

# INTERNATIONAL CIVIL AVIATION ORGANIZATION



**THE AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG)  
REPORT OF THE THIRD MEETING OF THE AIRSPACE AND AERODROME OPERATIONS  
SUB-GROUP  
(AAO/SG3)**

*(Virtual Meeting, 3 to 5 August 2020)*

The views expressed in this Report should be taken as those of the APIRG AAO Sub-Group and not of the Organization. This Report will, however, be submitted to the APCC and APIRG and any formal action taken will be published in due course as a Supplement to the Report.

Approved by the Meeting  
and published under the authority of the Secretary General

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## **LIST OF AAO/SG3**

## **DRAFT CONCLUSIONS AND DECISIONS**

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<b>Draft Decision 3/02:</b>	<b>Establishment of an AFI ATM Master Plan Project Management Team (AAMP PMT)</b>
<b>Draft Conclusion 3/03:</b>	<b>Prioritization of Free Routing Airspace implementation</b>
<b>Draft Decision 3/04:</b>	<b>Inclusion of additional states into the East Africa Free Routing Airspace case study project management team</b>
<b>Draft Conclusion 3/05:</b>	<b>RVSM data returns and Large Height deviations reporting</b>
<b>Draft Conclusion 3/06:</b>	<b>Implementation of TAG and AIAG Recommendations</b>
<b>Draft Conclusion 3/07:</b>	<b>Implementation of PBN</b>
<b>Draft Conclusion 3/08:</b>	<b>Development of the AFI region PBCS plan and Establishment of the PBCS implementation team</b>
<b>Draft Decision 3/09:</b>	<b>Appointment of State SAR Points of Contacts</b>
<b>Draft Conclusion 3/10:</b>	<b>Improved civil/military coordination</b>
<b>Draft Conclusion 3/11:</b>	<b>Process and Procedures for Overflight Clearances</b>
<b>Draft Conclusion 3/12:</b>	<b>Implementation of Aerodrome Operations Projects and ASBU Modules</b>
<b>Draft Decision 3/13:</b>	<b>Implementation of Aerodrome Operations Projects and ASBU Modules</b>
<b>Draft Conclusion 3/14:</b>	<b>Amendment to regulations related to Annex 14 and PANS-Aerodromes</b>
<b>Draft Conclusion 3/15:</b>	<b>CART Recommendations related to AAO/SG Activities</b>
<b>Draft Conclusion 3/16:</b>	<b>Endorsement of the survey questionnaire for the conduct of Air Navigation Infrastructure Gap Analysis</b>
<b>Draft Decision 3/17:</b>	<b>Data collection for Air Navigation Gap analysis</b>
<b>Draft Conclusion 3/18:</b>	<b>Establishment of mechanism for air navigation reports</b>
<b>Draft Conclusion 3/19:</b>	<b>Endorsement of AANDD Management process and minimum Reporting Areas and nomination of AANDD Focal Points</b>
<b>Draft Conclusion 3/20:</b>	<b>Nomination to AAO SG Core Membership</b>
<b>Draft Decision 3/21:</b>	<b>Core Membership of the AAO/SG</b>
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## **PART I – HISTORY OF THE MEETING**

### **1 VENUE AND DATE**

1.1 The Third Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO SG/3) was held virtually, from 3 to 5 August 2020.

### **2 OPENING**

2.1 The Meeting was opened by Mr. Barry Kashambo, Regional Director, Eastern and Southern African Regional Office, with remarks from Mr. Prosper Zo’o Minto’o, Regional Director, Western and Central Africa Regional Office. Mr. Kashambo thanked the participants as well as their respective Administrations for facilitating their attendance and called the meeting’s attention to the current COVID-19 pandemic challenges, which has impacted the whole world and especially the aviation industry. He indicated that while the immediate priority was to protect people by limiting the spread of COVID-19, and recognizing that the virus requires a sound environmental response, ICAO was ready to provide support to Member States in implementing the provisions of the ICAO CART report and take-off guidance material measures towards a restart, recovery and resilience post COVID-19.

2.2 He recalled that Decision APIRG 19/48, called for reorganization of APIRG and its working methods in order to give effect to the outcome of the Special Africa- Indian Ocean Regional Air Navigation Meeting (Special AFI RAN) and the Twelfth Air Navigation Conference. This resulted in the establishment of Airspace and Aerodrome Operations Sub-Group (AAO/SG) with specific terms of reference, focused on project implementation approach, related to safety and efficiency of airspace and aerodrome operations, linked to PBN, ASBU and other ICAO Standards and Recommended Practices. Furthermore, APIRG/22, noted the various challenges being experienced by the AAO/SG, specifically the operationalization of the APIRG Structure and working methodology, the implementation of the ASBUs modules and projects as endorsed by APIRG, as well as the continuous lack of information from States on the implementation of Conclusions and Decisions.

2.3 Mr. Kashambo urged the meeting to focus on addressing and implementing the projects and ASBU Modules identified under the AAO sub-group. Equally important is the need to identify expertise and consolidate resources at States level, in order to address such future challenges and ensure that the AFI Region progress is commensurate with other ICAO Regions, with regard to implementing the Global Air Navigation Plan provisions. The primary objective should be to ensure that civil aviation is enhanced, and that barriers to future aviation safety, efficiency and environmental gains are removed as early as practicable and cost- effectively.

2.4 He underscored that the burden of identifying regional needs, planning and effectively implementing them in timely and cost-effective manner to facilitate the development of the region, primarily lies with States. ICAO’s role is to coordinate and support States, and provide guidance as necessary to achieve harmonized regional and global implementation.

2.5 Finally, Mr. Kashambo reiterated the need for the Project Teams to be adequately reviewed with the participation and contribution from all the States and called for the team work in the interest of the AFI Region.

2.6 Mr. Zo’o Minto’o expressed satisfaction that the use of virtual means as envisaged in the current APIRG structure, but had been difficult to implement, has finally been achieved, in the COVID-19 context. He further noted that it has also provided many participants from many States / Organizations Administration and Experts from diverse backgrounds, the opportunity to participate in the meeting, thereby providing us with the opportunity to tap into the wealth of available knowledge and experiences.

### **3 ATTENDANCE**

3.1 The meeting was attended by two hundred and forty-three (243) participants from twenty-eight (28) AFI States and nine (9) Regional and International Organizations. The List of Participants is at **Appendix 1** to the Report.

## 4 OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Mr. Simon Zwane, Senior Manager ATM Planning Air Traffic and Navigation Services, South Africa and Mr. Mbodj Ndoudory Aliou, Director of Aerodrome Safety and Standards, Mauritania Civil Aviation Authority. Mr. Nika Meheza Manzi, Deputy Regional Director WACAF Office, assisted by Messrs. Albert Taylor, Regional Officer ATM/SAR WACAF, Elisha Omuya, Regional Officer AGA ESAF and Ms. Keziah Ogutu, Regional Officer ATM/SAR ESAF, was the Secretary of the meeting. .

## 5 LANGUAGES AND DOCUMENTATION

5.1 The discussions were conducted in English and French languages and the meeting's documentation was also issued in both languages, to the extent possible. Translation and simultaneous interpretation services were also provided.

## 6 AGENDA

6.1 The following Agenda was adopted:

<b>Agenda Item 1</b>	Adoption of the Agenda and Election of Chairperson and Vice Chairperson of the AAO/SG
<b>Agenda Item 2</b>	Review of the APIRG Conclusions/Decisions applicable to the AAO/SG
<b>Agenda Item 3</b>	Planning and implementation (Projects and ASBU Modules)  3.1 Airspace (safety, capacity and efficiency) 3.2 Aerodrome Operations (safety, capacity and efficiency)
<b>Agenda Item 4</b>	AFI Air Navigation Plan (Doc 7474)
<b>Agenda Item 5</b>	AFI Air Navigation Reporting Forms (ANRF)
<b>Agenda Item 6</b>	AFI Air Navigation Deficiencies Database
<b>Agenda Item 7</b>	AFI Region Air Navigation Report
<b>Agenda Item 8</b>	Terms of Reference (TOR), Composition and Future Work Programme of the AAO/SG
<b>Agenda Item 9</b>	Drafting/Adoption of the AAO/SG3 Conclusions/Decisions
<b>Agenda Item 10</b>	Any Other Business (AOB)

## 7. CONCLUSIONS AND DECISIONS - DEFINITION

7.1 All APIRG Sub-Groups and Project Teams record their actions in the form of *Conclusions* and *Decisions* with the following significance:

- a) **Conclusions** deal with the matters which, in accordance with the Group's terms of reference, merit directly the attention of States on which further action will be initiated by ICAO in accordance with established procedures; and
- b) **Decisions** deal with matters of concern only to the APIRG and its contributory bodies.

## **PART II: REPORT ON AGENDA ITEMS**

### **AGENDA ITEM 1: ADOPTION OF THE AGENDA OF THE AAO/SG AND ELECTION OF CHAIRPERSON AND VICE CHAIRPERSON**

1.1 The meeting reviewed the agenda for the Third Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO/SG3), copy of which had been forwarded to States and International Organizations as an attachment to the invitation State Letter. The agenda was adopted without changes as indicated in *paragraph 6* of the *History of the Meeting*.

1.2 The meeting recalled that during the AAO/SG1, held in Dakar (Senegal), from 29 to 31 May 2017, Mr. Simon Zwane, South Africa was elected as Chairperson while Mr. Mbodj Ndoudory Aliou, from Mauritania was elected as Vice Chairperson to guide the discussions of the Sub-Group. The APIRG Procedural Handbook provisions therefore required AAO/SG3, to elect a Chairperson and/or Vice-Chairperson, as the current elected officials have completed their tenure (two consecutive meetings). However, it was agreed that due to the current situation occasioned by COVID-19 and the virtual nature of the AAO/SG3 meeting conduct of the election be deferred.

1.3 The meeting therefore agreed to extend the mandates of Mr. Simon Zwane, Senior Manager, ATM Planning, ATNS South Africa and Mr. Mbodj Ndoudory Aliou, Director of Aerodrome Safety and Standards, Mauritania Civil Aviation Authority, as Chairperson and Vice Chairperson of the AAO Sub-Group until the next AAO/SG4.

1.4 Messrs. Simon Zwane and Mbodj Ndoudory Aliou were appreciative of the confidence entrusted to them and pledged their commitment to fully discharge their responsibilities in ensuring that the proceedings of the Sub-Group are guided and managed effectively, in order to achieve the desired outcome of the meeting. The meeting agreed on the following Draft Decision:

#### **Draft Decision 3/01: Election of the Chairperson and/or Vice-Chairperson**

**That, in order to guide the discussions of the Sub-Group and achieve the desired outcome of the meeting in the current COVID-19 circumstances, the mandates of Mr. Simon Zwane (South Africa), Chairperson and Mr. Mbodj Ndoudory Aliou (Mauritania), Vice Chairperson of the Sub-Group, are extended until the next AAO/SG Meeting.**

### **AGENDA ITEM 2: REVIEW OF THE APIRG CONCLUSIONS/DECISIONS APPLICABLE TO THE AAO/SG**

2.1 The meeting reviewed the list of APIRG and RASG-AFI Conclusions and Decisions applicable to the AAO Sub-Group. APIRG/22 adopted 42 Conclusions and 5 Decisions. The meeting appreciated progress made in the implementation of some Conclusions and Decisions. In order for AAO/SG to report efficiently and in a timely manner, the meeting recognized the need for States to improve the flow of information provided to ICAO Regional Offices regarding the status of implementation.

2.2 A small working group (SWG) led by Nigeria and including Ghana, Kenya, Namibia, South Africa, Zambia, Zimbabwe, CANSO, IATA, IFATCA and ASECNA, was established and tasked to follow up and update the status of implementation of APIRG and RASG-AFI Conclusions and Decisions applicable to the AAO Sub-Group. The Secretariat was tasked to establish a continuous monitoring mechanism for the follow-up of the status of implementation of APIRG Conclusions/Decisions.

2.3 The status of APIRG Conclusions and Decisions reviewed and updated by the meeting is at **Appendix 2** to this Report.

### **AGENDA ITEM 3: PLANNING AND IMPLEMENTATION (PROJECTS AND ASBU MODULES)**

3.0 The meeting recalled the APIRG/22 Conclusion 22/01 on the *Effective implementation of AFI Regional ANS projects* and noted the various challenges being experienced by the AAO/SG, specifically effective and efficient implementation of APIRG projects. Similar to concerns raised by the APIRG/21 with regard to the slow progress in the implementation of the projects as well as the ASBU modules, the meeting highlighted the need for enhanced flow of information from States to the ICAO Regional Offices on the status of implementation, noting that currently limited information was still being received from the States. The review of status of implementation of AAO/SG Projects is presented in the tabular form and attached as **Appendix 3** to this report. The tables provide the title of each Project, its priority and related ASBU Modules, and status of implementation by end of June 2020. The meeting finally reviewed projects as well as Projects Teams composition to enhance the effectiveness of the implementation.

3.0.1 The meeting was informed that concepts and modalities have emerged through experiences gained in the implementation of similar projects in other ICAO Regions, particularly in the area of Airspace Management. In consideration of the fact that not much progress has been made in the implementation of the projects due to various reasons, the AAO/SG3 in reviewing the status of implementation, also considered the relevance of the projects in line with the GANP and current regional challenges and determined projects validity and possible merger, adjustment, or cancellation. Similarly, the requested the meeting to consider if expertise was readily available in the region for all the projects, and if not, clearly propose the way forward.

3.0.2 The APIRG Procedural Handbook requires States to nominate qualified Experts to the projects by forwarding a letter to the Secretariat with curriculum vitae. Despite several APIRG Conclusions and reminders sent to States by the Secretariat, Experts to participate to Project Teams States not yet appoint nominees.

#### ***Airspace – (Safety, Capacity and Efficiency)***

##### **3.1 AFI ATM Master Plan**

3.1.1 The meeting in reviewing APIRG/19, 20, 21 and 22 Conclusions relating to the Projects and ASBU modules implementation, noted that all activities listed to be taken were components of the Global ATM Operational Concept, for which the development of a comprehensive Regional ATM Master Plan was required. It was found that development of the Master Plan, encapsulating the expected outcomes, and appropriately linked to national ATM Master Plans, would be a more prudent approach. In this regard, the meeting proposed to establish an overarching ATM Master Plan Project Team to facilitate ASBU Modules implementation and achieve the objectives intended for the hereunder projects:

- PBN Airspace Concept (Airspace Design) and AFI Optimized Route Trajectories and Airspace (AORTA);
- Operational Requirements for CNS (OPREC);
- NAVSPEC and Separation Minima Transition (NASMIT);
- Civil/Military Cooperation & FUA Seminar/Workshops;
- Contingency Planning and Operational Coordination (CPOC);
- RVSM & Operational Safety in ATS; and
- Search and Rescue



Based on the above discussions, the meeting formulated the following Draft Decision:

**Draft Decision 3/02: Establishment of an AFI ATM Master Plan Project Management Team (AAMP PMT)**

**That, in order to foster the development of the AFI ATM Master plan required to provide the roadmap for the implementation of a seamless AFI ATM system,**

- a) **An AFI ATM Master Plan Project Management Team (AAMP PMT) is established.**
- b) **The composition and tasks assigned to the Project Team are in Appendix 4 to this Report and may include any other identified experts from the region.**

**3.1.2 ASBU-Nigeria**

3.1.3 The meeting was informed of the status of implementation of ASBU modules in Nigeria. Whilst acknowledging the significant progress made in the implementation of some modules, others were at various levels of the process. The main challenges encountered by Nigeria in the implementation of 18 ASBU Block 0 Modules are as follows:

- a) Inadequate funding for the implementation of the Air Navigation Plan and the ASBU Plan;
- b) Lack of integration of National Air Navigation Plan and National ASBU Plans into National Economic Development Plan;
- c) Inadequate training and sensitization of stakeholders on the GANP and ASBU concepts; and
- d) Lack of Collaborative Decision Making and Collaborative Planning amongst aviation Agencies, and between adjacent States.

**3.1.1 Angola Air Navigation Plan**

3.1.1.1 Angola provided information of its “Modernization of the Air Navigation System for Angola” Project designed by Empresa Nacional de Navegação Aérea (ENNA). The plan will be based on ASBU modules and the AFI ANP.

**3.1.2 CONOPS for Free Routing Airspace Implementation in AFI**

3.1.2.1 The meeting recalled APIRG/21 discussion on issues of improved operations through Enhanced En Route Trajectories under ASBU modules and noted with appreciation that some AFI FIRs in the region were already implementing free routing trials. It was observed that the region should build on the experience gained in other such initiatives e.g. Atlantic Ocean Random Routing Area (AORRA) and Arabian Sea Indian Ocean (ASIO) User Preferred Routing (UPR). It was also agreed that AAO/SG would facilitate implementation actions by States and ANSPs that were ready to commence free routing trials, and coordinate such trials between the applicable FIRs. Emphasis was laid on the importance of working together to ensure that large portions of airspace covering multiple FIRs implement FRA, in order to realize significant benefits for users.

3.1.2.2 The meeting noted that COVID 19 outbreak has severely impacted the aviation industry including decline of Airline tickets revenue and ANSPs aeronautical charges. During the difficult circumstances, all AFI aviation stakeholders (AFI States/ANSPs, Airspace users, ICAO, IATA) agreed to cooperate, under a Collaborative Decision Making (CDM) approach and to introduce new operational improvements that will:

- 1. reduce the operating costs of Aircraft Operators (AOs),
- 2. lower environmental impact of aviation CO2 emissions,

3. boost opportunities for recovery of ANSPs revenue streams and
4. progress the implementation of APIRG/22 conclusion 22/36 on Free routing airspace in line with B1-FRTO ASBU module.

3.1.2.3 ICAO Regional Offices have held series of virtual meetings with stakeholders (States/ANSPs, IATA) in order to coordinate and assist AFI States to implement Free Routing Airspace (FRA), User Preferred Routes (UPRs), Direct Routing Operations (DRO) and Tactical Direct Operations (TDO) based on their ATM infrastructure and capabilities, and to discuss the challenges associated with implementation such as ATC staffing, training, aeronautical mobile communications, surveillance infrastructure, air traffic controller conflict detection tools, safety assessment etc.

3.1.2.4 The meeting was informed that States with the potential to implement DRO have published AICs and NOTAMs to allow DROs over their FIRs, in coordination with ICAO and IATA.

3.1.2.5 Considering the ICAO SARPs, lessons learnt from the current implementation of DRO in the AFI region and lesson learnt from different regions around the world, the Secretariat and IATA have proposed a draft Concept of Operations (CONOPS) for Free Routing Airspace (FRA) which can provide a framework for a safe and harmonized implementation for FRA in AFI States. The CONOPS takes into consideration the existing airspace design, operational procedures, technologies and the degree of maturity of Air Traffic Flow Management (ATFM) and Flexible Use of Airspace (FUA). The draft CONOPS provides also a set of safety requirements for Air Traffic Service Providers (ANSPs), to assist in the development of their safety case and start the FRA implementation at the State level.

IATA and the Secretariat have also worked together to develop a draft gap analysis checklist for ANSPs in order to assess their capacity to implement FRA based on their ATM infrastructure and capabilities. ASECNA informed the meeting of ongoing FRA activities in selected FIRs and shared the experiences gained therefrom.

3.1.2.6 The meeting therefore formulated the following Conclusion and Decision to support FRA implementation:

**Draft Conclusion 3/03: Prioritization of Free Routing Airspace implementation**

**That, in order to support the recovery of aviation industry from the divesting financial impact of COVID 19, reduce aviation environmental footprint, and contribute to the attainment of ICAO strategic objectives, States are encouraged to prioritize Free Route Airspace (FRA) implementation project.**

**Draft Decision 3/04: Inclusion of additional States into the East Africa Free Routing Airspace case study project management team**

**That, in order to facilitate active regional participation in the FRA case study:**

- a) **The Sub-Group endorses the inclusion of additional States into the project management Team made up of the six East African States and key stakeholder partners. The Draft AFI FRA concept of operations is contained in Appendix 5 to this Report.**
- b) **The additional States should have the capability to provide expert assistance to the existing project management team. The list of additional States, as well as ToRs of the Project Team are in the Appendix 6 to this report.**

### 3.1.3 *AFI RVSM Collision Risk Assessment 13 Report*

3.1.3.1 The meeting recalled ARMA’s mandate of keeping a database of height-keeping monitoring compliance for all RVSM approved aircraft in the AFI region, and the production of a report for each State at least once a year, or as required by the APIRG structures. This is an ongoing process.

3.1.3.2 The tables from CRA/13 Report which represents the total vertical collision risk against a TLS of  $5 \times 10^{-9}$  fatal accidents per flight hour and list of CRA Reports were presented to the meeting.

<b>AFI Airspace – estimated annual flying hours = 483 110.88 hours</b> <i>(note: estimated hours based on Dec 2018 traffic sample data)</i>			
<b>Source of Risk</b>	<b>Risk Estimation</b>	<b>TLS</b>	<b>Remarks</b>
<i>RMACG 13 Total Risk (PREVIOUS RMACG)</i>	$58.6 \times 10^{-9}$	$5.0 \times 10^{-9}$	<i>Above TLS</i>
Technical Risk	$2.4 \times 10^{-11}$	$2.5 \times 10^{-9}$	Below Technical TLS
Operational Risk	$70.2 \times 10^{-9}$	-	-
Total Risk	<b><math>75.4 \times 10^{-9}</math></b>	$5.0 \times 10^{-9}$	<b>Above TLS</b>

*Table 1*

<b>CRA</b>	<b>TLS</b>	<b>TOTAL VERTICAL TLS EXCEEDED BY A FACTOR OF</b>
<b>CRA 13 2018</b>	$75.4 \times 10^{-9}$	<b>15.0</b>
<b>CRA 12 2017</b>	$58.6 \times 10^{-9}$	<b>11.7</b>
<b>CRA 11 2016</b>	$36.4 \times 10^{-9}$	<b>7.3</b>
<b>CRA 10 2015</b>	$141.2 \times 10^{-9}$	<b>28.2</b>
<b>CRA 9 2014</b>	$63.7 \times 10^{-9}$	<b>12.7</b>
<b>CRA 8 2013</b>	$31.4 \times 10^{-9}$	<b>6.3</b>
<b>CRA 7 2012</b>	$8.0 \times 10^{-9}$	<b>1.6</b>
<b>CRA 6 2011</b>	$23.2 \times 10^{-9}$	<b>4.7</b>

*Table 2*

3.1.3.3 The CRA 13 2018 estimate of the total vertical collision risk was  $75.4 \times 10^{-9}$  fatal accidents per flight hour, i.e. 15 times the total vertical TLS. It was approximately 1.3 times larger than its CRA 12 2017 counterpart. The current estimate is somewhat comparable to the estimate of CRA 9 2014 and equal to approximately half of the estimate for CRA 10 2015. Data was received from a very limited number of FIR/UIRs. Only 15 FIRs provided data and this data was used to determine the passing frequency and aircraft population. Only one FIR/UIR, namely Harare, provided ARMA Form 4 data for all 12 months. In total, 132.9 months’ worth of data was processed. This constitutes approximately 42% of the total that should have been available from the 27 participating FIR/UIRs. This was the lowest percentage of provided data for all CRAs. The quality of the available information varied strongly.

3.1.3.4 Concern was expressed at the persistent deficiencies in the AFI Region, in particular those affecting the safety of aircraft operations. Priority should be given by APIRG Structure to help eliminate the most common and persistent deficiencies. Although efforts have been made by ARMA to get the States to participate and comply, it has been an unsuccessful task. Most of these long-standing deficiencies have not been eliminated. The following States have not been able to keep up with the commitments made at the AFI RAN Meeting in 2008.

#### *State Data Return RVSM Deficiencies*

- Addis Ababa
- Asmara
- Lilongwe
- Lusaka
- Mogadishu
- Dar es Salaam
- Luanda
- Kinshasa

3.1.3.5 The meeting was updated on the combined *APIRG/22 & RASG-AFI/5 Conclusion 1/04: RVSM Airspace Monitoring*, noting the requirement for States to provide monthly data to ARMA. Noting that most national RVSM focal points require training on what type of data is required by ARMA, the meeting formulated the following Conclusion:

**Draft Conclusion 3/05: RVSM data returns and Large Height Deviations reporting**

**That in order to improve the level of States reporting to ARMA:**

- a) **ICAO and ARMA conduct an awareness workshop to the State's appointed national RVSM Focal Points, responsible for RVSM data returns to ARMA by end of 2020.**
- b) **States carry out an in depth incident investigation to all reported Large Height Deviations.**

*The detailed implementation action plan is in Appendix 6 to this Report.*

**3.1.4 Status of Implementation of TAG11 and 12 Reports**

3.1.4.1 The meeting was informed of the status of implementation of the recommendations by the TAG/11 and TAG/12 meetings held in Johannesburg, South Africa, on 8 March 2019 and 13 March 2020 respectively, where follow-up actions have been established according to information available at the Secretariat.

3.1.4.2 The TAG/11 meeting discussed eight (8) Agenda items and actions to be implemented by States and TAG members. TAG/12 meeting reviewed the status of implementation of the TAG/11 recommendations and formulated additional action items as follow-up to TAG/11.

3.1.4.3 The Sub-Group in recognizing the importance of the AIAG/17 report for the safety of the AFI region, and noting that AIAG does not fall under the mandate of ICAO, the meeting recommended that ICAO coordinates the communication from AIAG to the concerned States. The Sub-Group therefore agreed on the following Conclusion:

**Draft Conclusion 3/06: Implementation of TAG and AIAG Recommendations**

**That in order to have a harmonised implementation of the TAG and AIAG recommendations and improve the target level of safety in the AFI airspace:**

- a) **States update ARMA with their national RVSM Managers details and establish a mechanism to ensure that RVSM monthly data returns and incident investigation reports of LHD are provided to ARMA in a timely manner;**
- b) **States are urged to implement the AIAG/17 and AIAG/18 recommendations in the aim to reduce the high level of incidents and provide feedback to ICAO Regional Offices by 31 January 2021;**
- c) **ICAO to coordinate the communication from AIAG to the identified States with deficiencies; and**
- d) **ICAO forward the TAG11 and 12 Reports to States and urge them to implement the recommendations in a timely manner.**

### **3.1.5            *ASECNA-implementation of AMHS AIDC-ADS-B-SBAS***

3.1.5.1            ASECNA provided the meeting with the status of AMHS, AIDC, ADS-B and SBAS programmes. The meeting commended ASECNA for the progress report and noted that the content of the paper is more appropriate to the IIM/SG activities framework. The meeting recommended to ASECNA to submit the paper to the IIM/SG3 meeting which has the mandate and technical expertise to address the issues highlighted in the paper.

### **3.1.6            *AFI ADS-B Mandate Review***

3.1.6.1            South Africa presented updates on the status of implementation of APIRG Conclusion 22/41 on Mandates for ADS-B 1090MHz Extended Squitter Aircraft Transponder requirements in the AFI Region, and the challenges in adhering to the timelines, including consequential delays due to COVID-19. The Meeting agreed with South Africa on the importance of the issues raised and urged South Africa to coordinate with the IIM/SG which has the technical expertise and framework to effectively address them. A detailed action plan is in **Appendix 6** to the report.

### **3.1.7            *PBN Implementation***

3.1.7.1            The meeting recalled APIRG/22 Conclusion 22/07 on PBN implementation which requested, that *States that have not already done so, are urged to review their PBN implementation plans to ensure that:*

- a) they are sufficiently robust and detailed to effectively support implementation thereof; and*
- b) they are formally adopted at the appropriate level of the State/ANSP and are accordingly funded.*

3.1.7.2            The meeting was further informed that 15 States in ESAF and 22 States in WACAF have submitted national PBN implementation plans to ICAO. Furthermore, the meeting observed that some of the plans were based on the old template and urged States to update their plans by using the new template in **Appendix 14** to this report, and if required, coordinate with the accredited ICAO Regional Office and AFPP for assistance. Accordingly, the meeting recommended the ICAO Regional Offices and AFPP to organize a National PBN Implementation Plan (NPIP) development virtual workshop aiming to assist States in developing/updating their NPIP by 31 December 2020.

3.1.7.3            In addition the meeting requested the Regional Offices and AFPP to conduct a survey on PBN flight procedure and CCO/CDO implementation survey in the AFI region by 30 November 2020. The meeting therefore agreed on the following Conclusion:

#### **Draft Conclusion 3/07: Implementation of PBN**

**That in order to improve the level of PBN implementation:**

- a)    ICAO and AFPP conduct a National PBN Implementation Plan (NPIP) development virtual workshop aiming to assist States in developing/updating their NPIP by end of 2020.**
- b)    ICAO and AFPP conduct a survey on PBN flight procedure and CCO/CDO implementation in the AFI region by end of 2020.**
- c)    States that have not yet developed their National PBN Implementation Plan (NPIP) coordinate with the ICAO Regional Offices and AFPP for assistance.**
- d)    States that have already developed their NPIP review their NPIP as a matter of urgency in order to align them with the new ICAO NPIP format.**

## 3.2 *PBCS Monitoring*

**3.2.1** The meeting recalled APIRG/22 Conclusion 22/12 *for the Establishment of the AFI Performance-Based Communication and Surveillance (PBCS) Monitoring*, which required ICAO to formally request South Africa, as a matter of urgency, to facilitate the inclusion of PBCS monitoring in the functions and responsibilities of the AFI Regional Monitoring Agency (ARMA). Considering all that is required for the implementation of PBCS in the region, the meeting noted the need to provide necessary expertise for both functional areas (RVSM and PBCS), as well as associated support to States and service providers as applicable as soon as possible.

In addition, the meeting tasked the Secretariat to coordinate the establishment of PBCS implementation team to finalize the draft AFI region PBCS plan, and develop an implementation roadmap in collaboration with IIM/SG. The meeting therefore formulated the following conclusion and Decision to foster the implementation:

**Draft Decision 3/08      Development of the AFI region PBCS plan and establishment of PBCS implementation team**

**That in order to have a coordinated approach to PBCS implementation:**

- a) **A PBCS implementation Team is established;**
- b) **The Secretariat coordinates with the established PBCS implementation Team to finalize the draft AFI region PBCS plan, provide awareness, develop an implementation roadmap in collaboration with IIM/SG, States and stakeholders, and align with the AFI vision document, CONOPS and ATM Master Plan by 31 May 2021.**
- c) **ICAO in coordination with AFI Regional Monitoring Agency (ARMA) provides necessary expertise for both functional areas (RVSM and PBCS), as well associated support to States and service providers as applicable.**

## 3.3 *ASCAAR*

3.3.1 The meeting noted the progress made in the implementation of the AFI Secondary Surveillance Radar (SSR) Code Allocation and Assignment Review (ASCAAR) Project. It was recommended that ICAO should circulate a Letter requesting States to appoint the ASCAAR project focal points as a matter of urgency, to ensure project coordination and implementation by 30 October 2020, in line with the APIRG 22 timelines. In this regard, the ASCAAR Project Team is urged to finalize the project implementation as per the APIRG/22 timelines.

## 3.4 *SAR*

3.4.1 The meeting was updated on the progress made in the implementation of the Search and Rescue Project under the AFI Plan. Lack of appointment by States of SAR Points of Contact (SPOC) was identified as the main cause of slow progress on implementation of key elements of an effective SAR system. In this regard the meeting formulated the following Conclusion:

**Draft Conclusion 3/09: Appointment of State SAR Points of Contacts:**

**That in order to expedite the implementation of key SAR elements and ensure an effective coordination of SAR in the region,**

- a) **ICAO circulate a State Letter reminding States to nominate SAR Point of Contact (SPOC) as a matter of urgency and communicate the nominees to ICAO by 30 September 2020.**
- b) **States establish National SAR Coordinating Committee and ensure implementation of the SAR improvements.**

### 3.5 *Civil/Military Cooperation and Coordination*

3.5.1 The meeting recalled APIRG22 & RASG-AFI5 Conclusion 1/03, which urged AFI States to make concerted efforts to implement enhanced effective civil / military coordination and cooperation in the pursuit of improving both safety and efficiency in the region. The meeting noted the recent progress made in the implementation of Direct Route Operations (DRO) and planned free route airspace in the region. Noting the importance of fostering improved efficiency in airspace management through civil/military coordination, the meeting formulated the following conclusion:

**Draft Conclusion 3/10: Improved civil/military coordination:**

**That in order to improve civil/military coordination:**

- a) **ICAO conduct a Civil/Military cooperation workshop by 30 April 2021.**
- b) **ICAO circulate a State letter requesting States to establish Civil / Military Cooperation Committees, develop Civil/Military Manual and Standard Operating Procedures and a Memoranda of Cooperation (MOC) by end of 2020.**

### 3.6 *Overflight Clearance Permission*

3.6.1 The meeting was reminded of the provisions of Article I section 1 of the Chicago Convention which requires each contracting State to grant other contracting States the privilege to fly across its territory and; landing for non-traffic purposes.

3.6.2 It was recommended that States should develop a standardized and simple format to be used as an application tool to be forwarded to an automatic self-generating permit approval number. The email address should be dedicated for such purpose. This automatic process should generate OVFC permit within 'a few' minutes of receipt of request from the airline. In case of additional requests being needed by the State, a follow up email (automated) by the State should be sent to the airline requesting for such information (if not normally available in ICAO FPL) and the airline shall be obliged to provide such information for the continuation of the permit.

3.6.3 South Africa reiterated that the processes for granting OVFC varied from one country to another, dependant on many prevailing circumstances including security considerations, and involved different national agencies and authorities.

3.6.4 In order to foster improvement in the approval process of over flight clearances, the meeting agreed on the following draft Conclusion;

**Draft Conclusion 3/11: Process and Procedures for Overflight Clearances**

**That, in order to foster improvement in the approval process of over flight clearances and in view of the COVID-19 pandemic restart and recovery,**

- a) **States are encouraged to review their authorization procedures for overflight clearance (OVFC) for civil aircraft with a view to granting speedy approval to scheduled and non-scheduled flights.**
- b) **States are encouraged to publish a (globally) simplified and standardized process taking advantage of automation in order to expedite OVFC approval process and issuance of overflight clearance/permits**

- c) **States are encouraged to include provisions for overflight clearance (OVFC) and non-traffics stops in the Bilateral Agreements (BASA) and Multilateral Agreements to include such exceptions as may be suitable for their airline's operations.**

### **3.7 Aerodrome Operations – (Safety, Capacity and Efficiency)**

#### **3.7.1 Status of implementation of Aerodrome Operations Projects and ASBU Modules**

3.7.2 The meeting recalled the APIRG/22 Decision 22/16 regarding implementation of the aerodrome operations project, and APIRG/22 Conclusion 22/17 related to the participation of States and Organizations to the AAO subgroup and Project Teams activities. The meeting was updated on the status of implementation of Projects and ASBU modules related to aerodrome operations as well as challenges faced in the implementation.

3.7.2.1 The meeting noted that few responses had been received so far from States and feedback on Projects Teams activities remained low. The meeting therefore agreed to review the Project Team composition.

3.7.2.2 The meeting recalled that the aerodrome certification project design and implementation includes the oversight aspect as well as SARPs implementation aspect covered by AAO/SG activities. Therefore, the meeting considered that, merging the Projects 2, 3, 4, 5, 7 and 9 in Aerodrome Operations Projects under the umbrella of the aerodrome certification project (see **Appendix 7A, 7B and 7C**), would avail more resources and improve the efficiency of the Projects implementation. The meeting therefore formulated the following Conclusion and Decision:

#### **Draft Conclusion 3/12: Implementation of Aerodrome Operations Projects and ASBU Modules**

**That in order to improve the Projects implementation efficiency and avoid duplication of efforts, and based on linkages between Projects, Projects 2, 3, 4, 5 and 7 are merged with the aerodrome certification Project as per Appendices 7A and 7B.**

#### **Draft Decision 3/13: Implementation of Aerodrome Operations Projects and ASBU Modules**

**That to foster the implementation of the Projects**

- a) **The Project Teams have been revised as per the Appendix 7B.**
- b) **Project Teams are tasked to coordinate the development/or revision of project documents and implementation strategies in collaboration with the Secretariat before end of 2020;**
- c) **Project Teams report quarterly on the progress made in the implementation of the projects to the AAO-SG; and**
- d) **The Secretariat to circulate a follow-up State Letter to concerned States and organizations, requesting the formal nomination of the Project Teams members and reminding them to provide adequate support to the Project Teams activities**

#### **3.7.3 Amendments to ICAO Annex 14 Volumes I and II and PANS-Aerodromes**

3.7.3.1 The meeting was informed on the amendments of Annex 14 Volume 1, Volume 2 and PANS Aerodromes . Specifically it was reported that amendment 15 to Annex 14, Volume 1 (Aerodrome Design and operations); amendment 9 to Annex 14, Volume II (Heliports) and amendment 3 to the Procedures for Air Navigation Services (PANS) - Aerodromes (Doc 9981), were adopted by the Council at its 219th Session, with 20 July 2020 as the effective date and 5 November 2020 as the applicable date. Exception was mentioned of any part concerning which a majority of Contracting States have registered their disapproval before that date.



3.7.3.2 Amendment 15 to Annex 14 Volume 1 concerns Aerodrome Design and Operations specifications, inter alia, provisions related to airport master planning for the expansion of existing and construction of new airports to cater for the rapid growth of air transport; accommodation of aeroplanes with folding wing tips; a new methodology for reporting pavement strength; and improvements to selected physical characteristics and visual aids used at aerodrome with the objectives of enhancing safety as well as capacity and efficiency.

3.7.3.3 Amendment 9 to Annex 14 Volume 2 covers extensive amendments related to heliport physical characteristics, visual aids and rescue and firefighting, as well as modifications to several associated definitions.

3.7.3.4 The amendment on Procedures for Air Navigation Services (PANS)- Aerodromes (Doc 9981) concerns aerodrome operational management consisting essentially of the inclusion of notes to the specifications stemming from the earlier amendments on the Doc 9981 as a result of the introduction of new chapters on aerodrome operational management (training; inspections of the movement area; work in progress; foreign object debris control; wildlife hazard management; apron safety; runway safety; and airside driver permit scheme and vehicle/equipment safety requirements).

3.7.3.5 The meeting identified the need for States to take appropriate actions and formulated the following Draft Conclusion:

**Draft Conclusion 3/14: Amendment to regulations related to Annex 14 and PANS- Aerodromes**

**That for harmonious application of requirements and to enhance safety and reliable services,**

**a) States are urged to amend their regulations following their established amendment process and notify ICAO using the Electronic Filing of Differences System, any differences that will exist between the national regulations or practices and the provisions of the Annex 14, Volume I and II as amended; and**

**b) States are urged to ensure timely implementation of the amendments by their industry.**

**3.7.4 Global Format for Reporting of Runway Surface Conditions (GRF)**

3.7.4.1 The meeting recalled that the ICAO Council adopted during its 207th Session in February 2016, amendments of Annexes 3; 6, Parts I and II; 8; 14, Volume I; 15; PANS- Aerodromes; and PANS-ATM, relating to the use of an enhanced global reporting format for assessing and reporting runway surface conditions. A joint ICAO/ACI Symposium on Implementation of the Global Reporting Format for Runway Surface Condition (GRF2019), was held in Montréal, Canada from 26 to 28 March 2019, with the objective to increase international awareness in advance of the November 2020 applicability date, postponed now for November 2021. Following the Symposium outcomes, several seminars aiming to promote a collaborative and harmonious approach in the implementation of these provisions at the States level, and hence at the regional and global levels, were conducted.

3.7.4.2 The meeting recalled Conclusion 22/41 on the Implementation of the Runway surface conditions GRF of the APIRG/22 meeting, urging States to set up national and local plans with dedicated Teams for the implementation, and to make use of existing national and regional mechanisms to support the implementation of the GRF (RSTs, Go-Teams, RSOOs, etc.). States finally were urged to report on the implementation of the GRF to the ICAO regional Offices.

3.7.4.3 The meeting noted that despite several initiatives (workshops, training, etc.) conducted by ICAO and other Partners, the level of implementation and stakeholder's involvement/commitment remains low in the States. Few States in addition reported the status of implementation of the GRF provisions to the ICAO Regional Offices. The Sub-Group therefore urged States to implement the APIRG's Conclusion 22/41.

### **3.7.5 COVID 19 - ICAO CART Recommendations related to the AAO/SG Activities**

3.7.5.1 The meeting was updated on the ICAO Council Aviation Recovery Task Force (CART) report recommendations related to the AAO/SG activities to support the Restart and Recovery of the air transport industry. The report contains various globally harmonized measures related to Aviation Safety, Security and facilitation, Public Health measures and Economic and Financial measures.

3.7.5.2 The meeting discussed CART recommendations and other guidelines and tools of the matter of interest of the Sub-Group activities including:

- a) the Public Health Corridor (PHC) Implementation Initiative;
- b) the Global Implementation Roadmap (GIR);
- c) the Implementation Packages (iPACKs); and
- d) the COVID-19 Response and Recovery Implementation Centre (CRRIC).

3.7.5.3 The meeting then formulated the following conclusion:

#### **Draft Conclusion 3/15: CART Recommendations related to AAO/SG Activities**

**That, to support the Restart and Recovery of the air transport industry:**

- a) **States are urged to ensure appropriate implementation of the CART recommendations related to Airspace and Aerodrome Operations;**
- b) **States monitor, document, and report their progress s through the CRRIC; and review NOTAMS to ensure their updates along the resumption of air operations.**

### **3.7.6 Air Navigation Infrastructure Gap Analysis**

3.7.6.1 The meeting recalled the discussions held during the APIRG/22 and RASGAFI/5 Joint Session on the outcome of the 22nd AFI Plan Steering Committee meeting, in particular the Aviation Infrastructure for Africa Gap Analysis, conducted by the AFI Plan Secretariat. It was underscored that the Gap analysis was done in response to ICAO Council Decision (C-DEC 24/7) on the implementation of the IAWAF/3 Declaration and Framework for a Plan of Action for Development of Aviation Infrastructure in Africa.

3.7.6.2 The meeting was reminded of the Gap Analysis exercise using detailed State survey covering Airports, Air Navigation Services, and Aircraft fleet capacity and equipage was conducted accordingly, and its outcome validated through a workshop held in Abuja, from 19 to 21 March 2019. The Workshop was attended by the President and Representatives of the ICAO Council, the Air Navigation Commission, and 173 delegates from 22 States and various stakeholder Organizations. For the purpose of the exercise, the survey information complemented with material from the ICAO database and other sources.

3.7.6.3 The questionnaire used for the survey and the outcomes of the Workshop as well as the methodology used for the Gap analysis, were discussed by the meeting. The meeting therefore formulated the following Conclusion and Decision;

#### **Draft Conclusion 3/16: Endorsement of the survey questionnaire for the conduct of Air Navigation Infrastructure Gap Analysis**

**That to harmonize the conduct of the Aviation Infrastructure Gap Analysis, the survey questionnaire pertaining to Airspace and Aerodrome Operations for the conduct of Aviation Infrastructure Gap Analysis is endorsed.**

**That to speed the implementation of the outcomes of the 2019 Aviation Infrastructure for Africa Gap Analysis Workshop,**

- a) **ICAO circulate letters to States for data collection for the 25-years gap analysis horizon exercise; and**
- b) **States are urged to respond to the questionnaire upon reception of States letters.**

#### **AGENDA ITEM 4: AFI AIR NAVIGATION PLAN (DOC 7474)**

4.1 The meeting recalled that the President, on behalf of the Council, approved on 19 August 2016, Volume I of the AFI eANP (Doc 7474). The APIRG/22 Meeting in Accra, Ghana, from 29 July to 2 August 2019, in its Conclusion 22/20 endorsed the final Draft of Volume II of the AFI ANP; and requested States to provide timely inputs to Volume III of the AFI ANP once circulated, while complying with the established procedures for further amendments of the AFI ANP.

4.2 The meeting was informed that the structure for the Sixth Edition of the GANP with the updated ASBU framework is available on <https://www4.icao.int/ganpportal/>. The initial version of the Basic Building Block (BBB) framework is detailed in **Appendix 9** to this report. The BBB framework outlines the foundation of any robust air navigation system. It identifies the essential services to be provided for international civil aviation in accordance with ICAO Standards.

4.3 The meeting was informed that the approved Volume I and Volume II as well as the draft version of Volume III of the AFI ANP have been posted online on the ICAO ESAF and WACAF Regional Offices websites: (<https://www.icao.int/WACAF/Pages/AFI-eANPs.aspx> and <https://www.icao.int/esaf/Pages/default.aspx>). The process for amendment of all three Volumes of the AFI Air Navigation Plan is detailed in **Appendix 10** to this Report.

4.4 The meeting agreed that States should be encouraged to:

- review and amend when necessary the information contained in the Volumes I and II of the AFI ANP, in accordance with the established procedures for amendment (PFAs) of the AFI ANP;
- provide timely inputs to ICAO ESAF and WACAF Regional Offices on Volume III, as provided in **Appendix 10**, once the PfA is circulated; and
- note the procedure for amendment of the AFI Air Navigation Plan and ensure strict adherence to the various steps to be followed, from initiation at the level of States and ICAO Regional Offices, until approval by the ICAO Council for Volume I, and APIRG for Volumes II and III.

#### **AGENDA ITEM 5: AFI AIR NAVIGATION REPORTING FORMS**

5.1 The meeting appreciated the work done by the Secretariat in updating the AFI Air Navigation Report Forms (ANRFs). However, it was noted that, the reporting by AFI States of implementation progress called for under the APIRG Conclusion 20/05 was still limited and that the level of responses on surveys conducted by the ICAO Regional Offices to collect information on the ASBU implementation was still very low.

5.2 The Sub-group acknowledged the introduction and planning targets of the ASBU Block 1 Modules which took effect as of January 2019 and established a Small Working Group (SWG), to continue the review and update of the ANRFs, as a follow-up to the AAO/SG1 meeting in 2017.

5.3 The Air Navigation Report Form (ANRF) is the revised version of Performance Framework Form that was being used by Planning and Implementation Regional Groups (PIRGs)/States until now. The ANRF is a customized tool for Aviation System Block Upgrades (ASBU) Modules which is recommended for application for setting planning targets, monitoring implementation, identifying challenges, measuring implementation/performance and reporting. If necessary, other reporting formats that provide more details may be used but should contain as a minimum the elements described in this ANRF template.

5.4 The secretariat reported that many States have implemented or are at different stages of implementation of requirements stipulated in the AFI Air Navigation Plan and AFI Air Navigation System Implementation Action Plan. However, many States have not been reporting their air navigation activities which are either implemented or planned in line with the ASBU modules.

5.5 It was noted that due to the lack of information or data from States, and unlike other ICAO regions, the AFI Region has not published a regional status of implementation of the ASBU Modules. The set of ANRFs which were adopted by APIRG to be used by State in report status of ASBU implementation is attached as **Appendix 11** to this Report. In order to provide assistance to States in filling the ANRF, ICAO with partner organisations should facilitate awareness workshops by 31 March 2021 and States shall implement internal mechanisms for the collection of data for the air navigation reports.

5.6 The meeting therefore agreed on the following Conclusion;

**Draft Conclusion 3/18: Establishment of mechanism for air navigation reports**

**That in order to provide assistance to States in filling the ANRF:**

- a) **ICAO Regional Offices organize a workshop to sensitize States on filling of ANRF be organized by 31 March 2021**
- b) **States establish a mechanism for the collection of data to ensure annual reporting to the ICAO regional Offices of air navigation upgrades, improvements and modernization, in particular information on status of implementation of ASBU modules.**

**AGENDA ITEM 6: AFI AIR NAVIGATION DEFICIENCIES DATABASE**

6.1 The meeting recalled that the APIRG/17 Meeting had requested the Secretariat to expedite development of a web-based AFI Air Navigation Deficiencies Data Base (AANDD), as a tool to States and organizations' contribution to the deficiency database.

6.2 In order to support the implementation of the Uniform Methodology for the identification, assessment and reporting of deficiencies, it was established for the AFI Region, a web-based platform, the AFI Air Navigation Deficiencies Data Base (AANDD). The AANDD application provides an online tool for States and relevant stakeholders to manage air navigation deficiencies in the region. A draft AANDD management process aiming to coordinate the collection and management of deficiencies have been developed as per the **Appendix 15** to this Report.

6.3 The meeting further recalled that the APIRG/18 Meeting in Kampala, Uganda, 27 to 30 March 2012, under *Conclusion 18/62*, agreed on a list of minimum reporting areas and acknowledged the roles and contributions of States' ANSPs, users and other stakeholders in addressing the deficiencies at regional level.

6.4 The meeting reviewed the revised list of minimum reporting areas pertaining to the AAO/SG, which include the AOP part as well as new evolutions as per **Appendix 16** to this report.

6.5 In preparation of the States Focal Points training, the meeting was informed that a State Letter, requesting the nomination or confirmation of Focal points who will be granted with access credentials for interaction with the AANDD, was sent with few responses as of today.

6.6 The meeting further requested the Secretariat to ensure the availability of suitably qualified/trained ICT personnel in both Regional Offices, to support the system and users alike, in the effective use and management of the AANDD platform. The Secretariat was requested to circulate guidance for users in order to facilitate their effective use of the tool.

6.7 Angola reported its AANDD implementation status and provided the State's list of deficiencies and challenges encountered in accessing and inputting relevant information in the data base. The meeting commended Angola for reporting its deficiencies and encouraged other States to learn from their example.

6.8 ICAO Regional Offices a requested to conduct the AANDD training by 31 October 2020 and resolve IT and process challenges (i.e. uploading of evidence documents and confirmation of receipt of updates by Regional Office) highlighted by States to ensure that the AANDD platform is user friendly and effective.

6.9 The meeting therefore formulated on the following Conclusion:

**Draft Conclusion 3/19: Endorsement of AANDD Management process and minimum Reporting Areas and nomination of AANDD Focal Points**

**That in order to support the implementation of the Uniform Methodology for the identification, assessment and reporting of deficiencies,**

- a) The AFI Air Navigation Deficiencies Database management process as well as the revised minimum reporting areas pertaining to Airspace and Aerodrome Operations to be endorsed;**
- b) States and Organizations that have not yet done so, are urged to nominate as a matter of urgency Focal Points for interaction with the AANDD**

**AGENDA ITEM 7: AAO/SG CONTRIBUTION TO THE APIRG FIRST ANNUAL REPORT (ANR)**

7.1 The meeting recalled that APIRG/22 recognized that in order for APIRG to report efficiently and in a timely manner, there was need for States to improve on the level of information provided to ICAO Regional Offices regarding their status of implementation.

7.2 In addition to information provided by States, International organizations, including those of airspace users, airports and ANSPs, should support ICAO in the development and implementation of the GANP by sharing information with organization members and raising awareness on compliance requirements through the delivery of training and audit activities. International organizations also convey operational requirements to their members and help them to plan effective solutions, which in turn are taken into account when developing operational improvements within the technical frameworks of the GANP.

7.3 The meeting took cognizant of APIRG/22 Conclusion 22/02 for strengthening the AFI air navigation reporting system which urged States to:

- a) Establish effective internal mechanisms within civil aviation organizations to facilitate collection of information on the status of implementation of APIRG Conclusions and Decisions in all applicable areas through the Air navigation reporting Forms (ANRFs); and*

- b) *Provide the ICAO Secretariat and all relevant parties with the required information on the status of implementation of Conclusions and Decisions on a regular basis, in order to assess progress in the strengthening of the air navigation system and to enable reporting by ICAO to APIRG.*

7.4 An ASBU modules implementation status survey questionnaire was presented to the meeting and submitted to States to provide inputs for the publication of the of the first AFI ANR. In addition, the meeting decided to establish a small working team comprising Ghana, DRC, Kenya, Nigeria, Rwanda, South Africa, Uganda, ASECNA, CANSO and IATA; to work with the Secretariat towards the ANR publication. The ICAO Regional Offices were urged to circulate as a matter of urgency to States the AFI ASBU implementation status survey. States shall return completed survey questionnaire as a matter of priority by 30 September 2020.

#### **AGENDA ITEM 8: TERMS OF REFERENCE (TOR), COMPOSITION AND FUTURE WORK PROGRAMME OF THE AAO SUB-GROUP**

8.1 The Sub-Group reviewed its terms of reference (ToR), with the objective of identifying areas for improvement to effectively support additional activities being undertaken by the Group and for recommendation to APIRG. Following deliberations on the matter, the Group agreed that there was no justification for changes or modifications to its ToR, and accordingly endorsed the ToR as presented at **Appendix 12** to this Report. The Sub Group in addition updated its Work Programme until its next session as **per Appendix 13**.

8.2 The meeting was updated on the participation of States and Organizations to the Sub-Groups activities. Indeed, few States and Organizations that have been identified to provide core expertise as per the APIRG Conclusion 21/06, have done so up to now; while several new States showed at the same time their interest to contribute to the Sub-Group activities.

8.3 During the meeting, a number of States expressed interest in being members of the APIRG subgroup projects to enhance their active participation in the project activities. This was noted by the meeting and the meeting therefore formulated the following draft conclusion and decision.

##### **Draft Conclusion 3/20: Nomination to AAO/SG Core Membership**

**That in order to maximize active participation of States in the APIRG projects, States willing to contribute to the Sub-Group activities as core members, should send letters of nomination with the CVs of the nominees to the ICAO Regional Offices.**

##### **Draft Decision 3/21: Core Membership of the AAO/SG**

**That in order to enhance States contributions to the AAO/SG activities new States' requests for the core membership of the Sub-Group be considered.**

##### **Draft Decision 3/22: Adoption of the Terms of Reference, composition and the work programme of the AAO/SG**

**That the Terms of Reference, Composition and Work programme of the AAO/SG are adopted as attached in Appendices 12 and 13.**

**AGENDA ITEM 9: ANY OTHER BUSINESS (AOB)**

9.1            There being no business discussed under this agenda item, Mr. Barry Kashambo, Regional Director, ICAO Eastern and Southern Africa Office, proceeded to officially close the meeting, whilst putting emphasis on the need to expedite implementation of priority projects under the AAO Sub-Group. In his closing remarks, he expressed his gratitude, on behalf of ICAO, to the participating States and Organizations and thanked them for their continued support to ICAO initiatives and activities at regional level.

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