



INTERNATIONAL CIVIL AVIATION ORGANIZATION  
WESTERN AND CENTRAL AFRICAN OFFICE

First Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group  
(AAO SG/1)

(Dakar, Senegal, 29 to 31 May 2017)

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Agenda Item 2:      **Review of the APIRG Conclusions/Decisions applicable to the  
AAO/SG**

**APIRG CONCLUSIONS AND DECISIONS APPLICABLE TO THE AAO/SG**

*(Presented by the Secretariat)*

<b>SUMMARY</b>
<p>This paper presents the Conclusions and Decisions formulated within the framework of APIRG, for review and update as necessary, including consolidation where appropriate, and the enhancement of the mechanism for follow up of actions required to implement the Recommendations, Conclusions and Decisions</p> <p>Action by the meeting is at <b>paragraph 3.</b></p>
<p><b>REFERENCES:</b></p> <ul style="list-style-type: none"><li>– APIRG/20 Report</li><li>– APIRG Procedural Handbook</li></ul>
<p>This Working Paper is related to Strategic Objectives: <b>A &amp; B</b></p>

**1. INTRODUCTION**

1.1           In presenting the Terms of Reference (ToR) for APIRG, the Group's Procedural Handbook recalls that:

*APIRG is primarily responsible for the development and maintenance of the AFI Air Navigation Plan (ANP, ICAO Doc 7474), as well as the identification and resolution of air navigation deficiencies. It is a planning and coordination mechanism and, while implementation is the responsibility of States, APIRG can play a significant role in supporting the implementation of Standards and Recommended Practices (SARPs) as well as Regional requirements.*

1.2 Also to facilitate context in the review of APIRG Conclusions and Decisions, the detailed terms of reference (ToR) of APIRG are reflected hereunder:

- a) ensure continuous and coherent development of the AFI Air Navigation Plan and other relevant regional documentation in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and reflecting global requirements;
- b) facilitate the implementation of air navigation systems and services as identified in the AFI Air Navigation Plan with due observance to the primacy of air safety and the environment;
- c) Identification and addressing of specific deficiencies in the air navigation field; and.
- d) Coordinate with RASG-AFI on safety issues.

1.3 The work programme of APIRG is provided in **Appendix A** to this working paper, and the ToR of the AAO/SG is reflected at **Appendix B**.

1.4 During its 200<sup>th</sup> Session in December 2015, the ICAO Air Navigation Commission (ANC) approved the following guidance for drafting of Conclusions and Decisions by the PIRGs and RASGs (AN Min. 200-10 7/12/15).

*Drafting of Conclusions and Decisions*

- a. *Conclusions should be clear and understood stand-alone. They should be developed applying the principles of specifying Who, What and When of the action in the Conclusion text. They should be preceded by a paragraph that includes a brief rationale for the conclusion – the Why.*
- b. *The text of Conclusions and Decisions should be summarised separately in a table which includes the Who, What and by When. Conclusions that were considered by the meeting to require action from ICAO HQ should thus be clearly identifiable. Examples of such conclusions are those considered to require action on SARPs or have relevance for other regions.*
- c. *Draft Conclusions and Decisions proposed by contributory bodies which are subsequently accepted by the PIRG/RASG plenary meeting should be included in the PIRG/RASG meeting report and the table summarising the Conclusions and Decisions.*

## 2. DISCUSSION

2.1 In accordance with the ICAO Business Plan and the requirements for performance monitoring, it has become necessary to for APIRG and its subsidiary bodies to develop a systematic follow-up action plan in order to avoid duplication and oversight, and otherwise to ensure efficiency within APIRG. In order to facilitate this process, the Conclusions and Decisions within the framework of APIRG, that are relevant to the work of the AAO Sub-Group have been reflected in the **Appendix A** and **Appendix D** to this working for consideration by the meeting.

2.2 The meeting may also wish to recall that at its Eighteenth Meeting in Kampala, Uganda, 27-30 March 2012, APIRG agreed on the following Decision.

***DECISION 18/01: REVIEW AND UPDATE OF APIRG CONCLUSIONS AND DECISIONS***

***That APIRG Sub-Groups:***

- a) review all APIRG Conclusions and Decisions from APIRG/13 to APIRG/17 and identify those which are no longer valid;***
- b) adopt a system of reviewing the validity of Conclusions and Decisions every two successive APIRG meetings; and***
- c) transfer Conclusions and Decisions which have reached maturity and still relevant to appropriate guides, handbooks and manuals for the AFI Region.***

2.3 Outcome of the work of the Sub-Groups was adopted by the Group at its Nineteenth Meeting in Dakar, Senegal, 28 to 31 October 2013. Notwithstanding, the meeting may wish to acknowledge that there is a continuing need to consider during each review the consolidation of Conclusions and Decisions in order to facilitate implementation.

2.4 Furthermore, it may be noted in a review of APIRG Conclusions and Decisions by the ESAF Regional Office in the first quarter of 2017, duplications, redundancies and lack of clarity were observed in some of the current APIRG Conclusions and Decisions. In addition, status of implementation on many of them was not clear.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information provided in this working paper;
- b) review the APIRG Conclusions/Decisions applicable to the AAO/SG, identify those that continue to be valid as well as actions to further facilitate their implementation; those that are no longer applicable (actions completed, covered by others, overtaken by events or otherwise redundant);
- c) review the formulation used in the Conclusions and Decisions which continue to be valid/relevant, and take action to align their formulation with the guidelines provided by the ANC; and
- d) take other action as necessary in light of the discussion in this working paper, to facilitate implementation.

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## WORK PROGRAMME OF APIRG

In order 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 implementation of facilities, services and procedures to facilitate the 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;
- 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 in the air navigation field, and propose corrective action;
- 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 AFI Regional Air Navigation Plan necessary to satisfy any changes in the requirements, thus removing the need for regular regional air navigation meetings;
- f) 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;
- g) assess human resource planning and training issues and propose, where necessary, human resource development capabilities in the region that are compatible with the AFI Regional Air Navigation Plan;
- h) invite financial and other institutions as approved by the Council, on a consultative basis as appropriate, to provide advice in the planning process;
- 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 APIRG when deemed necessary;
- k) coordinate with RASG-AFI on safety issues; and
- l) coordinate with other regional and sub-regional bodies as necessary to support planning and implementation.

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## AIRSPACE AND AERODROME OPERATIONS SUB-GROUP (AAO/SG)

### TERMS OF REFERENCE

1.1 The AAO/SG is established and mandated by APIRG to support the implementation of ICAO Standards and Recommended Practices (SARPs) and carry out specific activities aimed to enable APIRG to discharge its functions and responsibilities in the areas of Aerodrome and Airspace Operations (AAO).

#### 1. KEY FUNCTIONS

1.1 To carry out its functions, the Sub-Group shall, as guided by APIRG:

- a) Foster the implementation of specific Modules of the ICAO Aviation Systems Block Upgrades (ASBUs) assigned by APIRG;
- b) Carry out implementation projects in support of States, related to the areas of AOP and ATM/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 and ATM/SAR (ASBU PIA 1, 2 and 4) 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 AAO 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 AAO in accordance with the Uniform Methodology approved by Council and the APIRG guidance; analyze and propose solution; report on progress and obstacles beyond the capacity of the sub-group.

#### 2. TASKS

- a) Coordinate and conduct meetings of the AAO Sub-Group;
- b) Oversee performance of Projects Teams under the AAO Sub-Group and provide guidance;
- c) Monitor implementation performance of relevant ASBU Modules in the PIA 1, 3 and 4 and (RPO);
- d) Coordinate with the IIM/SG on the implementation of all relevant Modules to ensure robust implementation relationship of operational requirements and supporting infrastructure and digital information;
- e) Review and update the list of deficiencies with regard to AAO fields, propose remedial actions;
- f) Carry our periodic review of the AFI ANP and update information relating to AAO ;

- g) Review the severity of the wildlife management and the status of implementation of appropriate bird hazard strike reduction measures in the Region;
- h) 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;
- i) Review and monitor the impact of the introduction of the NLAs in the AFI Region in particular the requirements with respect to alternate aerodromes;
- j) Review, assess and provide guidance on the impact of the operations of the new larger aeroplanes at aerodromes in the AFI Region;
- k) Review and monitor the implementation of certification of international aerodromes;
- l) 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;
- m) Review and monitor the implementation of the requirement for aerodrome certification;
- n) Review and monitor the implementation of the requirement for safety management system at aerodromes and in ANSPs;
- o) Maintain and continually improve efficiency and safety of the ATS route network on a systematic basis with a view to achieving an optimum flow of air traffic while pursuing the progressive implementation of ASBU Modules B0-FRTO, B1-FRTO, B0-CCO and B0-CDO;
- p) Support progress in the implementation of PBN, prioritizing the development of airspace concepts in order to support systematic implementation, and giving particular attention to progressive widening implementation of B0-APTA;
- q) 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;
- r) Monitor trends on unsatisfactory condition reports (UCR) including ATS incidents through the TAG, and AIAG, recommend remedial action as appropriate and monitor performance;
- s) Review the requirements and monitor the implementation of Search and Rescue Services;
- t) Promote and support States' efforts in the development of SAR agreements and Sub-regional SAR bodies to enhance SAR capabilities; and
- u) Carry out comprehensive reviews and updates of all Conclusions and Decisions within the framework of APIRG that are applicable to the AAO Sub-Group in order to ensure continued relevance of the Conclusions and Decisions

### **3. WORKING METHODS**

3.1 The Sub-Group shall convene at least once a year taking into consideration the schedule of other APIRG 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.

3.2 Taking into consideration that the SG will be representing the interests of the Region, and that not all APIRG 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 in order to facilitate effective delivery.

**4. COMPOSITION**

4.1 Details to be agreed at APIRG/20

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## GUIDANCE BY THE AIR NAVIGATION COMMISSION REGARDING REPORTS OF THE PIRGS AND RASGS

(Developed by the ANC Ref: AN-WP/8993 (6/11/2015))

### Guidance on Format and Content for PIRG/RASG Meeting Reports:

**1. Report Cover Sheet:** In order to support the analysis by the ANC of the report, the Secretariat is requested to prepare a brief summary of the main conclusions of the PIRG/RASG meeting report. This summary is normally informal and not a part of the report. The cover sheet should contain the following:

- a. A summary of the main conclusions of the meeting, including current progress and specific concerns and challenges<sup>1</sup> of the regions in the context of the discussions of the meeting.
- b. Why are these of specific concern and what actions are being taken?

Any other points that the Regional Office/ANB specifically wishes to draw to the attention of the ANC, such as inter-regional and intra-regional PIRG/RASG coordination issues, SARP implementation issues and the implementation of best practices or issues that could be of a global nature.

### 2. Drafting of Conclusions and Decisions

**d. Conclusions should be clear and understood stand-alone. They should be developed applying the principles of specifying Who, What and When of the action in the Conclusion text. They should be preceded by a paragraph that includes a brief rationale for the conclusion – the Why.**

**e. The text of Conclusions and Decisions should be summarised separately in a table which includes the Who, What and by When. Conclusions that were considered by the meeting to require action from ICAO HQ should thus be clearly identifiable. Examples of such conclusions are those considered to require action on SARPs or have relevance for other regions.**

**f. Draft Conclusions and Decisions proposed by contributory bodies which are subsequently accepted by the PIRG/RASG plenary meeting should be included in the PIRG/RASG meeting report and the table summarising the Conclusions and Decisions.**

### 3. Publication of report

- a. The final report should be published within 45 days of the meeting in the languages used at the meeting and should be made available on the ICAO web site without password protection.
- b. In cases where the PIRG/RASG plenary does not meet on an annual basis, the ANC should receive from the Secretariat an annual update on the PIRG/RASG (e.g. GREPECAS PPRC meeting reports).