OF MEETINGS OF AASPG**

### **3.1 General**

3.1.1 As set out in the Working Arrangements of the AASPG related to its Administration (Part II, paragraph 3.7 refers), AASPG shall at all times work with a minimum of formality and paperwork. To achieve this aim, the rules of procedures for the conduct of meetings should be as flexible and simple as possible. The Group is expected to conduct its business by consensus of all interested parties. The following provisions do not include therefore any procedures for handling motions or voting.

3.1.2 There shall be no minutes for the meetings of the Group. Reports on AASPG meetings should not include formal Statements by members or other participants. However, specific divergent views expressed in relation to decisions taken or conclusions reached shall be recorded as an integral part of the report.

### **3.2 Participation**

3.2.1 Representatives of Member States of AASPG should participate regularly in the meetings of the Group.

3.2.2 AASPG meetings are open to all members. A senior-level delegate nominated by the State/Territory, preferably from the CAA in order to support related policy making within the State should represent each State/Territory member. An alternate delegate and/or advisers with the requisite technical knowledge in the subject matters under consideration may support a delegate.

3.2.3 The CAAs should be supported by service providers (such as air navigation services providers, airport, operators, meteorological service providers, etc.) as advisers

3.2.4 States located outside the area of accreditation of the ICAO Regional Offices concerned can be invited on a case-by-case basis and in accordance with the Regional Office Manual to attend as observers.

3.2.5 International organizations recognized by the ICAO Council to participate in ICAO meetings should participate, as observers, in the AASPG meetings, and be encouraged to do so. Other stakeholders may be invited as observers, when required, to contribute to the work of the AASPG.

3.2.6 The participation of industry stakeholders should consider relevant capabilities such as an involvement in the rapid pace of technological development, specific knowledge and expertise, and other opportunities including sharing of resources.

3.2.7 Civil aviation commissions/conferences in particular the Arab Civil Aviation Organization, African Civil Aviation Commission, European Civil Aviation Conference and Latin American Civil Aviation Commission, may be invited to participate in the work of the AASPGs.

3.2.8 The members and observers will serve as partners in AASPGs, and their joint commitment is fundamental for success in improving implementation and safety worldwide.

3.2.9 AASPG meetings shall be live-streamed, to the extent possible, to enable additional State participants to follow the proceedings.

3.2.10 A Contracting State of ICAO not described in paragraph 3 of Part 1 may participate in meetings of the AASPG as an observer. To this effect, the State concerned should notify the Secretary of the AASPG of its intention of being represented, not later than 30 days prior to the meeting in which it has decided to participate. Such notification should include an indication of the subjects in which that State is interested and the name and title of its representative(s).

3.2.11 The Group shall normally invite international organizations recognized by the Council as representing important civil aviation interests to participate in the work of the AASPG in a consultative capacity. Among the international organizations, ACI, IATA, IFALPA and IFATCA should be invited on a continuous basis. Other international organizations and/or African bodies and organizations may also participate when specifically invited by the Group.

3.2.12 The ICAO Regional Directors, Dakar and Nairobi Offices should endeavour to ensure adequate representation by States, international organizations, African bodies and organizations invited by the Group to participate in its meetings.

### **3.3 Role of States**

3.3.1 State CAAs, supported by service providers as necessary, shall participate in the work of the AASPG and its contributory bodies to:

- a) ensure the continuous and coherent development and implementation of regional safety initiatives and air navigation plans and report back on the Key Performance Indicators (KPIs);
- b) support the regional work programme with participation from the decision-making authority with the technical expertise necessary for the planning, implementation and oversight mechanisms, thus supporting policy decisions at the State level;
- c) enable coordination, at the national level, between the CAA, service providers and all other concerned stakeholders, and harmonization of the national plans with the regional and global plans;
- d) facilitate the implementation of GANP and GASP goals and targets;
- e) report on the status of implementation, within the State, on a regular basis;
- f) plan for basic services to be provided for international civil aviation in accordance with ICAO Standards, within State national plans.
- g) facilitate the development and establishment of Letters of Agreement and bilateral or multilateral agreements;
- h) mitigate deficiencies identified under the uniform methodology for the identification, assessment and reporting of air navigation deficiencies in a timely manner;
- i) embrace a performance-based approach for implementation as highlighted in the Global Plans; and

- j) ensure the inclusion of the regional priorities in the States' safety programme and national implementation plans to the extent possible.

### **3.4 International organization and industry role**

- 3.4.1. Industry, in particular airspace users, professional associations and organizations (such as Airports Council International, Civil Air Navigation Services Organisation, International Federation of Air Line Pilots' Associations, International Federation of Air Traffic Controllers' Associations, International Air Transport Association, etc.) shall participate in the work of the AASPG and its contributory bodies, in order to support air navigation implementation and collaborative decision-making processes, taking into consideration the safety aspects of air navigation services.
- 3.4.2. Their focus shall be on identifying regional requirements and ensuring that their available resources are adequately allocated.
- 3.4.3. Regional Safety Oversight Organizations (RSOOs) and Regional Accident Investigation Organizations (RAIOs) shall participate in the work of the AASPG and its contributory bodies, in order to support activities and initiatives aiming at strengthening States' capabilities of safety oversight of their aviation systems.

*Note:*

*The above rules of procedures are based on the provisions contained in paragraphs 3, 4 and 5 of Part I and in paragraphs 2, 7 and 8 of Part II.*

### **3.5 Role of ICAO Headquarters**

- 3.5.1. A technical officer from Headquarters (Air Navigation Bureau) will participate and provide support to the meeting and subsequently arrange for the presentation of reports, in coordination with the Regional Office(s) and chairperson of the AASPG, to the ANC and Council for review and harmonization.
- 3.5.2. Headquarters will provide feedback to AASPG highlighting the actions taken by the ANC and Council related to their previous meeting outcomes.
- 3.5.3. AASPG will report to the Council on an annual basis through the consolidated report on safety and air navigation system related matters.

### **3.6 Convening of meetings**

- 3.6.1 At each of its meetings, the Group should endeavour to agree on the date, venue and duration of its next two meetings. The Secretary of the AASPG, , will establish the date, methodology and the procedure for the next meeting. States that offer to host AASPG meetings including its Sub-Groups will be requested to confirm through a formal offer within three months succeeding the last meeting.
- 3.6.2 In accordance with its objectives, AASPG shall:
  - a) ensure the continuous and coherent development of the AFI Regional Plans as a whole and in relation to those of adjacent Regions; and

- b) identify specific problems in the field of safety implementation and air navigation concerning the AFI Region and propose remedial action addressed to parties concerned.

3.6.3 A convening letter for a meeting shall be addressed by the Secretary of the Group, normally (three months) 90 days prior to the meeting, to representatives of:

- a) Member States of AASPG;
- b) Non-Member States, having indicated interest to regularly participate in the meetings of the AASPG; and
- c) International organizations invited to participate on a continuous basis in the activities of the Group.

3.6.4 The convening letter should include the agenda, together with explanatory notes prepared by the Secretary in order to assist participants in preparing for the meeting.

3.6.5 The ICAO Regional Directors, Dakar and Nairobi Offices shall ensure that States and International organizations concerned, located within their respective area of accreditation, are informed of the convening of AASPG meetings and the agenda with explanatory notes. This should be done by means of a State Letter.

*Note:*

*In addition to the working arrangements set forth in paragraph 4 of Part II, the rules of procedures above should be followed in convening meetings of the Group.*

### **3.7 Establishment of the Agenda**

3.7.1 The Secretary, in consultation with the Chairperson of the AASPG and in consultation between ESAF and WACAF Regional Offices and ICAO Headquarters shall establish a draft agenda based on the work programme adopted and the ICAO documentation on latest developments pertaining to the work of the Group.

3.7.2 The draft agenda shall be circulated with the convening letter, as specified in subparagraph 3.4 above, for comments in writing by expected participants in that meeting. The comments shall be forwarded to the applicable Regional Office not later than 10 working days prior to the meeting. The Secretariat shall prepare a working paper submitting such comments for consideration to the Group.

3.7.3 At the opening of the meeting, a State or international organization may propose the inclusion of additional items on the agenda, and this shall be accepted if the majority of States attending the meeting so agree.

### **3.8 Languages**

3.8.1 The languages of the meetings of the AASPG shall be English and French.

3.8.2 The reports on meetings of the Group and supporting documentation will be prepared in English and French.



*Note:*

*Documentation prepared by States and international organizations in French only or English only may be forwarded to the Secretary for translation. In this case, States and international organizations concerned should ensure that such documentation reaches the Secretary at least **45** days in advance of the meeting to permit processing, if possible.*

### **3.9 Officials and Secretariat of the AASPG**

3.9.1 In order to ensure the necessary continuity in the work of the Group and unless otherwise determined by special circumstances, the Chairperson, the First Vice-Chairperson the Second Vice-Chairperson and the Third Chairperson of the AASPG should assume their functions at the end of the meeting at which they are elected and serve for at least three calendar years or two meetings of AASPG, whichever occurs latest.

3.9.2 Members of the Group may at any time request that the election of the Chairperson and/or Vice-Chairpersons be included on the agenda. Elected Officers may, in any circumstances, be re-elected.

3.9.3 The Secretary of the AASPG will serve as Secretary of the meetings of the Group. Other members of the ICAO Secretariat as necessary will assist he/she.

*Note:*

*The following rules of procedure are supplementary to the working arrangements for the administration of the AASPG contained in paragraph 3 of Part II.*

### **3.10 Reports, Working Papers and other Documentation**

3.10.1 The Secretary of the respective Sub-groups through the PRCC should normally make presentation of reports of Sub-groups. Exceptionally, and in particular, when reports raise questions of principle or of a policy nature, the Group may request that the Chairperson of the Sub-group concerned make their presentation.

3.10.2 Documentation for meetings of the AASPG will be prepared by the Secretariat, Member States of the Group and international organizations participating on a continuous basis in the activities of the Group. As two ICAO Regional Offices (Dakar and Nairobi), are concerned with the activities of the AASPG, the Secretary will ensure that adequate co-ordination is effected within the Secretariat so that working papers presented to the Group reflect the realities of the two areas of accreditation.

3.10.3 Any State, international organization and African body or organization, whether or not attending, may submit material for consideration by an AASPG meeting. In cases where the material submitted is in the form of supporting documentation on a specific subject, the originator is expected to attend the meeting to which it is presented, at least during the discussions on the subject concerned.

3.10.4 Supporting documentation shall be presented in the form of:

- a) Working Papers;

- b) Discussion Papers; and
- c) Information Papers.

3.10.5 **Working Papers** constitute the main basis of the discussions on the various items on the agenda.

3.10.6 Working Papers shall be presented in a standardized format. Each paper should be limited to one agenda item or sub-item and contains, as appropriate, introduction of the matter, brief discussion and conclusions with specific proposals for action.

3.10.7 To ensure proper time for consideration and good decision-making, the Secretary shall ensure that all working papers are available at least fourteen days prior to the start of the meeting for consideration.

3.10.8 Working Papers shall be made available by the Secretary to:

- a) Members of the Group;
- b) States having notified the Secretary of their intention of being represented at the relevant meeting; and
- c) International organizations attending AASPG activities on a regular basis.

3.10.9 States or international organizations originating a Working Paper and not attending a specific meeting of AASPG shall also be provided with a copy of that particular Working Paper.

3.10.10 **Discussion Papers** are papers prepared on an ad-hoc basis in the course of a meeting, with the purpose of assisting participants in their discussions on a specific matter or in the development of conclusions for the draft report of the meeting.

3.10.11 In view of their nature, the distribution of Discussion Papers shall be limited to participants at the meeting to which they relate.

3.10.12 **Information Papers** are intended solely to provide participants at a meeting with information on developments of technical or administrative matters of interest to the Group.

3.10.13 Information papers will be circulated in the language in which they are submitted by the originator, to all participants and may be made available to all interested parties as early as practicable depending on logistical and other document processing constraints.

### **3.11 Conclusions and Decisions of the Meetings**

3.11.1 Action taken by the Group shall be recorded in the form of:

- a) Conclusions; and
- b) Decisions.

3.11.2 **Conclusions** deal with matters which, in accordance with the Group's 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.

3.11.3 **Conclusions** are aimed mainly at the furtherance of studies and programmes being undertaken by the Group, its Sub-groups and other ICAO Groups or meetings. For the implementation of such conclusions, the Secretary shall:

- a) initiate the required action; or
- b) through the relevant ICAO Regional Office, invite States and international organizations or other bodies as appropriate to undertake the tasks called for by the Conclusion concerned; or
- c) refer them to Council or the Air Navigation Commission for appropriate action.

3.11.4 The Secretary will ensure that Conclusions are transmitted to the States concerned through the relevant ICAO Regional Office and will take whatever action may be required to monitor their implementation.

3.11.5 **Decisions** relate to the internal working arrangements of the Group and its Sub-groups.

3.11.6 Each Conclusion and Decision formulated by the AASPG should explicitly and clearly respond to the following “4 W” questions:

<i>Conclusion/Decision XX: Title of the Conclusion or Decision</i>					
Why:	<i>Why this Conclusion or Decision is needed</i>				
What:	<i>What action is required</i>				
Who:	<i>Who is responsible for the required action (e.g. ICAO, States, Organizations, etc.)</i>				
When:	<i>Target date</i>				
Implementation following-up					
Follow-up required	Yes <input type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: Metric 2: ....	Means to collect data on the implementation of the conclusion /decision	Mean 1: Mean 2: ....

### 3.12 Conduct of business

3.12.1 The Chairperson or, in the absence of the Chairperson, the First or Second Vice-Chairperson of the Group, in that order, shall conduct the meetings of the AASPG.

3.12.2 At the first sitting of each meeting, following the opening by the Chairperson, the Secretary shall inform participants of the meeting arrangements, its organization and of the documentation available for consideration of the different items on the agenda.

3.12.3 Each meeting of the AASPG will consider, as required:

- a) reports from the PRCC and Sub-groups;
- b) specific safety, planning and implementation matters; and

c) review and up-date of the AASPG Work Programme.

3.12.4 At each of its meetings, the Group shall also establish a tentative meeting programme (including meetings of the PRCC and sub-groups) for at least the following two calendar years (cf. sub-paragraph 3.2, Part IV).

3.12.5 The Group shall at each of its meetings review its outstanding Conclusions and Decisions in order to keep them current and their number at a minimum consistent with the progress achieved in implementation.

3.12.6 The frequency of the AASPG meetings will be on an annual basis.

### **3.13 Reports**

3.13.1 Reports on meetings shall be of a simple layout and as concise as possible and shall include:

3.13.2 The Group reports outcomes to the ICAO Council through the Air Navigation Commission (ANC) as facilitated by the ICAO Secretariat.

3.13.3 The Group meeting reports which should be provided in a standardized format to the governing bodies of ICAO to identify regional and emerging challenges, and shall include as a minimum:

- a) a brief history of the meeting (duration, attendance, agenda and list of Conclusions and Decisions);
- b) a list of meeting participants, affiliation and number of attendees;
- c) a list of conclusions and decisions with a description of their rationale (what, when, why and how);
- d) a summary of the discussions by the Group on the different items of the agenda including, for each of them, the relevant Conclusions and/or Decisions with their rationale including why and how);
- e) common implementation challenges identified amongst AASPG members and possible solutions, assistance required and estimated timelines to resolve, if applicable, by sub-region;
- f) identification of and recommendations on particular actions or enhancements that would require consideration by the ANC and Council to address particular challenges, including the need for amendment proposals to global provisions and guidance materials submitted by States;
- g) a list of issues cross-referenced to actions to be taken by ICAO Headquarters and/or Regional Offices;
- h) based on the GANP and GASP, and associated KPIs and tools, report to the extent possible on the status of implementation of safety and air navigation goals, targets and indicators, including the priorities set by the region in their regional safety and air navigation plans exploring the use of regional dashboards to facilitate monitoring regional progress being made;

- i) Lack of effective implementation and air navigation deficiencies identified and timelines for mitigation thereof; and
- j) the work programme and future actions to be taken by the Group

3.13.4 The approved Meeting Report shall be circulated by the Secretary to:

- a) Members of the Group; and
- b) Other States and international organizations and AFI bodies and organizations having attended the relevant meeting.

3.13.5 The report shall also be circulated, through the ICAO Regional Office of accreditation, to all provider States in the AFI Region as well as to international organizations and African bodies concerned.

3.13.6 The final AASPG report will be circulated thirty working days after the end of the meeting. Where the report requires translation, it will be made available within forty-five working days of the meeting closure.

3.13.7 Headquarters will provide feedback to the AASPGs highlighting the actions taken by the ANC and Council related to their previous meeting outcome.

3.13.8 AASPG will report to Council on an annual basis through the consolidated reports.

**AFRICA – INDIAN OCEAN AVIATION SYSTEM PLANNING AND  
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**AASPG PROCEDURAL HANDBOOK**

**PART IV**

**RULES OF PROCEDURE FOR THE CONDUCT OF MEETINGS OF  
THE CONTRIBUTORY BODIES OF THE AASPG**

## **PART IV - RULES OF PROCEDURE FOR THE CONDUCT OF MEETINGS OF THE CONTRIBUTORY BODIES OF THE AASPG**

### **4.1. General**

4.1.1. Contributory bodies of the AASPG (The PRCC and Sub-groups) shall work with a minimum of formality and paperwork. There shall be no minutes for the meetings of the PRCC and Sub-Groups. However, the proceedings will be recorded in the form of a report.

### **4.2. Participation**

4.2.1. In general, cognizant that not all AFI States will be members or participants in the contributory bodies of AASPG, members of such bodies will be expected to act in the interest of AASPG and its member States. It shall be acceptable for members of Sub-groups and Project Teams to bring the experiences of their States and organizations to the benefit of the body in which they are participating. However, members of these bodies will be expected to carry out their tasks as professionals with specialist contributions aimed at benefiting the AFI Region and ICAO, as opposed to the interests of their individual States or organizations.

4.2.2. Members of the PRCC and Sub-groups shall be expected to attend and actively participate consistently in the activities of the bodies.

4.2.3. Member States of AASPG who members of Sub-groups are not may attend the proceedings of any Sub-group as observers. However, taking into consideration that logistical planning for activities such as meetings will be based on the number of nominated officials, States intending to participate as observers in a meeting of a Sub-Group will be expected to notify the Secretariat, of their intention well in advance of the specific meeting they wish to attend.

4.2.4. States other than those specified by the AASPG but which are in a position to make specific contributions to the work of a Sub-Group or Project Team should notify the ICAO Regional Director of the Office of accreditation of their intention to contribute to the Sub-group or Project Team. Depending on the intended contribution, applicable modalities will be followed to facilitate such involvement.

*Note:*

*The following rules of procedure are based on the provisions contained in paragraph 5 of Part II.*

### **4.3. Convening of meetings**

#### ***The PRCC and Sub-Groups***

4.3.1. The date and duration of meetings of the PRCC shall be decided by the Chairperson in consultation with the PRCC Secretary and members. Similarly, the date and duration of a Sub-group meeting shall be decided by the Secretary of that Sub-Group, in consultation with the Chairperson and members.

4.3.2. As a rule, Sub-Groups should, at each meeting, agree on the date, venue and duration of the next meeting and on tentative schedule of future meetings in order to assist the AASPG in establishing its meeting programme (cf. sub-paragraph 9.4 of Part III).

4.3.3. For each meeting of a contributory body of the AASPG, a convening letter shall be addressed by the respective Secretary to the Members of that body. This convening letter should include the agenda together with explanatory notes as required to assist participants in preparing for the meeting.

### ***Project Teams***

4.3.4. It is important to note that projects may not necessarily require the convening of physical (on-site) meetings, but may primarily be facilitated through electronic correspondence, teleconferences and such other media. Similarly, even in those Projects where physical meetings will be necessary, as much work as practical should be carried out through electronic media, in order to reduce costs and facilitate timely delivery of expected results. In lieu of formal invitation letters, email shall be the preferred means of communication in arranging activities of the Project Teams other than on-site meetings. Activities of Project Teams shall be overseen and supported by the Facilitators (appointed by Secretary of AASPG from among members of the Secretariat) in consultation with the Project Team Coordinator (PTCs).

### ***Location of meetings***

4.3.5. With the objective of reducing to the extent practical the cost of participation in the activities of AASPG, meetings of the PRCC and the Sub-Groups shall normally be convened alternatively at the locations of the ICAO Regional Offices in Dakar and Nairobi or in States that are willing to host.

4.3.6. With the same objective as above, on-site meetings of the Project Teams shall be convened alternatively at the locations of the ICAO Regional Offices in Dakar and Nairobi or in States within the area of accreditation of the respective Regional Office. Exceptions to this arrangement shall be made for projects which, for reasons of logistics or other inevitable support to a specific project, may only be feasible when convened at a specified location.

4.3.7. To facilitate, amongst others, stability in Regional Offices' and States' financial planning, to support the Regional activities within the framework of AASPG, the AASPG contributory bodies in coordination with the Regional Offices shall endeavour to achieve an annual balance in the distribution of activities convened in each of the Regional Offices.

## **4.4. Establishment of the Agenda**

4.4.1. **PRCC:** The Secretary of AASPG in coordination with the Chairperson of the Group shall establish a draft agenda of the PRCC based on the work programme adopted and the documentation available.

4.4.2. **Sub-Group:** The Secretary of a Sub-Group shall, after co-ordination with the ICAO Regional Office concerned, and in consultation with the Chairperson of the Sub-Group



establish a draft agenda on the basis of the work programme adopted and the documentation available.

4.4.3. The draft agenda shall be circulated with the convening letter and submitted to the meeting to which it refers, for adoption.

4.4.4. **Project Team:** The Facilitators of Project Teams in consultation with the PTCs shall coordinate and circulate the provisional agenda of Project Team meetings or teleconferences.

#### **4.5. Languages**

4.5.1. **PRCC:** The documentation and working language of the PRCC shall be English. Where a specific need is identified and resources are secured for the purpose, the French language shall to the extent possible, also be used.

4.5.2. **Sub-Group:** The languages and supporting documentation for meetings of Sub-Groups shall be English and French.

4.5.3. **Project Team:** The documentation and working language of Project Teams shall be English, provided that in cases where all members of a Project Team have a working knowledge of the French language, French may be used as the working language of the specific Project Team and only documentation forming part of the report material of the Project Team will be in the English Language.

*Note:*

*Documentation prepared by States and international organizations should be forwarded to the Secretary of the Sub-Group if possible, at least 30 days in advance of the meeting for which it is intended, to permit timely processing.*

#### **4.6. Official and Secretariat of AASPG Contributory Bodies**

4.6.1. States participating in the various AASPG contributory bodies should expect that their nominated officials to the PRCC, a Sub-Group or a Project Team may be elected to officiate in the body in the capacity of Chairperson, Project Team Coordinator (PTC) or requested to assume the role of champion as applicable. Officiating members will be required to discharge various duties and functions during the course of meetings and events as well as in the period between meetings. In this regard, States should ensure that officials elected in such capacities are adequately supported to participate and officiate in their elected capacities.

4.6.2. To facilitate geographical distribution of participation, elected officials shall be from various sub-regions of the AFI Region, such that a chairperson and vice chairperson may not be from the same sub-region. A similar distribution will apply in electing members to officiate in the Project Teams.

4.6.3. Each Sub-Group shall at its first meeting, elect from the representatives of States' Members of that Sub-Group, a Chairperson and a Vice-Chairperson to serve for a period agreed by the specific Sub-Group. To facilitate the widest contribution of AFI Member States as officials in the activities of AASPG, elected officials may serve for a period not exceeding two consecutive meetings or three consecutive calendar years, whichever comes last. Officers may be re-elected, provided that it shall not be consecutively.

4.6.4. Members of a Sub-Group may at any time request the election of the Chairperson and/or Vice-Chairperson to be included in the agenda of a meeting of that body.

4.6.5. The responsibilities and tasks of a Chairperson of a Sub-Group shall include convening meetings, facilitating proceedings of meetings, reporting, and following on implementation of Conclusions.

4.6.7. Election of officers in the Project Teams shall follow a similar approach as in the Sub-Groups. The responsibilities and tasks of a PTC of a Project Team shall include convening teleconferences, meetings where necessary, facilitating proceedings thereof, coordinating team activities and reporting.

#### **4.7. Conduct of business**

4.7.1. Meetings of the PRCC and Sub-Groups shall be conducted by their respective Chairpersons or, in the absence of the Chairpersons, by the Vice-Chairperson of the contributory body concerned.

4.7.2. Action by a Sub-Group that requires the prior agreements of the AASPG before it can be implemented or otherwise, shall be recorded in the form of draft Conclusions or draft Decisions in the report/summary of the Sub-Group. All such proposed actions shall be considered by the AASPG at its next meeting subsequent to the issuance of the sub-groups' report.

4.7.3. Decisions by the Sub-Group, which do not necessarily require prior agreement of the AASPG may be recorded as Decisions and may be carried out by the specific Sub-Group and its members or the Secretariat where such action is applicable.

#### **4.8. Reports of meeting**

4.8.1. Proceedings of meetings of the PRCC and Sub-Groups shall be recorded in the form of a Report. Reports shall be concise.

4.8.2. While each meeting of a Sub-Group will have a report thereto, a Sub-Group report to the PRCC may cover the proceedings of more than one meeting.

4.8.3. In addition to 4.8.1 and 4.8.2 above, a Sub-Group will submit a Report whenever, it has:

- a) finalized action on any part of its work programme; and
- b) found that it needs further directives or guidance from the AASPG to proceed in its work.

4.8.4. Reports on meetings of Sub-Group shall be of a simple layout and as concise as practicable. To the extent feasible the reports should be presented in a format setting aside reporting on non-essential proceedings and on matters solely of internal interest to the sub-groups themselves. They should normally cover:

- a) short introduction (brief history of the meeting, agenda, tasks at hand);

- b) in the sequence of the agenda, summary of findings on different tasks or specific elements thereof including as appropriate, draft conclusions and/or decisions; and
- c) the work programme and future meetings.

4.8.5. Project teams shall prepare summaries on their deliberations for circulation to members of the specific team and participants to a meeting. The team shall assess the maturity of the material in its summary, for reporting to the Sub-Group to which the Project Team reports or AASPG as applicable.

4.8.6. Reports of sub-groups shall be distributed by the Secretary to Members of the sub-group concerned, as soon as possible after the meeting to which the Report refers. Those Reports shall at the same time be circulated by the ICAO Regional Directors of accreditation to all provider States of the AFI Region, international and national organizations and bodies concerned. The reports shall be made available to user States on request.

4.8.7. Reports on meetings of sub-groups shall be submitted to the AASPG for review and action. At each meeting, the AASPG shall review the reports on all meetings of its sub-groups having taken place since the last meeting as well as other available reports on early meetings of the sub-groups still requiring action by the AASPG.

4.8.8. Action taken by the AASPG on reports of its sub-groups shall be the object of Supplement to the Report concerned. This Supplement shall be circulated by the Secretary of the sub-group concerned to the Members of that body and by the ICAO Regional Director of accreditation to interested States, International organizations and national bodies.

4.8.9. For all meetings of Sub-Groups convened more than six months before a scheduled meeting of the PRCC, the Secretary of the sub-group will prepare a summary, ideally one page, covering key issues arising from the meeting, in order to keep the PRCC informed of developments in the activities of the Sub-Groups.

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**PROCEDURAL HANDBOOK**

**PART V**

**UNIFORM METHODOLOGY FOR THE IDENTIFICATION,  
ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES**

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## **PART V - UNIFORM METHODOLOGY FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES**

(Approved by the Council on 30 November 2001)

### **5.1. Introduction**

5.1.1. Based on the information resulting from the assessment carried out by ICAO on the input received from various regions regarding deficiencies in the air navigation field, it became evident that improvements were necessary in the following areas:

- a) collection of information;
- b) safety assessment of reported problems;
- c) identification of suitable corrective actions (technical/ operational/ financial/organizational), both short-term and long-term; and
- d) method of reporting in the reports of ICAO planning and implementation regional groups (PIRGs).

5.1.2. This methodology is therefore prepared with the assistance of ICAO PIRGs and is approved by the ICAO Council for the efficient identification, assessment and clear reporting of air navigation deficiencies. It may be further updated by the Air Navigation Commission in the light of the experience gained in its utilization.

5.1.3. For the purpose of this methodology, the definition of deficiency is as follows:

*A deficiency* is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

### **5.2. Collection of information**

#### **5.2.1. Regional office sources**

5.2.1.1. As a routine function, the Regional Offices should maintain a list of specific deficiencies, if any, in their regions. To ensure that this list is as clear and as complete as possible, it is understood that the Regional Offices take the following steps:

- a) compare the status of implementation of the air navigation facilities and services with the regional air navigation plan documents and identify facilities, services and procedures not implemented;
- b) review mission reports with a view to detecting deficiencies that affect safety, regularity and efficiency of international civil aviation;
- c) make a systematic analysis of the differences with ICAO Standards and Recommended Practices filed by States to determine the reason for their existence and their impact, if any, on safety, regularity and efficiency of international civil aviation;

- d) review aircraft accident and incident reports with a view to detect possible systems or procedures deficiencies;
- e) review inputs, provided to the Regional Offices by the users of air navigation services on the basis of Assembly Resolution A37-15, Appendix L;
- f) assess and prioritize the result of a) to e) according to paragraph 4 of this Part (PART V: ASSESSMENT AND PRIORITIZATION);
- g) report the outcome to the State(s) concerned for resolution; and
- h) report the result of g) above to AASPG for further examination, advice and report to the ICAO Council, as appropriate through PIRG reports.

### **5.2.2. States' sources**

5.2.2.1. To collect information from all sources, States (regulatory bodies and air navigation service providers (ANSPs)) should, in addition to complying with the Assembly Resolution A36-10, establish reporting systems in accordance with the requirements in Annex 13, Chapter 8.

### **5.2.3. Users' sources**

5.2.3.1. Appropriate international organizations, including the International Air Transport Association (IATA), the International Federation of Air Line Pilots' Associations (IFALPA) are valuable sources of information on deficiencies, especially those that are safety related. In their capacity as users of air navigation facilities they should identify facilities, services and procedures that are not implemented or are unserviceable for prolonged periods or are not fully operational. In this context, it should be noted that Assembly Resolution A37-15, Appendix L and several decisions of the Council obligate users of air navigation facilities and services to report any serious problems encountered due to the lack of implementation of air navigation facilities or services required by regional plans. It is emphasized that this procedure, together with the terms of reference of the PIRGs should form a solid basis for the identification, reporting and assisting in the resolution of non-implementation matters.

### **5.2.4. Professional provider organizations' sources**

5.2.4.1. Appropriate international professional organizations, including the International Federation of Air Traffic Controllers' Association (IFATCA) and the International Federation of Air Traffic Safety Electronics Associations (IFATSEA) also valuable sources of information on deficiencies. In their capacity as air navigation services professional bodies, they should identify facilities, services and procedures that are not implemented or are unserviceable for prolonged periods or are not fully operational.

*Note:-*

*Guidance related to both mandatory and voluntary incident reporting systems is contained in the Safety Management Manual (SMM) (Doc 9859).*

### **5.2.5. Regional Safety Oversight Organizations’ sources**

5.2.5.1. Regional Safety Oversight Organizations (RSOOs) are also valuable sources of information on deficiencies. In their capacity as Safety Oversight bodies, they should identify facilities, services and procedures that are not implemented or are unserviceable for prolonged periods or are not fully operational.

### **5.2.6. Additional guidance on reporting**

5.2.6.1. To encourage reporting, the Group has adopted a list of minimum reporting areas which is reflected at **Appendix D** to this Handbook. The intent of the list is not to replace reporting based on ICAO Council policy, but to encourage reporting, in recognition of Assembly Resolution A37-15 Appendix L, and noting the historical critically low level of reporting, as well as the expanse of SARPs and requirements on which reporting may be affected.

5.2.6.2. Without prejudice to the definition of “deficiency” as approved by the Council, States, RSOOs, Regulators and Air Navigation Service Providers (ANSPs), users (IATA, AFRAA, etc.), and professional organizations (IFALPA, IFATCA, IFATSEA, etc.) are encouraged to report on deficiencies in the areas listed in Appendix D to this Handbook, in addition to reporting any other deficiencies as defined by the Council.

### **5.3. Reporting of information on deficiencies**

5.3.1. In order to enable the ICAO PIRGs to make detailed assessments of deficiencies, States, RSOOs, and appropriate international organizations including IATA, IFALPA and IFATCA, are expected to provide the information they have to the ICAO regional office for action as appropriate, including action at PIRG meetings.

5.3.2. The information should at least include description of the deficiency, risk assessment, possible solution, time-lines, responsible party, agreed action to be taken and action already taken.

5.3.3. The agenda of AASPG meeting should include an item on air navigation deficiencies, including information reported by States and other stakeholders reflected in paragraph 2.4 and 2.5 above, in addition to those identified by the Regional Office according to paragraph 2.1 above. Review of the deficiencies should be a top priority for each meeting. AASPG, in reviewing lists of deficiencies, should make an assessment of the safety impact for subsequent review by the ICAO Air Navigation Commission.

5.3.4. In line with the above and keeping in mind the need to eventually make use of this information in the planning and implementation process, it is necessary that once a deficiency has been identified and validated, the following fields of information should be provided in the reports on deficiencies in the air navigation systems. The fields are as set out below and in the reporting form attached hereto.

#### **a) Identification of the requirements**

- i) As per ICAO procedures, Regional Air Navigation Plans detail, *inter alia*, air navigation requirements including facilities, services and procedures required to support international civil aviation operations in a given region. Therefore, deficiencies would relate to a requirement identified in the regional air navigation

plan documents. As a first item in the deficiency list, the requirements along with their references (name of the meeting and the related recommendation number should be included - e.g. SP AFI/08 RAN Rec. xx). In addition, the name of the State or States involved and/or the name of the facilities such as name of airport, FIR, ACC, TWR, etc. should be included.

**b) Identification of the deficiency**

This item identifies the deficiency and would be composed of the following elements:

- i) a brief description of the deficiency;
- ii) date deficiency was first reported;
- iii) appropriate important references (meetings, reports, missions, etc)

**c) Identification of the corrective actions**

In the identification of the corrective actions, this item would be composed of:

- i) a brief description of the corrective actions to be undertaken;
- ii) identification of the executing body;
- iii) expected completion date of the corrective action; and
- iv) when appropriate or available, an indication of the cost involved.

**5.4. Assessment and prioritization**

5.4.1. The resolution of a deficiency shall be prioritized in three levels of tolerability, on the basis of the safety risk assessment, in accordance with the safety risk assessment methodology provided in the ICAO *Doc 9859 - Safety Management Manual*, as follows:

**“INTOLERABLE” priority:**

Take immediate action to mitigate the risk or stop the activity. Perform priority safety risk mitigation to ensure additional or enhanced preventative controls are in place to bring down the safety risk index to tolerable.

**“TOLERABLE” priority:**

Can be tolerated based on the safety risk mitigation. It may require management decision to accept the risk.

**“ACCEPTABLE” priority:**

Acceptable as is. No further safety risk mitigation required.



## 5.5. Model reporting table for use in the reports of PIRGs

5.5.1. Taking the foregoing into account, the model table below is for use by PIRGs for the identification, assessment, prioritization etc.; of deficiencies.

## 5.6. Action by the Regional Offices

5.6.1. Before each meeting of AASPG, the Regional Offices will provide advance documentation concerning the latest status of deficiencies.

5.6.2. It is noted that the Regional Offices should document serious cases of deficiencies to the Air Navigation Commission (through ICAO Headquarters) as a matter of priority, rather than waiting to report the matter to the next AASPG meeting, and that the Air Navigation Commission will report to the Council.

## 5.7. AFI Air Navigation Deficiency Database

5.7.1. The AFI Air Navigation Deficiency Database (AANDD) platform will be used to report, manage and monitor the air navigation deficiencies in the region.

## 5.8. Reporting form on air navigation deficiencies

5.8.1. The form below will be used for reporting on air navigation deficiencies to the AASPG meeting.

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action*
Requirement of Part ..., paragraph (table) of the air navigation plan	Terra X Terra Y	Speech circuits not implemented Villa X - Villa Y	12 Dec. 2..X	Coordination meeting between Terra X and Terra Y on 16 July 2..X to finalize arrangements to implementation circuit via satellite	Implementation of direct speech circuit via satellite	Terra X	20 Aug. 2..X	A

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**PROCEDURAL HANDBOOK**

**PART VI**

**METHODOLOGY FOR THE PREVENTION AND RESOLUTION OF  
SIGNIFICANT SAFETY CONCERNS (SSCs)**

## **PART VI - METHODOLOGY FOR THE PREVENTION AND RESOLUTION OF SIGNIFICANT SAFETY CONCERNS (SSCs)**

### **6.1. Introduction**

6.1.1. An SSC occurs when the State allows the holder of an authorization or approval to exercise the privileges attached to it, although the minimum requirements established by the State and by the Standards set forth in the Annexes to the Convention are not met, resulting in an immediate safety risk to international civil aviation.

6.1.2 ICAO has also established a subset of Protocol Questions (PQ) called Priority Protocol Question (PPQ) that, if found not satisfactory, may indicate a lack of capability by a State to identify and/or resolve operational safety, and consequently, its inability to conduct safety oversight.

6.1.3. States to improve their Effective Implementation after USOAP-CMA activities and address the existing issues, including emerging SSCs, which required urgent and coordinated actions at regional level shall be more proactive in the discharge of their safety oversight functions particularly in specific areas with high-risk exposure.

### **6.2. Identification of SSCs**

6.2.1. An SSC may be triggered in the following situations:

- a) A potential safety concern is identified during an audit in a State and confirmed as an SSC by the SSC Validation Committee.
- b) When a State does not satisfactorily address Priority PQs. If Priority PQs are assessed to be not satisfactory, this may indicate a lack of capability by a State to identify and/or resolve operational safety and fundamental accident investigation deficiencies effectively.
- c) When an Mandatory Information Request (MIR) concerning evidence of a potential SSC is issued to a State and the State either does not respond or its response is assessed to be not satisfactory by ICAO. This could escalate to an SSC and the initiation of an SSC process.

*Note – Appendix C to ICAO Doc 9735 provides more details on the procedure for identification, confirmation and resolution of Significant Safety Concerns.*

### **6.3. Resolution of SSCs**

6.3.1. As soon as a preliminary SSC is identified, the State to initiate corrective actions or mitigating measures immediately including actions to limit, suspend or cancel the noncompliant authorization(s), approval(s), license(s) and/or certificate(s), as applicable. When a potential safety concern is identified during a USOAP CMA activity or as part of the continuing monitoring process, and confirmed by the SSC Validation Committee, ICAO Regional Offices when requested by the State, provide support to the State to develop and submit immediate mitigating measures to resolve the SSC by the specified deadline prior to the confirmation by ICAO HQ of the preliminary SSC.

6.3.2. If the SSC is confirmed and made known to all Member States through the issuance of an Electronic Bulletin and the posting of the SSC on the OLF, the State still has 90 days after the posting on the OLF, to resolve the outstanding SSC before its indication on the ICAO public website.

6.3.3 State notified with an SSC shall establish a mechanism to address SSCs as a priority and provide ICAO with complete, clear and relevant information within the specified timeframe showing the State capability in properly overseeing air operators, airports, aircraft and/or air navigation services providers under its jurisdiction. Therefore, the SSC CAP should content State's comments and observations; description of corrective actions and/mitigating measures taken; documented evidence with reference to the associated PQs; action office(s) identified for implementation of each corrective action and/or mitigating measures; and estimated implementation date for each detailed step.

6.3.4 The SSC will be considered as resolved only if the supporting evidence and information have been assessed by the ICAO SSC Validation Committee as complete and relevant to the actions taken.

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**PART VII**

**AFI PROVIDER AND USER STATES**

## **PART VII – AFI PROVIDER AND USER STATES**

### **INTRODUCTION**

#### **7.1. Purpose and status**

7.1.1. According to the AASPG working arrangements, all States concerned with the work of the AASPG shall be kept fully informed (please see Note below) of its activities. To this effect, ICAO Regional Directors concerned, based on information provided by the Secretary of the AASPG, shall:

- a) keep States informed of the convening of AASPG meetings and the subjects planned to be discussed (cf. Section I; Part III, paragraph 3.5); and
- b) send them reports on meetings of the Group, and, as appropriate, summaries or reports on meetings of its sub-groups (cf. , Part II, paragraph 1.1).

7.1.2. All AFI provider and user States, either Contracting or non-Contracting States of the Convention on International Civil Aviation, shall be regarded as concerned with the work of the AASPG being therefore entitled to receive information on its activities.

Note:

*Communication with States will be in accordance with existing ICAO policies and procedures.*

7.1.3. In addition, according to the provisions governing the participation in the Group's activities by States other than those designated as Members of the AASPG, AFI provider and user States, if Contracting States of the Convention on International Civil Aviation, shall be entitled to be represented at meetings of the Group with full rights, if they so wish. (Part II, paragraphs 4.1 to 4.4)

## AFI PROVIDER AND USER STATES

### 7.2. Provider States

1. Angola
2. Benin
3. Botswana
4. Burkina Faso
5. Burundi
6. Cameroon
7. Cabo Verde
8. Central African Republic
9. Chad
10. Comoros
11. Congo
12. Côte d'Ivoire
13. Democratic Republic of the Congo
14. Djibouti
15. Equatorial Guinea
16. Eritrea
17. Eswatini
18. Ethiopia
19. France (Reunion, Mayotte)
20. Gabon
21. Gambia
22. Ghana
23. Guinea
24. Guinea-Bissau
25. Kenya
26. Lesotho
27. Liberia
28. Madagascar
29. Malawi
30. Mali
31. Mauritania
32. Mauritius
33. Mozambique
34. Namibia
35. Niger
36. Nigeria
37. Rwanda
38. Sao Tomé e Príncipe
39. Sénégal
40. Seychelles
41. Sierra Leone
42. Somalia
43. South Africa
44. South Sudan
45. Togo
46. Uganda
47. United Kingdom (St Helena, Ascension)
48. United Republic of Tanzania
49. Zambia
50. Zimbabwe

## AASPG PROCEDURAL HANDBOOK - PART VI

### AFI PROVIDER AND USER STATES

#### 7.3. Major User States

1. Argentina
2. Australia
3. Austria
4. Bahrain
5. Belgium
6. Brazil
7. Bulgaria
8. Canada
9. China
10. Cyprus
11. Czech Republic
12. Denmark
13. Finland
14. France
15. Germany
16. Greece
17. Hungary
18. India
19. Iraq
20. Israel
21. Italy
22. Jordan
23. Kuwait
24. Lebanon
25. Luxembourg
26. Malaysia
27. Malta
28. Netherlands, Kingdom of the
29. Oman
30. Pakistan
31. Poland
32. Portugal
33. Qatar
34. Romania
35. Russian Federation
36. Saudi Arabia
37. Singapore
38. Spain
39. Sri Lanka
40. Sweden
41. Switzerland
42. Syrian Arab Republic
43. Turkey
44. Thailand
45. United Arab Emirates
46. United Kingdom
47. Unites States of America
48. Venezuela
49. Yemen



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**PART VIII**

**CONTRIBUTORY BODIES OF AASPG:  
TERMS OF REFERENCE, COMPOSITION AND WORK SCHEDULE**

## **PART VIII-A - Programme Review and Coordination Committee (PRCC)**

### **8-A.1. Terms of Reference**

8-A.1.1. The PRCC is mandated by AASPG to carry out specific functions in order to coordinate and guide planning and implementation activities within the framework of AASPG, to facilitate the activities of AASPG in its Sessions, and to facilitate coordination between PIRGs, other Regional Groups and international organizations identified by AASPG. The PRCC shall specifically ensure continuity between the AASPG meetings and take necessary action to avoid implementation delays in between meetings of AASPG.

### **8-A.2. Key Functions**

8-A.2.1. Direct the work programmes and tasks of the contributory bodies of AASPG, in order to ensure that:

- a) contributory bodies have clearly defined tasks and deliverables;
- b) projects are clearly defined, with clear inter-projects linkage established and monitoring information made available. This will include update of the ICAO Regional Performance Indicators Dashboard.

8-A.2.2. Review reports of the contributory bodies of AASPG in order to:

- a) provide guidance to the contributory bodies, including strategies and roadmaps on achieving the objectives of AASPG; and
- b) determine materials that have matured sufficiently for consideration and adoption of conclusions and decisions by AASPG.

8-A.2.3. Monitor progress including the life of Projects carried within the framework of AASPG.

8-A.2.4. Facilitate coordination between the following bodies:

- a) Sub-Groups of AASPG;
- b) AASPG and other Regional bodies and international organizations identified by AASPG.

### **8-A.3. Tasks**

- a) to prepare the agenda for AASPG meetings in consultation with the Secretary of AASPG;
- b) to prepare the list of working documents (WPs, IPs, etc.) on materials considered ready for consideration by AASPG;
- c) review reports of the AASPG Sub-Groups including draft Conclusions and Decisions, information from other Regional Groups and international organizations and identify prioritized materials for consideration by AASPG;

- d) review trends on implementation shortcomings and deficiencies in accordance with the Council approved Uniform Methodology, and make recommendations for AASPG Conclusion and Decisions;
- e) provide guidance for the AASPG contributory bodies including implementation strategies and roadmaps on achieving the objectives of AASPG;
- f) carry necessary coordination between the Sub-Groups with particular focus on oversight, operational and infrastructure issues; and
- g) carry out other tasks as assigned by AASPG.

#### **8-A.4. Working Methods**

8-A.4.1. The PRCC shall convene at least once a year which shall include a preparatory Session for an AASPG meeting. As the Committee also prepares for AASPG meetings, one of its Sessions shall take place approximately six weeks prior to an AASPG meeting. The Committee shall in between meetings, make use of available means of electronic communication including teleconferencing to progress its work and keep its members up to date on issues of concern, as well as to discuss specific issues. Venues shall be chosen with the primary aim of facilitating maximum State attendance.

#### **8-A.5. Composition**

8-A.5.1. The composition of the PRCC is detailed in §5.8, Part II of this Handbook

## **PART VIII-B - Infrastructure and Information Management Sub-Group (IIM/SG)**

### **8-B.1. Terms of Reference**

8-B.1.1. The IIM/SG is established and mandated by AASPG to support the implementation of ICAO Standards and Recommended Practices (SARPs) and carry out specific activities aimed to enable AASPG to discharge its functions and responsibilities in the areas of CNS, AIM and MET.

### **8-B.2. Key Functions**

8-B.2.1. To carry out these functions, the Sub-Group shall, as guided by AASPG:

- a) Foster the implementation of specific Modules of the ICAO Aviation Systems Block Upgrades (ASBUs) assigned by AASPG;
- b) Carry out implementation Projects in support of States, related to the areas of MET, AIM and CNS in accordance with the ASBUs methodology and as guided by the Regional performance objectives, to support States in the implementation of SARPs and regional requirements;
- c) Take necessary action to enable coherent planning and implementation of MET, AIM and CNS programmes in the AFI Region, to facilitate the objective of achieving seamlessness in the air navigation system, interoperability and harmonization within the Region and with other Regions;
- d) Keep under review the adequacy of requirements in the areas of MET, AIM and CNS taking into account changes in user requirements, the evolution in operational requirements and technological developments in accordance with the ASBUs methodology; and
- e) Identify and collect, State by State, information on deficiencies in the areas of MET, AIM and CNS in accordance with the Uniform Methodology approved by Council and the AASPG guidance; analyse and propose solution; report on progress and obstacles beyond the capacity of the sub-group.

### **8-B.3. Tasks**

- a) Coordinate and conduct meetings of the IIM Sub-Group;
- b) Develop the framework of the establishment of Project Teams and submit to the consideration of AASPG;
- c) Oversee performance of Projects Teams under the IIM Sub-Group and provide guidance;
- d) Monitor implementation performance of relevant ASBU elements applicable to the AFI Region;
- e) Coordinate with the AAO/SG on the implementation of all relevant ASBU elements

to ensure robust and harmonized implementation relationship of operational requirements and supporting infrastructure and digital information;

- f) Analyze, update the list of AIM, MET and CNS deficiencies in the AFI Region and identify remedial regional projects;
  - g) Coordinate (through teleconferences or workshops) planning and implementation of AIM, MET and CNS regional Projects by the specialized Projects Teams;
  - h) Assess the statuses of implementation and the efficiency of AIM, MET and CNS infrastructures and systems;
  - i) Collect materials on IIM projects reporting and monitoring and develop project reports;
  - j) Ensure that the planning and implementation of AIM, CNS and MET in the region, is coherent and compatible with the developments carried out within the framework of the ATM Operational Concept, the Global Air Navigation Plan and the associated ASBU Modules for AIM, CNS and MET; and
  - k) Prepare regional plan for the transition to digital operational information messages (Flight Plans, OPMETs and NOTAMs) in coordination with the relevant AASPG contributory bodies.
- f) Where possible, initiate resource mobilisation activities to support the work of the Sub-Group's Projects.

#### **8-B.4. Working Methods**

8-B.4.1. The Sub-Group shall convene at least once every AASPG cycle of meetings taking into consideration the schedule of other AASPG activities. It shall make use of available means of electronic communication including teleconferencing to prepare and progress its work in between meetings and keep its members up to date on issues of concern, as well as to discuss specific issues.

8-B.4.2. Taking into consideration that the SG will be representing the interests of the Region, and that not all AASPG member States will necessarily be represented in an SG, the participating State officials shall be expected to work more as experts in their respective fields, as opposed to delegates attending only in the interests of their States. The SG shall work with minimum formality.

#### **8-B.5. Composition**

8-B.5.1. Details on the composition of the Sub-groups are provided in Part II, §5.11 to §517 of the Handbook.

8-B.5.2. The LIM AFI (COM/MET/RAC) RAN meeting in 1988 agreed that the participants in AASPG contributory bodies were to be specialists in the subjects concerned and familiar with the areas under consideration. While every State that is likely to make a valid contribution shall be given an opportunity to participate, the group shall be kept as small as possible, to facilitate efficiency on aspects such as consideration of business, cost, logistics and

the application of non-formal working methods.

### **8-B.6. Work programme template of the IIM sub-group meetings**

8-B.6.1. The Work Programme of the IIM/SG is developed based on the Following generic agenda.

<b>Item #</b>	<b>Item</b>
<b>Agenda Item 1:</b>	Adoption of the Agenda and the Work Programme
<b>Agenda Item 2:</b>	Status of implementation of Conclusions and Decisions of the IIM/SG Meeting and AASPG Meeting applicable to the Sub-group
<b>Agenda Item 3:</b>	Achievements in AIM, CNS and MET
<b>Agenda Item 4:</b>	Air Navigation Deficiencies
<b>Agenda Item 5:</b>	Activities to be coordinated with the AAO and SOM Sub-Groups
<b>Agenda Item 6:</b>	Implementation Challenges of the Sub-group
<b>Agenda Item 7:</b>	Proposed Recommendations/actions to be taken by ICAO HQ
<b>Agenda Item 8:</b>	Review of the Terms of Reference (TOR), Composition and Future Work Programme of the IIM/SG
<b>Agenda Item 9:</b>	Any other business
<b>Agenda Item 10:</b>	Draft Conclusions/Decisions of the Meeting of the IIM/SG

## **PART VIII-C - Airspace and Aerodrome Operations Sub-Group (AAO/SG)**

### **8-C.1. Terms of Reference**

8-C.1.1. The AAO/SG is established and mandated by AASPG to support the implementation of ICAO Standards and Recommended Practices (SARPs) and carry out specific activities aimed to enable AASPG to discharge its functions and responsibilities in the areas of AOP and ATM.

### **8-C.2. Key functions**

8-C.2.1. To carry out its functions, the Sub-Group shall, as guided by AASPG:

- a) Foster the implementation of applicable elements of the ICAO Aviation Systems Block Upgrades (ASBUs) assigned by AASPG;
- b) Carry out implementation projects in support of States, related to the areas of AOP, ATM and SAR in accordance with the ASBUs methodology and as guided by the Regional performance objectives, to support States in the implementation of SARPs and regional requirements;
- c) Take necessary action to enable coherent planning and implementation of AOP, ATM and SAR systems in the AFI Region, to facilitate the objective of achieving seamlessness in the air navigation system, interoperability and harmonization within the Region and with other Regions;
- d) Keep under review the adequacy of requirements in the areas of AOP and ATM/SAR taking into account changes in user requirements, the evolution in operational requirements and technological developments in accordance with the ASBUs methodology;
- e) Ensure AOP environmental initiatives are consistently identified and progressed, and report outcomes from AOP environmental initiatives; and
- f) Identify and collect, State by State, information on deficiencies in the areas of AOP, ATM and SAR in accordance with the Uniform Methodology approved by Council and the APIRG guidance; analyse and propose solution; report on progress and obstacles beyond the capacity of the sub-group.

### **8-C.3. Tasks**

- a) Coordinate and conduct meetings of the AAO Sub-Group;
- b) Develop the framework of the establishment of Project Teams and submit to the consideration of AASPG;
- c) Oversee performance of Projects Teams under the AAO Sub-Group and provide guidance;

- d) Monitor implementation performance of relevant ASBU elements applicable to the AFI Region.
- e) Coordinate with the IIM/SG on the implementation of all relevant ASBU elements to ensure robust and harmonized implementation relationship of operational requirements and supporting infrastructure and digital information
- f) Review and update the list of deficiencies with regard to AGA, ATM and SAR fields and propose remedial actions;
- g) Carry out periodic review of the AFI ANP and update information relating to AGA, ATM and SAR;
- h) Review the severity of the wildlife management and the status of implementation of appropriate bird hazard strike reduction measures in the Region;
- i) Review the provision of rescue and firefighting services and emergency planning at international aerodromes in the AFI Region and monitor the switch over to the use of environmentally friendly materials for firefighting;
- j) Review and monitor the impact of the introduction of the new large aeroplanes (NLAs) in the AFI Region in particular the requirements with respect to alternate aerodromes;
- k) Review, assess and provide guidance on the impact of the operations of the NLAs at aerodromes in the AFI Region;
- l) Review and monitor the implementation of certification of international aerodromes
- m) Review and monitor the implementation of new approach and landing systems in order to ensure smooth transition and optimization of the performance of the systems implemented;
- n) Review and monitor the implementation of the requirement for aerodrome certification;
- o) Review and monitor the implementation of the requirement for safety management system at aerodromes and in ANSPs;
- p) Maintain and continually improve efficiency and safety of the airspace planning and management on a systematic basis with a view to achieving an optimum flow of air traffic;
- q) Support progress in the implementation of PBN, prioritizing the development of airspace concepts to increase airspace capacity and improve efficiency.
- r) Support the progressive implementation of the flexible use of airspace (FUA) through the establishment of a robust civil military cooperation system at regional and States levels.



- s) Monitor the maintenance and continuous improvement in the safety levels of RVSM operations, provide guidance and recommend remedial actions; support the functions of the ARMA;
- t) Monitor trends on unsatisfactory condition reports (UCR) including ATS incidents through the TAG, and AIAG, recommend remedial action as appropriate and monitor performance;
- u) Review the requirements and monitor the implementation of Search and Rescue Services.
- v) Promote and support States' efforts in the development of SAR agreements and Sub-regional SAR bodies to enhance SAR capabilities.
- w) Carry out comprehensive reviews and updates of all Conclusions and Decisions within the framework of AASPG that are applicable to the AAO Sub-Group in order to ensure continued relevance of the Conclusions and Decisions

#### **8-C.4. Working Methods**

8-C.4.1. The Sub-Group shall convene at least once a year taking into consideration the schedule of other AASPG activities. It shall make use of available means of electronic communication including teleconferencing to prepare and progress its work in between meetings and keep its members up to date on issues of concern, as well as to discuss specific issues.

8-C.4.2. Taking into consideration that the SG will be representing the interests of the Region, and that not all AASPG member States will necessarily be represented in an SG, the participating State officials shall be expected to work more as experts in their respective fields, as opposed to delegates attending only in the interests of their States. The SG shall, while exercising due professional care and without prejudice to States sovereignty and integrity, work with minimum formality to facilitate effective delivery.

#### **8-C.5. Composition**

8-C.5.1. Details on the composition of the Sub-groups are provided in Part II, §5.11 to §5.17 of the Handbook.

#### **8-C.6. Work programme template of the AAO sub-group meetings**

8-C.6.1. The Work Programme template of the AAO/SG is developed based on the following generic agenda.

<b>Item #</b>	<b>Item</b>
<b>Agenda Item 1:</b>	Adoption of the Agenda and the Work Programme
<b>Agenda Item 2:</b>	Status of implementation of Conclusions and Decisions of the AAO/SG Meeting and AASPG Meeting applicable to the Sub-group
<b>Agenda Item 3:</b>	Achievements in Airspace and Aerodrome Operations
<b>Agenda Item 4:</b>	Air Navigation Deficiencies
<b>Agenda Item 5:</b>	Activities to be coordinated with the IIM and SOM Sub-Groups
<b>Agenda Item 6:</b>	Implementation Challenges of the Sub-group
<b>Agenda Item 7:</b>	Proposed Recommendations/actions to be taken by ICAO HQ
<b>Agenda Item 8:</b>	Review of the Terms of Reference (TOR), Composition and Future Work Programme of the AAO/SG
<b>Agenda Item 9:</b>	Any other business
<b>Agenda Item 10:</b>	Draft Conclusions/Decisions of the Meeting of the AAO/SG

## **PART VIII-D – Safety Management and Oversight Sub-Group (SMO/SG)**

### **8-D.1. Terms of Reference**

8-D.1.1. The SMO/SG is established and mandated by AASPG to support the implementation of ICAO Standards and Recommended Practices (SARPs) and carry out specific activities aimed to enable AASPG to discharge its functions and responsibilities in Safety management and Safety oversight.

### **8-D.2. Key Functions**

8-D.2.1. To carry out its functions, the Sub-Group shall, as guided by AASPG:

- a) Foster the implementation by States of the Global Aviation Safety Plan (GASP, Doc 10004), taking into account aspects of Global Aviation Security Plan (GASeP) by ensuring effective coordination and cooperation between all States and stakeholders;
- b) Carry out implementation projects related to the areas of Safety management and Safety oversight, on the basis of the Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR) and as guided by the Regional performance objectives, to support States in the implementation of SARPs and regional requirements;
- c) Take necessary action to enable coherent building of States aviation systems in the AFI Region, to support the objective of achieving seamlessness in the air navigation system, interoperability and harmonization within the Region and with other Regions;
- a) conduct follow-up to ~~GASP/GASR~~ AFI-RASP related activities as required;
- b) Collect and analyse, safety data and information on in the region; propose initiatives to enhance safety; report on progress and challenges beyond the capacity of the sub-group.

### **8-D.3. Tasks**

- a) Coordinate and conduct meetings of the SMO Sub-Group;
- b) Oversee performance of Projects Teams under the SMO Sub-Group and provide guidance;
- c) Coordinate the development and implementation of safety risk mitigation action plans by States, taking into consideration States' level of effective implementation of the critical elements of safety oversight systems and progress being made to improve the level;
- d) analyse safety information and hazards to civil aviation at the regional level and review the action plans developed within the region to address identified hazards;

- d) monitor and report, using a data driven approach, the region’s main aviation safety risks, and determine regional priorities and associated work programme based on the GASP;
- e) Monitor, report on the AFI-RASP implementation and propose actions for its improvement based on the region identified priorities
- f) analyse safety information and hazards to civil aviation at the regional level and review the action plans developed within the region to address identified hazards;
- g) identify and report on regional and emerging safety challenges experienced that affect implementation of ICAO global provisions by States and measures undertaken or recommended to effectively address them;
- h) facilitate the development and implementation of regional and national aviation safety plans (NASPs) by States;
- i) Support States, Regional Organisations on the implementation of Safety enhancement initiatives to address the identified safety challenges;
- j) Coordinate with the IIM/SG and AAO/SG on safety aspects of the air navigation system in the region; and
- k) Carry out comprehensive reviews and updates of all Conclusions and Decisions within the framework of AASPG that are applicable to the SMO Sub-Group in order to ensure continued relevance of the Conclusions and Decisions.

#### **8-D.4. Working Methods**

8-D.4.1. The Sub-Group shall convene at least once a year taking into consideration the schedule of other AASPG activities. It shall make use of available means of electronic communication including teleconferencing to prepare and progress its work in between meetings and keep its members up to date on issues of concern, as well as to discuss specific issues.

8-D.4.2. Taking into consideration that the SG will be representing the interests of the Region, and that not all AASPG member States will necessarily be represented in an SG, the participating State officials shall be expected to work more as experts in their respective fields, as opposed to delegates attending only in the interests of their States. The SG shall, while exercising due professional care and without prejudice to States sovereignty and integrity, work with minimum formality to facilitate effective delivery.

#### **8-D.5. Composition**

8-D.5.1. Details on the composition of the Sub-groups are provided in Part II, §5.11 to §517 of the Handbook.

## 8-D.6. Work programme template of the SMO sub-group meetings

8-D.6.1. The Work Programme of the SMO/SG is developed based on the Following generic agenda.

Item #	Item
<b>Agenda Item 1:</b>	Adoption of the Agenda and the Work Programme
<b>Agenda Item 2:</b>	Status of implementation of Conclusions and Decisions of the SMO/SG Meeting and AASPG Meeting applicable to the Sub-group
<b>Agenda Item 3:</b>	Achievements in Safety management and Safety Oversight
<b>Agenda Item 4:</b>	Significant Safety Concerns
<b>Agenda Item 5:</b>	Activities to be coordinated with the IIM and AAO Sub-groups
<b>Agenda Item 6:</b>	Implementation Challenges of the Sub-group
<b>Agenda Item 7:</b>	Proposed Recommendations/actions to be taken by ICAO HQ
<b>Agenda Item 8:</b>	Review of the Terms of Reference (TOR), Composition and Future Work Programme of the SMO/SG
<b>Agenda Item 9:</b>	Any other business
<b>Agenda Item 10:</b>	Draft Conclusions/Decisions of the Meeting of the SMO/SG

## **PART VIII-E – AASPG Annual Report Team (AART)**

### **8-E.1. Terms of Reference**

8-E.1.1. The AASPG Annual Report Team (AART) is established to support the development of the Group annual reports on the progress and outcomes of all the AASPG activities, as well as progress made in the regional implementation of GANP and GASP covering the previous year to be presented to the Air Navigation Commission (ANC) and Council.

### **8-E.2. Key Functions**

8-E.2.1. The AART is responsible for the production of Annual Report on the safety performance, safety enhancement initiatives, capacity and efficiency of air navigation, global/regional reports, survey results, studies, gap analyses.

### **8-E.3. Tasks**

- a) Collect data from States and Organizations on the safety performance, safety enhancement initiatives, planning and implementation of air navigation system;
- b) Conduct gap analyses against the regional safety and air navigation plans;
- c) Develop regional performance dashboards;
- d) Develop the AASPG Annual Reports.

### **8-E.4. Working Methods**

8-E.4.1. The AART shall convene at least once a year on virtual meeting to validate the annual report for submission to the AASPG through the PRCC, taking into consideration the schedule of other AASPG activities. It shall make use of available means of electronic communication including emails and teleconferencing to prepare and progress its work in between meetings and keep its members up to date on issues of concern, as well as to discuss specific issues.

### **8-E.5. Composition**

8-E.5.1. The core membership of the AART includes the followings:

- a) ICAO Regional Offices (ESAF and WACAF);
- b) Elected officials of the Sub-Groups
- c) Representative of the African Civil Aviation Commission (AFCAC)
- d) Representative of Air Transport Associations (ACI, IATA, AFRAA, CANSO);
- e) Representative of Regional Safety Oversight Organisations (RSOOs);
- f) Representative of Regional Accident Investigation Organisations (RAIOs);
- g) Air Navigation Services Providers (ASECNA, ATNS, NAMA, ...);

h) AFI Regional Monitoring Agency (ARMA);

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**PART IX**

**OTHER AFI REGIONAL BODIES DEALING WITH CIVIL AVIATION MATTERS  
IN THE AFI REGION**





**PART IX - OTHER REGIONAL BODIES DEALING WITH CIVIL AVIATION MATTERS IN THE AFI REGION**

**Regional Aviation Commissions**

African Civil Aviation Commission (AFCAC)

**Regional Economic Commissions**

Economic Commission for Africa (ECA)

**Inter-Governmental Organizations**

African Development Bank (AfDB)

African Telecommunications Union (ATU)

Agency for the Safety of Aerial Navigation in Africa and Madagascar (ASECNA)

Arab Civil Aviation Council (ACAC)

East African Community (EAC)

Economic and Monetary Community of Central Africa (CEMAC)

Economic Community of Central African States (ECCAS)

Economic Community of West African States (ECOWAS)

International Criminal Police Organization (ICPO-Interpol)

League of Arab States (LAS)

Southern African Development Community (SADC)

West African Economic and Monetary Union (WAEMU)

**Non-Governmental Organizations**

African Airlines Association (AFRAA)

Airports Council International (ACI)

Civil Air Navigation Services Organization (CANSO)

International Air Transport Association (IATA)

International Council of Aircraft Owner and Pilot Associations (IAOPA)

International Federation of Air Line Pilots' Associations (IFALPA)

International Federation of Air Traffic Controllers' Associations (IFATCA)

International Federation of Air Traffic Safety Electronics Associations (IFATSEA)

## APPENDIX A

### *ICAO Strategic Objectives*

- **Strategic Objective A: *Safety*:** Enhance global civil aviation safety. This Strategic Objective is focused primarily on the State's regulatory oversight capabilities. The Global Aviation Safety Plan (GASP) outlines the key activities for the triennium.
- **Strategic Objective B: *Air Navigation Capacity and Efficiency*:** Increase the capacity and improve the efficiency of the global civil aviation system. Although functionally and organizationally interdependent with Safety, this Strategic Objective is focused primarily on upgrading the air navigation and aerodrome infrastructure and developing new procedures to optimize aviation system performance. The Global Air Navigation Capacity and Efficiency Plan (Global Plan) outlines the key activities for the triennium.
- **Strategic Objective C: *Security & Facilitation*:** Enhance global civil aviation security and facilitation. This Strategic Objective reflects the need for ICAO's leadership in aviation security, facilitation and related border security matters.
- **Strategic Objective D: *Economic Development of Air Transport*:** Foster the development of a sound and economically viable civil aviation system. This Strategic Objective reflects the need for ICAO's leadership in harmonizing the air transport framework focused on economic policies and supporting activities.
- **Strategic Objective E: *Environmental Protection*:** Minimize the adverse environmental effects of civil aviation activities. This Strategic Objective fosters ICAO's leadership in all aviation-related environmental activities and is consistent with the ICAO and UN system environmental protection policies and practices.

## APPENDIX B

### AASPG MEMBER STATES

- |                                      |                                 |
|--------------------------------------|---------------------------------|
| 1. Angola                            | 25. Lesotho                     |
| 2. Benin                             | 26. Liberia                     |
| 3. Botswana                          | 27. Madagascar                  |
| 4. Burkina Faso                      | 28. Malawi                      |
| 5. Burundi                           | 29. Mali                        |
| 6. Cameroon                          | 30. Mauritania                  |
| 7. Cape Verde                        | 31. Mauritius                   |
| 8. Central African Republic          | 32. Mozambique                  |
| 9. Chad                              | 33. Namibia                     |
| 10. Comoros                          | 34. Niger                       |
| 11. Congo                            | 35. Nigeria                     |
| 12. Côte d'Ivoire                    | 36. Rwanda                      |
| 13. Democratic Republic of the Congo | 37. Sao Tomé e Príncipe         |
| 14. Djibouti                         | 38. Senegal                     |
| 15. Equatorial Guinea                | 39. Seychelles                  |
| 16. Eritrea                          | 40. Sierra Leone                |
| 17. Eswatini                         | 41. Somalia                     |
| 18. Ethiopia                         | 42. South Africa                |
| 19. Gabon                            | 43. South Sudan                 |
| 20. Gambia                           | 44. Togo                        |
| 21. Ghana                            | 45. Uganda                      |
| 22. Guinea                           | 46. United Republic of Tanzania |
| 23. Guinea-Bissau                    | 47. Zambia                      |
| 24. Kenya                            | 48. Zimbabwe                    |

## APPENDIX C

## IDENTIFICATION AND DEVELOPMENT OF PROJECTS

## 1. Project Identification

<b>AFI Region</b>	<b>PROJECT DESCRIPTION (DP)</b>	<b>DP N° XX</b>	
<i>Programme</i>	<b>Title of the Project</b>	<b>Start</b>	<b>End</b>
<i>[AREA]</i> <b>Programme Facilitator:</b> <b>[ROs]</b>	[Number and Title of the Project] Project coordinator: [Name of the Project Coordinator]	<b>[Date]</b>	<b>[Date]</b>
<b>Rationale</b>	[Description of the rationale of the Project]		
<b>Objective</b>	[Description of the Project Objectives]		
<b>Scope</b>	[Description of the Project Scope]		
<b>Metrics</b>	[Metrics for monitoring the Project performance]		
<b>Strategy</b>	[Description of the Project Implementation Strategy]		
<b>Related projects</b>	[Link with other Projects]		
<b>Relationship with the regional plans</b>	[Description of the relationship of the Project with the Regional Plans]		

## 2. Project Deliverables

Project deliverables					
Reference	Description	Responsible party	Delivery date	Status of Implementation	Comments

## 3. Resources

<b>Resources required</b>	[Description of the required resources]
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#### 4. Project Costing

Activities	Expenditures				
	Total	Year 1	Year 2	....	Year n
<b>Deliverable 1</b>					
Activity #1.1					
Activity #1.2					
Activity #1.3					
....					
Activity #1.n					
<b>Deliverable 2</b>					
Activity #2.1					
Activity #2.2					
Activity #2.3					
....					
Activity #2.n					
....					
<b>Deliverable x</b>					
Activity #x.1					
Activity #x.2					
....					
Activity #x.n					
<b>Total</b>					