



NINTH MEETING OF THE AFI AIRSPACE AND AERODROME OPERATIONS SUB-GROUP (AAO SG/9)

Nairobi, Kenya, 13–17 July 2026

Agenda Item 6: Activities to be coordinated with the IIM and SMO

Outcomes of AEAG/1 and future perspectives

(Presented by AEAG secretariat)

SUMMARY	
This paper presents the main outcomes of the first meeting of the AFI ATS Events Analysis Group (AEAG/1), held in Libreville, Gabon, from 13 to 17 October 2025. Based on the validated 2023–2024 regional ATS safety dataset, it highlights the principal safety trends, systemic causes and contributing factors identified by AEAG/1, recalls the recommendations adopted by the Group, and outlines priority follow-up actions for 2026–2027. Detailed supporting information is available in the AEAG/1 Final Report, which constitutes the reference document for the findings summarized in this paper. Action by the Meeting is in paragraph 5.	
<i>Reference</i>	APIRG/27 & RASG-AFI/10 report AEAG/1 Final Report
<i>Strategic goals</i>	A-Every Flight is safe and secure

1. INTRODUCTION

1.1 The analysis of ATS safety events is a key element of proactive safety management and supports the implementation of ICAO Annexes 11, 13 and 19, as well as the objectives of the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP). In response to APIRG/27 and RASG-AFI/10 Conclusion 6/04, the AFI ATS Events Analysis Group (AEAG) was established as the regional mechanism responsible for the harmonized collection, validation and analysis of ATS safety events across the AFI Region.

1.2 AEAG/1 was held in Libreville, Gabon, from 13 to 17 October 2025. AEAG/1 reviewed ATS events reported for 2023 and 2024 and established the first consolidated regional baseline for trends, contributing factors and priority actions.

2. AEAG FRAMEWORK

2.1 AEAG provides a structured methodology for the collection, validation and analysis of ATS safety events across the AFI Region, through a common taxonomy and harmonized event classification. The framework supports identification of risk areas and contributing factors, and development of regional safety recommendations through collaborative participation by States, ANSPs, ICAO and AFI RSOOs.

2.2 The analysis covers ATS incidents, in-flight emergencies, in-flight contingencies and ATC contingencies, as documented in the AEAG/1 Final Report.

3. KEY RESULTS FROM AEAG/1

3.1 Dataset overview and limitations

3.1.1 AEAG/1 reviewed 455 ATS-related events, comprising 321 events in 2023 and 134 events in 2024. The variation between the two years is mainly attributed to uneven reporting maturity, delayed submission, partial reporting and inconsistent application of classification practices.

3.1.3 Approximately 6 per cent of the dataset remained affected by data quality limitations, which constrains deeper trend analysis (see Appendix: Data quality limitations).

3.2 Principal safety trends

3.2.1 Weather-related hazards were identified as the principal systemic hazard, contributing to multiple in-flight emergency categories as detailed in the AEAG/1 Final Report.

3.2.2 Wildlife hazards, including bird strike, remained a persistent operational threat across multiple aerodromes as detailed in the AEAG/1 Final Report.

3.2.3 Communication vulnerabilities, particularly Facility–COM, were the leading ATS incident driver, with recurrent conflict-related events such as AIRPROX, Large Height Deviations (LHD) and Loss of Separation as detailed in the AEAG/1 Final Report.

3.2.4 Runway safety vulnerabilities, notably runway incursions, were identified as the leading ATC contingency as detailed in the AEAG/1 Final Report.

3.3 Integrated contributing factors

3.3.1 Contributing factors recurred across multiple categories and include:

- a) human performance and situational awareness limitations;
- b) communication deficiencies and coordination breakdowns;
- c) procedural non-compliance and execution gaps;
- d) technical and equipment reliability issues; and
- e) airspace/operational constraints affecting workload and coordination.

3.3.2 Detailed contributing factor mapping by domain is provided in the Appendix as detailed in the AEAG/1 Final Report.

4. RECOMMENDATIONS AND PRIORITIES FOR 2026–2027

4.1 Recommendations adopted by AEAG/1

AEAG/1 adopted the following safety and organizational recommendations:

4.1.1 Safety recommendations:

- a) strengthen ATC proficiency and human performance programmes;
- b) improve airspace design and operational structure;
- c) assess and improve Aeronautical Mobile Service performance; and

- d) strengthen wildlife hazard management programmes.

4.1.2 Organizational recommendations:

- a) expand AEAG participation to include AGA and OPS experts;
- b) ensure timely, complete and standardized reporting of safety events;
- c) promote inclusive participation in AEAG activities; and
- d) reactivate and strengthen the Tactical Action Group (TAG).

4.2 Priorities for 2026–2027

AEAG priority activities for 2026-2027 include:

- a) strengthening regional safety data collection and sharing;
- b) improving analytical capability and data quality;
- c) enhancing multidisciplinary participation;
- d) reinforcing FIR-to-FIR coordination mechanisms; and
- e) supporting implementation of regional safety recommendations.

4.3 Upcoming events

- a) Conduct of the AEAG/2, 12-16 October 2026 in N'Djamena Chad

5. ACTION BY THE MEETING

The meeting is invited to:

- b) note the information presented in this paper;
- c) acknowledge the principal safety trends and integrated contributing factors identified through the validated AEAG/1 analysis;
- d) encourage States and ANSPs to ensure timely, complete and standardized submission of ATS safety event data in accordance with the AEAG methodology;
- e) support the implementation of the recommendations adopted by AEAG/1; and
- f) encourage active participation in future AEAG activities and related regional safety initiatives.

APPENDIX

Reference Document

The detailed analysis supporting the findings presented in this Working Paper is contained in the **AEAG/1 Final Report**, adopted by the First Meeting of the AFI ATS Events Analysis Group (AEAG/1), held in Libreville, Gabon, from 13 to 17 October 2025.

For ease of access, participants are invited to consult the AEAG/1 Final Report through the QR Code provided below.

