

INTERNATIONAL CIVIL AVIATION ORGANIZATION



THE AFI AVIATION SYSTEM PLANNING AND IMPLEMENTATION REGIONAL GROUP (AASPG)

REPORT OF THE EIGHTH MEETING OF THE AIRSPACE AND AERODROME OPERATIONS SUB-GROUP OF THE AASPG (AAO/SG8)

Dakar, Senegal, 14 to 18 July 2025

The views expressed in this Report should be taken as those of the AASPG AAO Sub-group and not of the Organization. This Report will, however, be submitted to the PRCC and AASPG, 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 ABBREVIATIONS

AAMP	AFI ATM Master Plan
AAMP PMT	AFI ATM Master Plan – Project Management Team
AANDD	AFI Air Navigation Deficiencies Database
ANR	Air Navigation Report
AANRT	Annual Air Navigation Reporting Team
AAO/SG	Airspace and Aerodrome Operations Sub-group
A-CDM	Airport Collaborative Decision Making
AFCAC	African Civil Aviation Commission
AFI	Africa - Indian Ocean region
AFI ATM CP	AFI ATM Contingency Plan
AFI CONOPS	AFI Concept of Operations
AFI FRA	AFI Free Route Airspace
AFI FRA PMT	AFI Free Route Airspace - Project Management Team
AFRAA	African Airlines Association
AFTN	Aeronautical Fixed Telecommunication Network
AIM	Aeronautical Information Management
ANSP	Air Navigation Service Provider
AOP	Aerodromes Operations and Planning
APIRG	AFI Planning and Implementation Group
ARC-TF	APIRG/RASG-AFI Coordination Task Force
ARMA	African Regional Monitoring Agency
ASCAAR	AFI Secondary Surveillance Radar Codes Allocation and Review
ASBU	Aviation System Block Upgrades
ASECNA	Agence pour la Sécurité de la Navigation Aérienne en Afrique et à Madagascar
ATS	Air Traffic Service
ATM	Air Traffic Management
AUC	African Union Commission
BBB	Basic Building Block
CAA	Civil Aviation Authority
CANSO	Civil Air Navigation Services Organisation
CCT	Contingency Coordination Team
CMC	Civil-Military Cooperation
CNS	Communication Navigation Surveillance
CONOPS	Concept of Operations
CP	Contingency Plan
CPDLC	Controller Pilot Datalink Communications
EAC	East African Community
FF-ICE	Flight and Flow – Information for a Collaborative Environment
FIRs	Flight Information Regions
FRA	Free Routing Airspace

GANP	Global Air Navigation Plan
GASP	Global Aviation Safety Plan
GRF	Global Format for Reporting of Runway Surface Conditions
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IIM/SG	Infrastructure and Information Management Sub-group
LHD	Large Height Deviation
MET	Aeronautical Meteorology
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
RASC	RASG-AFI Steering Committee
RASG-AFI	AFI Regional Aviation Safety Group
RPAS	Remotely Piloted Aircraft Systems
RSOO	Regional Safety Oversight Organization
RVSM	Reduced Vertical Separation Minimum.
SAR	Search and Rescue
SARPs	Standards and Recommended Practices
SBAS	Satellite-based Augmentation System
SLOP	Strategic Lateral Offset Procedure
SSO-SST	State Safety Oversight System -Support Team
SSP – SST	State Safety Programme Safety -Support Team
SSTs	Safety Support Teams
TAG	Tactical Action Group
UN SDGs	United Nations Sustainable Development Goals

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LIST OF DRAFT CONCLUSIONS/DECISIONS

DEFINITIONS

AAO/SG records its actions in the form of draft Conclusions or Decisions as follows:

- a) **Draft Conclusions or Draft Decisions:** Actions by the Sub-group that require the prior agreement of the AASPG before they can be implemented or otherwise. All such proposed actions shall be considered by the AASPG at its next meeting subsequent to the issue of the Sub-groups' report.
- b) **Decisions by the Sub-group:** Actions which do not necessarily require prior agreement of the AASPG and that may be conducted by the specific Sub-group and its members or the Secretariat where such action is applicable.

No.	Draft Conclusions/Draft Decisions	
1.	<i>Draft Decision 8/01</i>	<i>Revised Terms of Reference of the PBN AORTA PMT</i>
2.	<i>Draft Decision 8/02</i>	<i>AFI Search and Rescue Plan Update</i>
3.	<i>Draft Decision 8/03</i>	<i>AFI Search and Rescue Generic documentation</i>
4.	<i>Draft Conclusion 8/04</i>	<i>Establishment of the AFI 30/10 Project Management Team</i>
5.	<i>Draft Decision 8/05</i>	<i>A-CDM Implementation Guide</i>
6.	<i>Draft Conclusion 8/06</i>	<i>ACR-PCR implementation in the AFI region</i>
7.	<i>Draft Decision 8/08</i>	<i>Work Programme of the AAO SG</i>

PART I – INTRODUCTION

1. Place and duration

1.1 The Eighth Meeting of the Airspace and Aerodrome Operations Sub-group (AAO/SG8) of the African Indian Ocean Aviation System Planning and implementation Group (AASPG) was held from 14 to 18 July 2025 at the ICAO Regional Office, in Dakar.

2. Attendance

2.1 Seventy-nine (79) participants from eighteen (18) States, and five (5) regional and international Organizations attended the meeting. The list of participants is provided in **Appendix 1** to this report.

3. Officers and Secretariat

3.1 Mr. Nathan Kaluba (Zambia), AAO/SG Chairperson, presided over the meeting. Ms. Aba Fianko Amaglo (Ghana) acted as Vice-Chairperson in place of Mr. Sanogo Adama, who was unable to attend in-person due to unforeseen reasons.

3.2 Mr. Elisha Omuya, Regional Officer, AGA, ICAO Eastern and Southern African (ESAF) Office, served as the Secretary of the meeting and was assisted by:

- Ms. Keziah Ogutu, Regional Officer, ATM/SAR, ESAF;
- Ms. Prisca Nkolo, Regional Officer, AGA, WACAF; and
- Mr. Serge Guy Tchanda, Regional Officer, ATM/SAR, WACAF.

4. Working languages

4.1 The meeting was conducted in the English and French languages with simultaneous interpretation services. The documentation was made available on the ICAO ESAF and WACAF Offices websites in both languages.

5. Opening of the meeting

5.1 Remarks by the Chairperson of AAO Sub-group

5.1.1 Mr. Nathan Kaluba, Chairperson of the AAO Subgroup, thanked the Senegalese Government and the ICAO WACAF Regional Office for hosting the Eighth meeting of the AAO Subgroup.

5.1.2 He further thanked the participants for their commitment for the development of aviation

system in the AFI region through efforts made in the planning and implementation, despite outstanding challenges and their busy schedule in their respective States and Organizations.

5.1.3 He reminded the meeting that all progress in the region can only be achieved through collaboration, cooperation and sharing of experience. He expressed his optimism in the AFI region air transport market potential.

5.2 *Opening remarks by the Regional Director of the ICAO WACAF Office*

5.2.1 The opening remarks were delivered by Mr. Nika Manzi Meheze, Deputy Regional Director, on behalf of the ICAO WACAF Regional Director, Mr Romain Ekoto. In his remarks, he appreciated the States and Organizations for facilitating the participation of their experts to the meeting.

5.2.2 Mr. Manzi recalled the AAO/SG mandate and the need for States and the Secretariat to pursue the updating of the eANP, and address challenges related to the reporting of the implementation status of ASBU elements. He further drew the meeting's attention on the slow progress of some Project teams activities and the management of air navigation deficiencies.

5.2.4 He finally commended the good collaboration between ICAO Regional Offices, States, international and regional Organizations (AFCAC, AFRAA, ARMA, CANSO, IATA, RSOOs, etc.), Operators and Service Providers (ASECNA, ATNS, Roberts FIR etc.), towards the improvement of air navigation systems in the AFI region.

6. Agenda

6.1 The meeting adopted the following agenda:

Agenda item 1:	Adoption of the agenda and the work programme
Agenda Item 2:	Status of implementation of Conclusions and Decisions applicable to the AAO Sub-group
Agenda Item 3:	Achievements in Airspace and Aerodrome Operations
Agenda Item 4:	Regional Air Navigation Plan
Agenda Item 5:	Air Navigation Deficiencies
Agenda Item 6:	Activities to be coordinated with the AASPG IIM and SMO subgroups
Agenda Item 7:	Implementation challenges of the Sub-group

- Agenda Item 8:** Proposed recommendations/actions to be taken by ICAO HQs
- Agenda Item 9:** Review of the Terms of Reference and Work Programme of the Sub-group
- Agenda Item 10:** Any other business
- Agenda Item 11:** Review of the Draft Conclusions and Decisions of the Eighth Meeting of the Airspace and Aerodrome Operations Sub-group (AAO/SG8)

PART II: REPORT ON AGENDA ITEMS

AGENDA ITEM 1: ADOPTION OF THE AGENDA AND THE WORK PROGRAMME

1.1 The Meeting reviewed and adopted the proposed agenda, and the work programme as presented by the Secretariat.

AGENDA ITEM 2: STATUS OF IMPLEMENTATION OF CONCLUSIONS AND DECISIONS APPLICABLE TO THE AAO/SG

Review of the Conclusions and Decisions of the APIRG/26 meeting applicable to the AAO/SG

2.1 The Secretariat reminded the Meeting that the AAO/SG7 meeting recorded five (5) draft Conclusions and seven (7) draft Decisions which were submitted to the APIRG/27 meeting. The APIRG/27 and RASG AFI/10 meetings adopted nine (9) Conclusions and ten (10) Decisions applicable to the subgroup.

2.2 The Secretariat reported that out of the nine (9) Conclusions and ten (10) Decisions of the APIRG/27 and RASG-AFI/10 meetings applicable to AAO/SG, one (1) Conclusion and four (4) Decisions were fully implemented (26%), eight (8) Conclusions and four (4) Decisions are ongoing (63%) and two (2) Decisions were not yet started (11%).

2.3 The Meeting urged States and Organizations to commit to implementing APIRG Conclusions and Decisions, and to provide timely updates on their implementation status for comprehensive reporting to the AAO/SG.

2.4 The status of implementation of APIRG/27 and RASG-AFI/10 Conclusions and Decisions applicable to the AAO/SG is provided as **Appendix 2** to this report.

Review of the outstanding Conclusions and Decisions from APIRG/20 to APIRG/26, applicable to the AAO/SG.

2.5 The Secretariat reminded the Meeting of the task undertaken by the AAO/SG6 meeting, which consisted of reviewing the status of implementation of Conclusions and Decisions adopted by APIRG and applicable to the AAO/SG from APIRG/20.

2.6 After a comprehensive review of the status of outstanding Conclusions and Decisions from APIRG/20 to APIRG/27, the Meeting noted that there was a total of 197 Conclusions/Decisions applicable to the AAO/SG. Out of the 197, 117 Conclusions/Decisions have either been implemented, are outdated, redundant, or no longer aligned with current operational or strategic priorities. As a result, these

Conclusions and Decisions were deemed no longer applicable, officially closed, and no longer in force.

2.7 The list of Conclusions and Decisions identified as no longer applicable and officially closed is provided in **Appendix 3** to this report. The Status of implementation of the Conclusions and Decisions that are still applicable to the subgroup is presented in **Appendix 4** to this report.

2.8 The Meeting commended the work done by the small working groups that were tasked to review the outstanding Conclusions and Decisions and the Secretariat.

2.10 The Secretariat also provided updates on the actions agreed during AAO/SG 7 meeting and included in the AAO/SG 2024/2025 work programme to foster the implementation of outstanding Conclusions and Decisions. The status of implementation of the AAO/SG 2024/2025 work programme is presented in **Appendix 5** to this report.

AGENDA ITEM 3: ACHIEVEMENTS IN AIRSPACE AND AERODROME OPERATIONS

Status of implementation of ASBU Elements

3.1 The Meeting was briefed on the status of the implementation of ASBU elements in the region, based on data collected by the Regional Offices. The Secretariat expressed concern over the lack of reporting from States, noting that this limitation may compromise the accuracy of regional assessments and hinder a clear understanding of actual implementation progress.

3.2 Recalling APIRG/25 Conclusion 25/11, the Meeting called on States to set in place mechanism for providing updated information regarding the status of implementation of ASBU. The Meeting further urged States to review the status of ASBU element implementation, as identified by the Regional Offices, and to submit updates by 15 September 2025. Detailed implementation status of AOP ASBU elements for each State is provided at **Appendix 6** to this report while the Status of implementation of ATM/SAR elements is included in the second edition of the Air Navigation Report.

3.3 The Meeting further discussed issues that were hindering the effective feedback from States. The need for increased awareness for States regarding ASBU framework was noted.

3.4 The Meeting was updated on initiatives by the ICAO Regional Offices to enhance the collection of ASBU implementation data in the region. It was informed of the completion of the ASBU reporting tool included as a module in the AFI Air Navigation Deficiencies Database (AANDDD) platform. It is expected that the level of reporting will further increase with the operationalization of the ASBU tool developed in the AFI Air Navigation Deficiencies Database (AANDDD) platform. A familiarization workshop on the use of the ASBU reporting tool is scheduled by the end of September 2025.

3.5 The Meeting further noted that the ESAF ASBU reporting tool domicile on the iSTAR platform was operational and that the ESAF Regional Office had conducted two sensitization and capacity building workshops to assist States in updating the status of implementation of ASBU elements.

3.6 The Meeting was also reminded that a State Letter had been circulated requesting the nomination of ASBU Focal Points. The Secretariat reported that several States and organizations have not yet nominated focal points, and that the current list of focal points includes individuals who are no longer in service in the State or Organization. States were therefore encouraged to review and update their nominations to ensure accurate and active representation. The current list of AANDDD focal points is provided as **Appendix 7** to this report.

AFI ANS Summit

3.7 The Meeting was provided with updates on the preparation of the AFI ANS Summit as called for by APIRG. It was recalled that during APIRG/27, some outstanding challenges were raised by the Secretariat following the start of the preparation for the ANS Summit in January 2024. Challenges highlighted included time resource constraint, the low participation of States, the need for alignment with the AASPG procedural handbook provisions, the need to incorporate the outcomes of the Africa aviation infrastructure gap analysis, the need for clarification on the roles of stakeholders as well as the objectives of the Summit. It was reminded that APIRG/27 tasked ICAO and IATA to coordinate actions to address the identified challenges before the conduct of the ANS Summit in 2025.

3.8 The Meeting was informed of the coordinated initiatives between ICAO and IATA as guided by APIRG/27. The initiatives consisted of the revision of the terms of reference of the ANS Summit in alignment with the AASPG Handbook and leveraging the ATM Master Plan document, the outcomes of the Africa Aviation infrastructure gap analysis and the first meeting of the WORK@Lab.

3.9 The Meeting was presented with the initial proposal of the updated ANS Summit framework and a roadmap. The ANS Summit framework included a minimum list of proposed projects in AOP, ATM, PANS-OPS and SAR related to identified objectives and gaps in those areas. The proposed roadmap included activities to be conducted up to 2027, being given the complexity and importance of the programme.

3.10 The Meeting commended IATA, the regional Stakeholders that supported the preparation to date and ICAO for the work done and further discussed the magnitude and impact of the programme on the Air Navigation Services in the AFI region. It was recognized that, while the list of proposed projects as well as the roadmap were comprehensive enough, participants needed more time to review them and make additional proposals as appropriate within two weeks. The Meeting therefore supported the submission of the framework to the Programme Review and Coordination Committee (PRCC) after

consolidation of additional input and coordination with the IIM Sub-Group. The proposed revised Framework and roadmap of the ANS Summit are presented as **Appendices 8 and 9** to this report.

ACHIEVEMENTS IN AIRSPACE OPERATIONS

Status of ATM/SAR Projects

3.11 The Meeting was provided with the latest overview on the progress status of ATM/SAR project teams activities. There are currently eight project teams in ATM/SAR, including seven (7) ongoing projects, and one (1) newly established.

3.12 The Meeting noted that ongoing ATM projects include the AFI ATM Master Plan (AAMP), the AFI ATM Contingency Planning Project (AFI ATM CP), the Free Route Airspace (FRA), the Flight and Flow Information for a Collaborative Environment Project (FF-ICE), the Civil/Military Cooperation/Flexible Use of Airspace Project Team (CMC/FUA), the Search and Rescue Technical Expert Team (SAR TET) and the PBN Airspace Concept and AFI Optimized Route Trajectories and Airspace (PBN-AORTA) and the Air Traffic Flow Management Project (ATFM) whose establishment is pending designation of remaining focal points to form the project management team (PMT).

3.13 The performance status of project teams indicated that almost all ATM/SAR projects were showing significant progress towards their deliverables. It was however noted that there were still outstanding challenges that prevented effective implementation, such as the low commitment of some project team members, lack of States' effective support to the project teams, challenges related to virtual meetings for the project team members and limited access to funds to conduct activities.

3.14 In addition, the Meeting noted that projects incorporating an all-inclusive collaborative approach performed better. Therefore, the Meeting called for more collaboration from key stakeholders to enhance the performance of the project teams. The overall progress status of ATM/SAR project teams is provided at **Appendix 10** to this report.

Free Route Airspace Project Management Team (FRA PMT) Activities

3.15 The Meeting noted that the implementation of Free Route Airspace (FRA) was making steady progress across the AFI region, with several States and FIRs including Ghana, Nigeria, Uganda, ASECNA, and Mauritius fully engaged in implementation.

3.16 The Meeting noting that FRA enables aircraft to plan and operate on more efficient, user-defined trajectories between designated entry and exit points, rather than being constrained by the traditional fixed ATS route network resulting in shorter flight times, reduced fuel consumption, lower CO₂ emissions, and significant cost savings, encouraged the remaining States to expediate the implementation.

3.17 The Meeting discussed the impact of the implementation of cross-border FRA on the operations in the Atlantic Ocean Random Routing Area (AORRA). It was recognized that requirements for operations in the FRA areas and AORRA may not be similar in terms of Navigation Specifications as well as User operational objectives. However, the Meeting agreed that ANSPs in charge of the airspaces adjacent to the AORRA should coordinate to align and coincide the entry and exit points to/from the FRA airspace with existing entry/exit gate points of the AORRA.

3.18 The Meeting was updated on the User Preferred Routes (UPR) trials which were being carried out in the AFI region with the voluntary participation of five African airlines (Ethiopian Airlines, Kenya Airways, RwandAir, Royal Air Maroc, and EgyptAir). The Meeting noted that Ethiopian Airlines, EgyptAir, and Royal Air Maroc completed full 90-day trial cycles of the five with safe and efficient support of relevant ANSPs. Also noted was that the trials confirmed the operational feasibility of direct city-pair routing beyond the conventional ATS network, establishing a solid foundation for transitioning to regular UPR operations across multiple FIRs. Conducted between November 2023 and May 2025, the trials encompassed over 2,000 flights across six city pairs.

3.19 The Meeting was informed that based on the results of the 90-day cycles, annualized projections suggest potential savings of 883,000 kg of fuel, 2,597,000 kg of CO₂ emissions, and nearly USD 870,000 in operating costs. City pairs such as Addis Ababa–Abidjan and Casablanca–Banjul showed strong performance. To build on these successes, the FRA/UPR annual report strongly recommended holding a regional in-person FRA coordination meeting in September 2025 to support the WACAF regional implementation plans. This Meeting would be crucial for strengthening technical teams, aligning cross-FIR strategies, and integrating published individual FIR FRA into a continuous Free Route Airspace in the WACAF area that supports key East-West and North-South traffic flows, thus improving regional airspace efficiency, connectivity, and sustainability.

3.20 The Meeting noted the internal FRA PMT challenges including the need to appoint new members as well as the designation of a new deputy coordinator for the project team. The Meeting guided the FRA PMT to coordinate internally for the designation of a Deputy coordinator among its members and to keep it informed through the ICAO Secretariat. The Meeting also noted planned activities of the FRA PMT and supported its incorporation into the AAO/SG 2025/2026 work programme.

AAMP PMT Activities

3.21 The Meeting was updated on progress made by the AAMP PMT on the revision of the AFI ATM Master Plan document. It was noted that the PMT was still reviewing the document with input from AIS, CNS and MET experts. However, the document did not reach the level of maturity to be submitted to AAO/SG for consideration.

3.22 The Meeting commend the efforts made by the AAMP PMT and requested that further update be provided at its next Meeting.

ATM Contingency Plan PMT (ATM CP PMT) activities

3.23 The Meeting noted that the AFI ATM Contingency Plan Project Team (ATM CP PMT) supported the management of several contingency events that occurred in the AFI region since AAO/SG7, including in Khartoum FIR (over South Sudan), in Mogadishu FIR, in Lome UTA and in Kinshasa FIR (Goma TMA). The Meeting noted that since the AAO/SG7 the region has sustained five (05) ATM contingency events including three new in Democratic Republic of Congo, Mali and Togo and two ongoing in Niger and South-Sudan with significant impact of air traffic.

3.24 The Meeting was informed that in line with the AFI ANP Vol I, ICAO coordinated the response to the disruption of ATS in concerned airspace such as the establishment of a new contingency route in Khartoum FIR over South Sudan above flight level 245 to accommodate air operators with flight restrictions into the airspace of the Democratic Republic of Congo.

3.25 The Meeting was further updated on the contingency activities that occurred in regions adjacent to the AFI region that required coordination of the regional contingency plans. Of interest was the contingency activities that occurred in the MID region that impacted adversely on the north-eastern part of the AFI region.

3.26 The Meeting noted that the finalization of the revision of the AFI ATM Contingency Plan witnessed a long pause due to the ongoing global harmonization of the airspace resilience arrangement framework called by the 14th Air Navigation Conference. It was noted that the revision of the AFI ATM CP will move from the regional ATM contingency plan to a regional ATM contingency arrangement framework (RACF) to align with the provisions of the ICAO Annex 11- Air Traffic Services. It was also noted that the new AFI RACF would require the adaptation of all existing national ATM contingency plans. Therefore, the ATM CP PMT was planning to develop a new template of national ATM CP to be validated by end of 2025 through a regional workshop.

3.27 The Meeting supported the upcoming changes in the regional and national contingency planning and management framework and called on relevant Stakeholders, namely States and ANSPs, to support the effective implementation of the new framework once finalised.

Flight and Flow Information for a collaborative Environment (FF-ICE) activities

3.28 The Meeting was briefed on the activities of the FF-ICE PMT since AAO/SG7. It was noted that the PMT conducted several activities with key achievements including the conduct of a regional webinar in March 2025 under the theme *"Demystifying FF-ICE"* which aimed at raising awareness and fostering understanding of the concept. The Meeting was further updated on the development of the draft

Terms of Reference and the Project Document for the SWIM initiative, which were submitted for consideration at AAO/SG8 .

3.29 The FFI-ICE PMT highlighted some challenges in the progress of the work that included limited availability of PMT members and delays in the publication of Volume II of ICAO Doc 9965. The PMT also provided a brief overview of planned activities up to AAO SG/9.

3.30 The meeting noted and commended the FF-ICE PMT for the work done and for the well-structured plan of activities. Noting the challenges raised by the PMT especially those related to the delay in the publication of the Doc 9965 Volume II, the meeting tasked the Secretariat to bring this challenge to the attention of ICAO HQ for action.

3.31 In support of the activities of the regional project, CANSO informed the Meeting of plans to provide capacity in demystifying the FF-ICE concept through an awareness workshop later in the year.

3.32 The Meeting also noted planned activities of the FF-ICE PMT and supported its incorporation into the AAO/SG 2025/2026 work programme.

Civil Military Cooperation in ATM activities

3.33 The Meeting was updated on the activities and achievements since AAO/SG7 as well as challenges and future perspectives of the AFI Civil Military Cooperation in Air Traffic Management Project Team (AFI CMC PMT).

3.34 The Meeting noted that the AFI CMC PMT had launched a CMC survey campaign in the States of the AFI region on the status of implementation of ICAO SARPs pertaining to Civil/Military cooperation in ATM. It was noted that the survey was showing fairly good feedback with approximately 52% States responses to date. However, the CMC PMT raised concern over persistent challenges that were hampering their progress. These included low level of commitment and availability of PMT Members, considerable time zone difference between Eastern and western areas of Africa that prevented effective planning and conduct of online meetings and the need for periodic physical meetings of the PMT to ensure effective coordination and validation of deliverables.

3.35 The CMC PMT provided details of planned activities up to AAO/SG9 including the review of the outcomes of the survey, the design of the State's CMC profile and the development of CMC generic documents to support States in the establishment of a robust CMC framework.

3.36 The Meeting noted and appreciated the work done by CMC PMT. The Meeting called on States to continue to support activities of the PMT members through effective response to the CMC survey as well as the facilitation of the participation and commitment of CMC PMT focal points.

3.37 The Meeting also noted planned activities of the CMC PMT and supported its incorporation into the AAO/SG 2025/2026 work programme.

PBN Airspace Concept and AFI Optimized Route Trajectories and Airspace (PBN-AORTA) activities

3.38 The Meeting was informed of activities conducted by the PBN AORTA PMT since AAO/SG7 as well as achievements. It was noted that the PBN AORTA PMT, in coordination with the ICAO Secretariat, developed the AFI Airspace Optimization Questionnaire and conducted a regional survey on the status of airspace organization and management. The Meeting noted a slow progress on feedback from States despite several reminders.

3.39 The Meeting also noted that the PMT completed the revision of its Terms of Reference (ToRs) as guided by APIRG/27 to align with the current edition of the GANP and the AFI Air Navigation Plan. The final version of the PBN AORTA ToRs, which is at **Appendix 11** to this report, was submitted to the Meeting for consideration.

3.40 The Meeting expressed satisfaction with the work done by the PMT despite the persistent challenges. The Meeting subsequently agreed to the following draft Decision in support of revised ToR of the PMT:

<i>Draft Decision 8/XX: Revision of the Terms of Reference of the PBN AORTA PMT</i>					
Why:	<i>That to enhance the work of the PBN AORTA Project Management Team and align with the evolution of the GANP and the AFI eANP</i>				
What:	<i>The revised Terms of Reference of the PBN AORTA Project Management Team is endorsed.</i>				
Who:	<i>AASPG</i>				
When:	<i>7 November 2025</i>				
Implementation following up					
Follow-up required	Yes ☐ No ☒	Metrics	Metric 1: N/A	Means to collect data	N/A

Air Traffic Flow Management PMT activities

3.41 The Meeting was updated on the progress in the establishment of the AFI Air Traffic Flow Management Team (AFI ATFM PMT). It was noted that the AFI ATFM project is to be constituted through the nomination of members by States and Organizations. The Project kick-off meeting was expected in quarter 4 of the year 2025. The Meeting raised concern on the slow progress of the nomination

of focal points by core members established by APIRG/27 and urged the concerned States and organizations to expedite the process.

Search and Rescue TET (SAR TET) activities

3.42 The Meeting was briefed on activities conducted by the SAR Technical Expert Team (SAR TET) since AAO/SG7. It was noted that activities of the SAR TET included the validation of the AFI Plan SAR Project document in July 2024; the review and amendment of Gap Analysis Questionnaire in December 2024; the drafting of Generic SAR documents in December 2024; the conduct of Gap Analysis and review of responses to identify the level of compliance and deficiencies of States within the region in January 2025; the development of technical material to support States in SAR implementation in March 2025 and the conduct of SAR validation Workshops in English and French in April 2025.

3.43 The Meeting was informed that the SAR TET provided a significant contribution to the development of the AFI Plan project document on search and rescue that was subsequently submitted by the Secretariat to the AFI Plan Steering Committee for consideration, as the document aimed at fostering financial resources mobilization for the deployment of support to States in the implementation of ICAO SARPs pertaining to SAR. Furthermore, the SAR TET revised the AFI SAR questionnaire and supported the conduct of the AFI 2025 SAR survey from January to March 2025. The survey witnessed record feedback of 86% from States (41 out of 48 States). States' responses would enable the identification of areas for improvement and needs for assistance.

3.44 The SAR TET developed two sets of SAR generic documents in English and French to support effective establishment of national SAR and to enhance and foster the harmonization of cross-border SAR operations in the region. The generic documents were subsequently validated at two regional workshops conducted in Dakar, Senegal in English and French during which respectively 27 and 28 SAR generic documents were reviewed and validated by States' SAR experts from Civil Aviation Authorities and the SAR industry including Rescue Coordination Centers and Rescue sub-centers. The lists of SAR generic documents in English and French are presented as **Appendix 12** to this report. The SAR generic documents were submitted to the Meeting for support and consideration by AASPG.

3.45 After reviewing the SAR generic documents, the Meeting expressed its appreciation for the work done by the SAR TET and agreed on the following draft Decision:

<i>Draft Decision 8/XX: AFI SAR Generic documentation</i>	
Why:	<i>That to support States of the AFI region in the implementation of an effective Search and Rescue service and ensure seamless cross border SAR operations</i>
What:	<i>a) The AFI SAR generic documentation in both English and French versions are endorsed.</i>
	<i>b) The Secretariat to ensure timely dissemination of the generic documentation</i>

	<i>and support States in their customization by 31 October 2027.</i>				
Who:	<i>a) AASPG</i> <i>b) ICAO</i>				
When:	<i>a) 7 November 2025</i> <i>b) 31 October 2027</i>				
Implementation following up					
Follow-up required	Yes ☒ No ☐	Metrics	Metric 1: States with customized SAR documents based on generic document shared	Means to collect data	Annual SAR TET report Secretariat report to AAO SG

AFI Search and Rescue Plan

3.46 The Meeting was informed of the revision work carried out on the AFI Search and Rescue Plan (AFI SAR Plan) by the SAR TET and the Secretariat. The revision was done in accordance with the three-year revision cycle endorsed by APIRG in the first Edition in 2021. The revision aimed at aligning the content of the Plan with the evolution of the GANP as well as the AFI Air navigation plan.

3.47 The Meeting was also informed of innovations in the updated version which includes a new SAR performance framework detailing the key performance areas and associated SAR performance objectives, KPIs, and performance target for the 2025-2028 cycle. Furthermore, a French version of the Plan was also developed. Both English and French versions of the AFI SAR Plan, which are presented at **Appendix 13 and Appendix 14** to this report, were validated during the Regional SAR workshops on the validation of generic documentation held in April 2025 in Dakar, Senegal.

3.48 The Meeting noted and appreciated the work done in the revision and modernization of the AFI SAR Plan including the development of the French version. The following draft Decision was therefore formulated:

<i>Draft Decision 8/XX: AFI SAR Plan Update</i>	
Why:	<i>That to enhance and harmonize SAR implementation in the AFI region</i>
What:	<i>The amended English version and the new French version of the AFI SAR Plan for the cycle 2025- 2028 are endorsed.</i>

Who:	AASPG				
When:	7 November 2025				
Implementation following up					
Follow-up required	Yes ☐ No ☒	Metrics	Metric 1: N/A	Means to collect data	N/A

Remote Towers (Digital ATS) initiative

3.49 The Meeting was briefed on the ongoing working on the development of Standards and Recommended Practices (SARPS) for the provision of Digital Air Traffic Services (DATS). The Meeting noting the outcomes of APIRG/27 on the subject, tasked the Secretariat to coordinate the implementation of **APIRG/27 Conclusion 27/19** on the requirements for Digital ATS operations Standards. Amongst the actions to be carried out was the need to conduct at least one awareness workshop on the status of ICAO provisions related to DATS operations by 31 October 2025.

3.50 The Meeting further considered the importance of regional participation in the ICAO working groups and panels and urged the States to consider participation in the panel and workings for Digital ATS.

Reduction of horizontal separation in AFI FIRs

3.51 The Meeting recalled the discussions of the fourteen Air Navigation Conference (AN-Conf/14) held in 2024 in Montreal, Canada, regarding challenges posed by the current practices of air traffic services in ICAO regions. The Conference discussions indicated that while in many parts of the world the application of seamless or uniform separation minima is the existing doctrine, it remains portions of airspace which would benefit from a review and improvement of the current separations used. The AN-Conf/14 therefore issued the recommendation 3.1/1 (Project 30/10) calling on States to collaborate towards the implementation of longitudinal separations of 55.5 km (30 NM) or less in oceanic and remote airspace, and 19 km (10 NM) or less elsewhere; and calling on ICAO to develop regional action plans for the implementation of Project 30/10 and to monitor and support inter-regional collaboration for a harmonized implementation of Project 30/10.

3.52 The Meeting was informed that in response to recommendation 3.1/1 of the AN-Conf/14, ICAO ESAF and WACAF Regional Offices initiated discussions on the adaptation of project 30/10 in the AFI region through the establishment of a project team to conduct thorough studies on the feasibility and subsequently develop an action plan for its implementation. The proposed Terms of Reference of the AFI 30/10 project team and associated project documents are at **Appendix 15** to this report.

3.53 The Meeting noting the anticipated potential operational, economic and environmental benefits of the reduction of horizontal separation within FIRs deemed the proposal relevant for further consideration. The Meeting therefore formulated the following draft Conclusion in support of the proposal:

Draft Conclusion 8/XX: Establishment of the AFI 30/10 Project Management Team					
Why:	That to improve and optimize air traffic management in the continental and Oceanic airspaces of the AFI region and ensure timely and effective implementation of reduced longitudinal separation				
What:	a) The AFI 30/10 project management team is established, and its Terms of Reference and related project document are endorsed. b) Secretariat and States to coordinate the selection of qualified project members by 31 March 2026.				
Who:	a) AASPG b) ICAO & States				
When:	a) 7 November 2025 b) 31 March 2026				
Implementation following up					
Follow-up required	Yes ☒ No ☐	Metrics	Metric 1: AFI 30/10 PMT Members selected Metric 2: AFI 30/10 PMT established	Means to collect data	Report of AAO SG/9

Development in the South Atlantic Area

3.54 The Meeting was updated on the latest developments in the South Atlantic area (SAT) noting the achievements, ongoing activities and issues to be brought to the attention of AASPG.

3.55 It was recalled that the SAT Group which is for the Improvement of Air Traffic Services over the South Atlantic (SAT) is a technical group whose membership encompasses ICAO Member States responsible for the provision of air traffic services over the South Atlantic, associated Air Navigation Service Providers, and International Air Transport Association (IATA) as well as other relevant stakeholders. The SAT Group includes three main bodies, the SAT Steering Group (SAT SG) and two working groups, i.e. the SAT Implementation Management Group (SAT IMG) and the SAT Safety Oversight Group (SAT SOG). Several projects' teams are established under each body to plan and implement the SAT SG Decisions.

3.56 The Meeting recalled that the SAT Handbook section 1.4 b) and 2.3 states that the Africa–Indian Ocean Planning and Implementation Regional Group (now AASPG) and all user States should be kept informed of new developments as well as the identification and resolution of air navigation deficiencies in the SAT area. In addition, section 7.1 of the SAT Handbook requires that the SAT Steering Group (SAT SG) report to AASPG through its Secretary and to other PIRGs through the accredited ICAO Regional Offices.

3.57 The Meeting noted that some significant progress has been achieved in the SAT area, especially the optimization of airspace in the EUR-SAM Corridor where the compensation of the Mach Number Technique was implemented as well as the bilateral use of the ATS route UN866 implemented in January 2025. It was also noted that the SAT SG held its second meeting in December 2024 in Dakar, Senegal, during which some decisions were taken following discussions of challenges identified in air traffic services. The SAT SG mainly established a Task Force to develop mechanisms to address ineffective coordination in the management of space vehicles and higher airspace platforms transiting the SAT FIRs during launching and recovery. SAT SG 2 also noted that other sub ANS areas such as AIS, MET and SAR were not covered by the scope of mandate of the SAT and therefore formulated a conclusion calling AASPG and other PIRGs to consider authorizing the amendment of the SAT Handbook to incorporate the missing ANS areas mentioned above.

3.58 Despite achievements recorded in the SAT area, the Meeting noted that the conclusion of the SAT area delineation project was still pending feedback from some ANSPs to whom the SAT SG requested through ICAO to provide the provision of the demarcation line between their domestic and oceanic airspace in order to foster an effective and accurate implementation in the SAT area. Only ASECNA and GCAA (Ghana) provided the requested information so far. The Meeting noting that the continuation of activities in many projects was dependent on the SAT area delineation urged the States and ANSPs involved in the SAT who have not done so to provide the missing information to enable the completion of the work on the delineation as soon as possible.

3.59 Noting the need for coordination of the AASPG sub-groups on the matter, the Meeting tasked the Secretariat to coordinate with IIM/SG the submission of a Draft Conclusion on the amendment of the mandate of the SAT to incorporate AIS, MET and SAR.

States and Organization initiatives in ATM/SAR

3.60 The Meeting noted and appreciated the information shared by the States and industry on the developments related to ATM and SAR in the individual organizations. In particular, ASECNA updated on the initiatives taken to improve the provision of air navigation services in airspace under its responsibility which focused on the implementation of the identified ASBU elements and challenges encountered in the provision of air navigation services.

3.61 The Meeting encouraged the other States and organizations to share information on their activities during AAO/SG and AASPG Meetings.

Update on ATS Provision in ASECNA Airspace

3.62 The Meeting was provided with recent developments regarding the provisions of Air traffic services (ATS) within ASECNA airspace. The updates focused on the procedural changes, technical advancements and operational enhancements.

a. *ATC Surveillance Service:* It was noted that in the area of surveillance services, ASECNA has deployed Space-based ADS-B for the surveillance of its entire continental and Oceanic airspaces. ASECNA also pointed out the maturity of the ADS-B surveillance programme and the readiness of air operators to comply with ADS-B mandate, based on a fleet readiness assessment conducted in its airspace which revealed that aircraft equipage rate currently exceeds 90%, with peaks of 99% in Dakar Oceanic FIR.

b. *Addressing GNSS Radio Frequency Interference (GNSS RFI) impact on ADS-B:* Regarding the risks presented by GNSS RFI which is a global concern, ASECNA is working on a sustainable solution to prevent the impact of GNSS RFI on ADS-B operations. The ANSP has commissioned two tools namely the Independent Position Validation (IPV) and Independent Position Check (IPC) as mitigations tools to enhance the robustness of ADS-B services. These functionalities, which meet applicable safety requirements, enable the independent verification of aircraft positions in the event of avionics failures, spoofing attacks, or intentional GNSS jamming.

c. *Airspace organization:* Following the implementation of full radar service in ASECNA TMAs and CTRs, it was noted that integration of VFR traffic in class D airspace was a challenge. Therefore, ASECNA opted for the upgrade of all TMA and CTR from class D to class C in which IFR and VFR traffic are separated.

d. *Free Route Airspace implementation:* The Meeting took note that ASECNA implemented and published Direct Routing operations in all its UTAs since January 2024. The Agency planned to conduct a structured user satisfaction survey to assess the operational impact and gather feedback from airspace users with the aim to evaluate perceived benefits in terms of flight efficiency, fuel saving and trajectory flexibility.

e. *Improving ATS units coordination:* Following some persistent deficiencies recorded in tactical coordination between ATS units in the recent past, ASECNA informed the Meeting of its major programme relating to the establishment and operationalization of automated coordination facilities namely the ATS Inter-Facility Data-Communication (AIDC) which has been implemented between Dakar/Abidjan, Dakar/Atlantico, Abidjan/Accra, Brazzaville/Douala, Brazzaville/Libreville,

Lome/Accra, and Ouagadougou/Abidjan. Work was reported to be ongoing for more links between ATS units including in the remaining FIRs adjacent to ASECNA FIRs.

ATM contingency plan coordination in Lome UTA

3.63 ASECNA provided an update on the initiative taken on the resilience of air traffic management with its airspace. The Meeting was informed that ASECNA has developed and published ATM contingency plans in all its FIRs and UTAs based on the 3rd Edition of the AFI ATM contingency plan framework.

a. The Meeting took note that ASECNA conducted a level 2 ATM contingency tabletop exercise in Lome UTA in February 2025. The exercise simulated the transfer of ATC responsibilities from Lome ACC to Cotonou APP as per the existing terms of reference of the MoU signed between the two ATS units in October 2024.

b. The tabletop exercise provided satisfactory outcomes. However, it was noted that the exercise raised some challenges relating to the limited flight level allocated in the circumstance of a level 2 ATM contingency event. It was also noted that the exercise did not involve ATS units in adjacent airspace such as Accra ACC, Niamey ACC, Kano and Lagos ACCs.

c. ASECNA informed the Meeting of their plan for larger scale ATM contingency exercises that would be planned by end of 2025 and in 2026 involving FIRs such as Brazzaville, Dakar, N'Djamena, Niamey and Antananarivo.

ASBU implementation in ASECNA Airspace

3.64 ASECNA updated the Meeting with the status of ASBU elements implementation within the ASECNA Member States which has been done in accordance with the sixth edition of the GANP and Volume III of the AFI Air Navigation Plan. ASECNA informed the Meeting that the ASBU elements to be implemented by ASECNA are determined and prioritized covering the areas of air navigation performance, safety and efficiency; and planned in its service and equipment plan to meet the agency's strategic objectives. The Meeting noted that all elements in B0-ATPA were implemented above 90%, except APTA-B0/4 (CDO Basic) and APTA-B0/5 (CCO basic) which were at 40% implementation. All elements in B0-FRTO and B0-SNET modules were fully implemented. However, the B0-NOPS elements were at less than 35%. Elements in modules B1-CSEP and B1-DATS were still at the planning stage.

CPDLC Logon Issues in Dakar FIR, Abidjan Sector

3.65 ASECNA further presented the CPDLC Logon challenges encountered in the Dakar FIR, particularly in the Abidjan sector where some airspace users remain unclear about sector limits and correct logon code (DIII). Noting that this issue was under discussion in other regional forums and groups, the Meeting tasked ASECNA with the support of the WACAF Regional Office to ensure that the published

map in ASECNA AIP, demarcating the Abidjan sector boundary, is harmonised with that produced by the aeronautical data houses such as Jepperson.

3.66 The Meeting applauded all the achievements in ASECNA airspace and called for more regional collaboration between ANSPs especially in the sharing of expertise on the deployment of key projects such as AIDC, as well as the sharing of surveillance data. The Meeting also called on other States and ANSPs to carry out similar initiatives to ensure harmonized and seamless ATM operations in the AFI region.

ACHIEVEMENTS IN AERODROME OPERATIONS

Aerodrome certification

3.67 The Meeting was updated on the progress of aerodrome certification in the AFI Region. As of 30 June 2025, the average certification rate in the AFI region stands at 44.8%(33.8% in WACAF and 53.8% in ESAF), which falls short of the 48% target set for June 2025 at the AAO/SG7 meeting. The Meeting was reminded of the strategy adopted during the AAO/SG7 meeting, which involves targeting the certification of five international airports per year. This approach aims to achieve 100% certification across the AFI Region by 2035, and to meet the interim goal of 70% certification by 2030, as agreed during the same meeting.

3.68 The Meeting acknowledged that, despite the efforts made and the strategy adopted, progress remains slow due to several persistent challenges, including non-compliant and inadequate infrastructure, limited technical expertise and inspectorate capacity, organizational instability within airports and civil aviation authorities, budgetary constraints and strong political influence.

3.69 The Meeting therefore requested States that have not yet done so submit Corrective Action Plans (CAPs) for all remaining aerodromes and commit to their full implementation. Additionally, States were encouraged to update their list of international aerodromes in the Air Navigation Plan (ANP).

Aerodrome Certification Project Team Activities

3.70 The Aerodrome Certification Project Team reported on the status of the actions to increase the rate of aerodromes certification in the AFI region agreed during the AAO/SG7 meeting.

3.71 The meeting was informed that the Project team had reviewed the existing AFI aerodrome certification project document used to assist States/airports and proposed a revised version to introduce greater flexibility, region-specific methodologies, and strategic support mechanisms that address lessons learnt from previous assistance activities and current operational challenges in the AFI region. The revised Aerodrome Certification Project Document is attached to this report at **Appendix 16**. The meeting therefore agreed after further consultation with Secretariat that the Project document be reviewed during

the quarterly AAO/SG Project meetings and subsequently submitted to the next AAOSG meeting for consideration.

3.72 The Meeting also reviewed the Aerodrome Certification Project description which is attached to this report as **Appendix 17**. The meeting further noted the updates on the checklist developed by a dedicated task force to assess the implementation status of PANS-Aerodrome provisions and aerodrome emergency plans. It was agreed that this checklist will be circulated to States, and the Project Team will present the survey results at the next meeting.

Implementation status of key aerodrome operational requirements

3.73 The Meeting was reminded of key operational requirements for which global harmonized implementation have been recognized including the establishment of local runway safety teams (RSTs), the reporting of runway surface condition using the global reporting format (GRF), and the reporting of pavement strength using the aircraft classification rating-pavement classification ration (ACR-PCR) method. The Meeting acknowledged that these requirements are essential to ensure the safe, secure, and efficient operation of aerodromes and must be implemented by all aerodromes.

3.74 The Meeting noted that the rate of implementation of these requirements remain low, highlighting the need for increased focus and support. As of July 2025, the rates of implementation in the AFI region stood at 52.5% for RST, 59.4% for GRF (46% in WACAF and 70.2% in ESAF) and 23.4% for ACR-PCR . The meeting noted that fifteen airports drawn from Benin, Kenya, South Africa and Uganda have implemented ACR-PCR so far.

3.75 The detailed status of implementation of these operational requirements for each AFI State is provided at **Appendix 18** to this report.

Airport collaborative decision making (A-CDM)

3.76 The Secretariat reported that the implementation of the A-CDM information sharing element in the AFI Region currently stands at 28%. States that have reported implementing A-CDM are Angola, Kenya, Uganda, Tanzania, Mauritius, Namibia, Rwanda, South Africa, Zambia and Zimbabwe. The Meeting noted that the lack of guidance as one of the main issues impeding the implementation of A-CDM. A detailed breakdown of implementation status by State is provided at **Appendix 19** to this report.

A-CDM Project Team Activities

3.77 The Airport Collaborative Decision Making (A-CDM) Project team provided updates on the status of actions agreed during the AAO/SG7 meeting to foster the implementation of the A-CDM information sharing element.

3.78 The Meeting was informed that the A-CDM Project Team finalized the draft A-CDM implementation guide, aimed at promoting harmonization and minimizing duplication of efforts at the regional level. To gather initial feedback from regional experts, the guide was presented during the virtual Pre-Validation Workshop on Generic Documentation for A-CDM B0/1 “Airport CDM Information Sharing”, held from 12 to 13 June 2025. The draft guide, along with templates to support implementation across the initial phase, implementation phase and monitoring phase, is provided at **Appendix 20** to this report.

3.79 The Meeting also noted the draft A-CDM Implementation Project Document, provided at **Appendix 21** to this report. The project document is intended to guide assistance activities for A-CDM implementation in the AFI Region, using the AFI Implementation Guide as a reference. The Meeting also reviewed the Project description of the A-CDM PMT which is attached to this report as **Appendix 22**. The Meeting further agreed to review the A-CDM Project Document during the quarterly meeting of the AAO/SG Project Team meeting. The meeting considered the implementation guide and agreed the following draft Decision:

Draft Decision 8/XX: Endorsement of the AFI A-CDM implementation guide					
Why:	That to support the harmonized implementation of A-CDM in the Region;				
What:	The AFI A-CDM implementation Guide is endorsed.				
Who:	AASPG				
When:	7 November 2025				
Implementation following up					
Follow-up required	Yes ☐	Metrics	Metric 1: N/A	Means to collect	N/A
	No ☒				

Training and Qualification of AGA Technical staff (Regulators & Airport operators)

Training and Qualification Project Team Activities

3.80 The Training and Qualification Project Team recalled the discussions of the AAO/SG7 meeting, which endorsed the regional training priorities identified by the team. The Meeting had mandated the team to engage approved training organizations for potential partnerships and cost identification, and to incorporate these priorities and estimated costs into the project document for finalization.

3.81 The Meeting noted the updated draft project document, which reflects consultations with

regional training organizations and outlines an approach to address key challenges reported by States. Challenges include insufficient funding for aerodrome inspector training, limited availability of specialized training in both English and French languages, insufficient training centers and in-house instructors within the AFI region, and high costs associated with training and travel to locations offering the required courses. The draft Aerodrome Operations Training and Qualification Project Document for AGA technical staff is provided at **Appendix 23** to this report. The meeting will be reviewed during the scheduled quarterly AAO/SG Project Team meeting.

Implementation of the ACR-PCR method in the AFI region

3.84 The Meeting was informed that a team of experts has been established within the WACAF region to support the harmonized implementation of the ACR-PCR methodology through the development of a generic guide for WACAF States. The Meeting noted that the ESAF Region States have adopted a peer support mechanism under No Country left behind initiative.

3.85 The Meeting acknowledged the content of the Guide, presented by the team of experts composed of ACR-PCR focal points from Cameroon, Mali, Senegal, and Togo, and agreed on its adoption at the regional level.

3.86 The Secretariat highlighted that despite ongoing efforts, implementation delays persist across the region. The Meeting urged States to implement ACR-PCR provisions and recommended the creation of a regional team of experts to support States in the implementation. The meeting therefore agreed on the following draft Conclusion:

<i>Draft Conclusion 8/XX: ACR-PCR implementation in the AFI region</i>	
Why:	<i>That, to increase the level of ACR/PCR implementation in the AFI region which is applicable since 28 November 2024:</i>
What:	<i>a) States to report on the status of implementation of ACR/PCR every quarter until full implementation beginning first quarter 2026.</i> <i>b) States to use the ACR-PCR method implementation guide if necessary.</i>
Who:	<i>AASPG</i>
When:	<i>a) 30 March 2026</i>
Implementation following up	

Follow-up required	Yes ☒ No ☐	Metrics	Metric 1: Percentage of States having submitted an action plan Metric 2: Percentage of timely implementation status reports submitted	Means to collect	Reports to Secretariat
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Implementation of Amendment 18 and 10 of Annex 14, Volume I and II respectively

3.87 The Meeting acknowledged the complexity of the new provisions included in Amendments 18 and 10 of Annex 14, Volume I and II respectively, especially the provisions related to obstacle limitation surfaces. It was highlighted that all States in the AFI Region will require technical guidance, training, and tailored assistance to ensure timely and effective implementation. The Meeting called on the Secretariat, in coordination with RSOOs and International Organizations, to conduct awareness workshops to States to enhance timely implementation of the new amendments to ICAO Annex 14 Volume I and Volume II. The meeting noted that the awareness workshops need to be conducted before applicability dates. The meeting also called on States to develop implementation plans on the implementation of these new provisions.

States and organizations initiatives in AOP

Disabled aircraft removal lessons learned in Senegal

3.88 Senegal shared lessons learned from the removal of a disabled aircraft within the runway strip. On 9 May 2024, a Boeing 737-300 from Dakar to Bamako, veered off the runway at Blaise Diagne International Airport (AIBD) after two attempted take-offs. The aircraft ingraind approximately 418 meters beyond threshold 19, penetrating both the approach surface of runway 19 and the take-off climb surface of runway 01. Although there were no fatalities, the aircraft sustained significant damage. Mitigation measures recommended by a safety study, including NOTAM issuance, wreckage marking, and site clearing, were implemented.

3.89 Senegal coordinated actions among all stakeholders, and the aircraft was successfully removed on 26 April 2025. Senegal used the services of a maritime company for the removal and highlighted the potential for States and airports to collaborate with other non-aviation stakeholders when aviation-specific equipment is unavailable. States were encouraged to share experiences on disabled aircraft removal to strengthen regional cooperation and identify best practices for aircraft removal.

GRF implementation in Nigeria

3.90 Nigeria shared its progress on Global Reporting Format (GRF) implementation, beginning with the inauguration of its National Implementation Team on April 29, 2021. Runway Safety Teams (RSTs) were deployed at five international airports to lead local efforts, supported by ICAO virtual trainings, BAGASOO guidance, and internal sessions organized by FAAN. Despite these initiatives, challenges such as incomplete training and limited stakeholder engagement prompted Nigeria to conduct additional sensitization workshops and training sessions.

3.91 In 2022, on-the-job training was held at the five airports to strengthen practical skills in runway surface condition reporting. A safety audit followed to assess the effectiveness of station operating procedures and training outcomes, with a follow-up audit planned for June 2025. While committed to full GRF implementation, Nigeria continues to face constraints including limited stakeholder buy-in and funding shortages. Nevertheless, the State remains engaged with stakeholders to advance aviation safety through complete GRF implementation.

Aerodrome operations Project Teams effectiveness

Membership of aerodrome operations (AOP) Project Teams

3.92 The Meeting noted that the current list of AOP Project Team members is outdated, including retired State representatives and inactive members, while omitting some active experts. It was recommended that the list be updated accordingly. The meeting tasked the Secretariat with coordinating with States and Organizations to carry out this update.

Terms of reference of the AOP project teams

3.93 To enhance the effectiveness of the Aerodrome Certification Project Team, the meeting agreed to revise their Project description documents to more accurately reflect the expected tasks and deliverables, in particular the development of generic documentation to be used by States or airports during the aerodrome certification process.

3.94 The Meeting also acknowledged the revision the Project description documents of the A-CDM PMT aimed at reflecting clearly the expectations and strategy to be used by the A-CDM project team, specifically in guiding the process for use of the A-CDM generic implementation guide as well as monitoring the roll out of A-CDM implementation in the region. .

AGENDA ITEM 4: REGIONAL AIR NAVIGATION PLAN

Update of AFI eANP

4.1 The Meeting was updated on the ongoing process of amendment of the AFI Air Navigation Plan (ANP) Volume I and II. Participants were reminded that all changes in ANP Volume I and II should be made through the proposal for amendments (PfA) process.

4.2 The Meeting was reminded that States were expected to provide accurate and consistent information in the relevant sections of the two volumes to enable the PfA processing. However, it was noted that many States have not provided their information as expected or information provided was either incomplete or inconsistent with the content of their aeronautical information publications (AIPs).

4.3 The Meeting was informed that to support the quick review of the FIR boundaries, the ICAO ESAF and WACAF Regional Offices have processed existing FIR coordinates as approved by the ICAO council. The processed coordinates have been circulated through a State Letter. States are expected to review and confirm or propose changes based on amendment to their FIRs that were accepted by ICAO council. The Meeting agreed that expected feedback from States be submitted by 31 September 2025.

4.4 The Meeting urged States which have not done so yet to provide their information to enable the finalization and submission of the PfA of ANP Volume I and II. The meeting called on the Secretariat to ensure the finalization of the amendment of Volumes I and II of the Regional air navigation plan (eANP) and keep the three Volumes of the regional Air Navigation Plan up to date by 31 October 2025.

Annual Air Navigation Report

4.5 The Meeting was updated on the progress made on the AFI annual air navigation report. It was noted that the second edition of the annual air navigation report (AANR) was published on 31 December 2024 as guided by APIRG/27. The Meeting also noted that the AANR was made available to all stakeholders in electronic version and posted on the ICAO ESAF and WACAF websites. Hard copy of the AANR will be circulated during the first Meeting of AFI Aviation System Planning and Implementation Regional Group (AASPG/1) scheduled in November 2025 in Libreville, Gabon.

4.6 The Meeting was informed that the third edition of the annual air navigation report is being developed by the editorial team. It was highlighted that the third edition will focus on the status of implementation of Basic Building Blocks (BBB) as well as Aviation System Block Upgrade (ASBU) implementation progress in the AFI region. The third edition will also shed light on regional aviation initiatives. It was recognized that while the proposed topics were relevant, the data and information collection remain a persistent challenge.

4.7 The Meeting was also informed that with the new regional framework following the merging of APIRG and RASG-AFI into AASPG, the Aviation Safety Report and the Annual Air Navigation Report will be combined in a single report to reflect the new context.

4.8 The Meeting appreciated the work done by the AANR editorial Team and called on all stakeholders to support the timely release of the third edition of the report.

AGENDA ITEM 5: AIR NAVIGATION DEFICIENCIES

Management of Air Navigation Deficiencies

5.1 The Meeting recalled that the Twenty Seventh Meeting of the AFI Planning and Implementation Group (APIRG/27) held in November 2024 at East London, South Africa, raised concerns about the low level of reporting of air navigation deficiencies, despite two workshops held in the region on the use of the AFI Air Navigation Deficiency Database (AANDDD) tool.

5.2 The Meeting noted the improved reporting in the database since APIRG/27. The Meeting was informed that a total of 20 deficiencies in AGA, 6 in ATM and 2 in SAR were reported by States and international Organizations. Different States and two international organizations, ARMA and IATA had contributed to the reporting.

5.3 The Meeting called on States and organizations that have not been reporting to ensure they report deficiencies if any in the States.

AGENDA ITEM 6: ACTIVITIES TO BE COORDINATED WITH THE AASPG IIM AND SMO SUBGROUPS

6.1 The Meeting recalled the Decision EO/01 of the extraordinary meeting of the APIRG and RASG-AFI held on 19 July 2024 in Libreville, Gabon, which endorsed the new structure of the AASPG with four contributory bodies, namely PRCC, AAO/SG, IIM/SG and SMO/SG.

6.2 The Meeting noted the need to avoid duplication of duties and identified the following items that need coordination with the IIM and SMO subgroups: RVSM safety monitoring, runway safety initiatives, wildlife hazard management, resolution of significant safety concerns (SSCs), air navigation deficiencies management, ASBU implementation, emerging air navigation issues that may pose threat to civil aviation, aerodrome and airspace ATS events analysis and integration of new entrants in Air Traffic Management.

Transition to True North.

6.3 South Africa provided an update of the activities being conducted by the ICAO Advisory

Group on the True North (TRUE-AG). The meeting was informed that the TRUE-AG was discussing matters related to the proposed change from use of Magnetic North to True North as a reference system for heading and tracking operations. The Meeting was also informed that in addition to South Africa, Nigeria and Rwanda have joined the TRUE-AG.

6.4 Nigeria while sharing the need for participating in the TRUE-AG shared the steps that they are taking to ensure that the State is ready for transition to True North in case the study of the advisory Group mature into SARPs.

6.5 The Meeting noted that APIRG/27 Conclusion 27/18 on the transition to True North was yet to be implemented due to coordination challenges between stakeholders and the need to establish a multidisciplinary team made of AAO (AOP and ATM) and IIM (AIM, CNS and MET) experts.

6.6 The Meeting called on the Secretariat and South Africa to speed up the establishment of the small working group to draft the Terms of Reference and the project document for the establishment of the AFI True North project management team and provide feedback at AAO/SG 9.

Emerging Air Navigation issues that may pose threat to civil aviation

6.7 The continued cases of jamming of GNSS signals as well as spoofing caused by military activities was noted and the meeting as an emerging concern. The Meeting noted the importance of coordinating with the military during periods of civil unrest.

6.8 The Meeting was further informed on increasingly coordination challenges between the military and the civilian operations in dual use aerodromes and airspace. The challenges included the need to coordinate periods of use, types of operations, the shared infrastructure and cyber security issues.

6.9 Noting the need to ensure adequate information on the challenges of dual use civil/military aerodromes in the region, the Meeting formed a team made up of Mauritania, Nigeria, Senegal, Uganda and Tanzania to gather data and report back to AAO/SG 9.

6.10 The Meeting called on the Secretariat to coordinate with the IIM/SG on matters of civil/military coordination and cyber security.

Integration of new entrants in Air Traffic Management.

6.11 The Meeting was further updated on the discussions of the ANConf/14 which highlighted new entrants into the ATM system. This includes Higher Airspace Operations (HAO) and Advance Air Mobility (AAM).

6.12 The Meeting tasked the Secretariat to coordinate with the IIM/SG and the SMO/SG to provide awareness on the new operations.

AGENDA ITEM 7: IMPLEMENTATION CHALLENGES OF THE SUB-GROUP

Implementation challenges in Aerodrome Operations and Planning (AOP)

7.1 The Meeting noted that the effective functioning of the AAO Sub-Group is currently hindered by several recurring challenges. These issues, if not addressed, may continue to impact on the consistency and quality of regional coordination and implementation. The Meeting further noted some key challenges and their underlying causes, and proposed mitigation strategies as follows:

a. *Non-reporting by States on Air Navigation Deficiencies and implementation status of PIRG's Conclusions.* The root causes identified include the frequent changes in designated focal points without proper handover; limited understanding of the importance of reporting deficiencies; limited awareness of the PIRG's Conclusions/Decisions; and the lack of internal coordination mechanisms to track and escalate unresolved issues. The proposed mitigation Measures include the conducting of targeted sensitization and capacity-building workshops for States on the importance of timely and accurate reporting and encouraging States to formally designate and maintain updated focal point contact lists.

b. *The limited Availability of Experts to Support Sub-Group Activities* was also identified as a challenge with root causes being high turnover of technical personnel due to retirement, reassignment, or migration to the private sector or international organizations; limited succession planning or backup arrangements within States and limited resources for covering consistently the participation of experts to subgroup meetings. The Meeting identified the following as mitigation measures; encouraging States to nominate at least two experts per domain to ensure continuity and institutional memory; promotion of the establishment of national pools of experts who can be mobilized as needed and the provision of the recognition or incentives for experts who consistently contribute to regional activities.

c. *The inconsistent participation of State experts in AAO/SG meetings and activities* was also noted as a challenge whose root causes include frequent rotation of representatives without proper briefing or documentation, and the competing national priorities or lack of resources for sustained engagement. The meeting therefore recommended that to mitigate this challenge, States need to consider maintaining a core group of experts with consistent participation in AAO/SG activities and that States should develop knowledge transfer mechanisms (e.g., briefing notes, internal debriefs) to allow continuity when personnel changes occur.

Implementation challenges in Airspace Operations

7.2 The Meeting was briefed on the challenges experienced in Airspace Operations. The meeting noted that main challenges were similar to those experienced in AOP and involved the lack of reporting by states on the activities carried out in implementation of the regional identified initiatives, and the low or inconsistency in the participation in the subgroup activities,

Challenges in coordinating ATM contingency events in the AFI region

7.3 The Meeting noted that persistent challenges such as non-existent or ineffective ATM contingency plans in some FIRs, and low regional and interregional cooperation affected the effective coordination of the contingency events.

7.4 ICAO informed the Meeting of the ongoing development of a global ATM contingency arrangement framework, following the recommendation 1.1/2 of the ANConf/14. The global framework will serve as guidance for the redesign of the Regional ATM contingency arrangements framework (RACF) and the development of a national ATM contingency plan template by the end of 2025.

7.5 The Meeting commended the Secretariat for the feedback provided on contingency issues in the AFI region and called on States and ANSPs to fully support the new initiative in due course.

Challenges on SAR implementation in AFI

7.6 Senegal presented a paper on the challenges pertaining to the establishment and implementation of search and rescue in the AFI Region. It was noted that Senegal has signed SAR agreements with several States, however some outstanding SAR agreements were yet to be signed due to some identified hinderances such as the issue of national sovereignty within the Search and Rescue Region (SRR), political and diplomatic barriers and administrative slowness in the approval of the signing SAR agreement in some States.

7.7 The meeting acknowledged the suggestion from Senegal for the conduct of high level sensitization of national authorities on SAR matters as well as the organization of intra and inter SRR coordination meetings involving all relevant stakeholders, namely States within the same SRR and their respective Rescue Coordination Center (RCC) of Rescue subcenters (RSC).

7.8 The meeting noted the progress made by Senegal on the signing of SAR agreement while recognizing existing challenges. The meeting agreed the proposed solution would foster cooperation and commitment of authorities. The meeting therefore called on States to embrace the proposals formulated by Senegal with the support of ICAO as well as the SAR Technical Expert Team.

Challenges of the SAT Group

7.9 The Meeting discussed the challenges experienced in the SAT Group. Noting that the main challenge arose for the lack of or low participation in the activities by the regional representatives. It was reported that most of the members found it difficult to attend the virtual meetings due to the adverse time difference.

7.10 The meeting also noted the low level of funding by the States and ICAO to support the physical participation of the SAT Meeting. The Meeting therefore recommended that the Secretariat provide for official appointment letters to the nominated experts which would include the Terms of Reference to support the active participation of the State representatives, as well as including the membership list in the invitation letters.

7.11 The Meeting acknowledged the continued commitment and active participation of certain States in AAO/SG activities. Cameroon, Ghana, Kenya, Namibia, Senegal, South Africa, Togo, Uganda, and Zambia who have consistently supported the Sub-Group through expert contributions, regular reporting, and engagement in technical discussions were noted. Their dedication has significantly contributed to the advancement of regional air navigation objectives.

AGENDA ITEM 8: PROPOSED RECOMMENDATIONS/ACTIONS TO BE TAKEN BY ICAO HQ

8.1 The Meeting commended ICAO HQ on the recent activities related to raising awareness on new SARPs related to Airspace and Aerodrome Operations. The Meeting noted that there is need to increase Capacity in Emergency Preparedness and Contingency coordination and called on HQ to support the region with expertise in these areas.

AGENDA ITEM 9: REVIEW OF THE TERMS OF REFERENCE (TOR) AND WORK PROGRAMME OF THE SUB-GROUP

Terms of Reference of the Sub-Group

9.1 The Meeting performed a thorough review of the Terms of Reference of the subgroup and observed duplication of certain tasks as well as confusion between some functions and tasks. Some inconsistencies were also noted that required to be clarified to ensure a common understanding of the

subgroup’s functions and tasks by the members.

9.2 The Meeting also noted that several changes and developments were made in the global strategy for the modernization of air navigation services, such as the evolution of the ASBU framework. Furthermore, the ICAO Assembly endorsed two consecutive editions of the GANP since the publication of the subgroup’s current Terms of Reference, the Sixth and Seventh editions, respectively.

9.3 The meeting therefore recommended that the reviewed Terms of Reference which incorporated the new developments be discussed during the quarterly AAOSG meetings and submitted in the next AAOSG meeting for consideration.

Work programme of the Sub-Group

9.4 The Secretariat presented the proposed future work programme of the AAO/SG which highlighted the main activities to be conducted such as coordination with project teams, review of the Project’s progress as well as preparations activities of the AAO/SG9 scheduled for mid-2026. The meeting agreed on the proposed AAO/SG work programme as provided at **Appendix 24** to this report. The following draft Decision was formulated:

Draf Decision 8/xxx: Future work programme of AAO Subgroup					
Why:	That, to enable the AAO Subgroup effectively support AASPG in discharging its responsibilities,				
What:	the future work programme of the subgroup is endorsed.				
Who:	AASPG				
When:	7 November 2025				
Implementation following up					
Follow-up required	Yes ☐ No ☒	Metrics	Metric 1: N/A	Means to collect	N/A

AGENDA ITEM 10: REVIEW OF THE DRAFT CONCLUSIONS/DECISIONS/ACTIONS OF

THE EIGHTH MEETING OF THE AIRSPACE AND AERODROME OPERATIONS SUB-GROUP (AAO/SG 8)

10.1 The Meeting reviewed and adopted 2 draft Conclusions and 6 draft Decisions as well as actions agreed to be undertaken by the Airspace and Aerodrome Operations Subgroup to foster the implementation of outstanding Conclusions and Decisions.

AGENDA ITEM 11: ANY OTHER BUSINESS

11.1. There was no other business to be discussed by the subgroup.

Closing ceremony

11.2 The acting Chairperson of the Sub-group provided a summary of the discussions of the meeting as well as the main outcomes.

11.3 The Meeting was officially closed by the Deputy Regional Director of the ICAO WACAF Office, Mr. Nika Manzi Meheze.

11.4 Mr. Manzi expressed his gratitude to the participating States and Organizations for their continued support to ICAO initiatives and activities. He emphasized the need to have updated versions of Volume I, II and III of the AFI eANP and to continuously report on the implementation with regards to ASBU elements.

11.5 He thanked the Chairperson and the acting Vice chairperson, for their invaluable contribution to the success of the 8th meeting of the AAO/SG. He also thanked the participants for their contributions and for the quality of the meeting outcomes that are meant to address regional air navigation issues. He wished all the participants journey mercies back home and officially closed the meeting.

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