



| ICAO

**REPORT ON THE FIRST MEETING OF THE AFRICA - INDIAN  
OCEAN AVIATION SYSTEM PLANNING AND IMPLEMENTATION  
GROUP (AASPG/1)**

*Libreville, Gabon, 3 - 7 November 2025*

**PREPARED BY THE SECRETARIAT**

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## **LIST OF ABBREVIATIONS**

<b>AAIG</b>	<b>African Aviation Industry Group</b>
<b>AAMP</b>	<b>AFI ATM Master Plan</b>
<b>AAMP PMT</b>	<b>AFI ATM Master Plan – Project Management Team</b>
<b>AANDDD</b>	<b>AFI Air Navigation Deficiencies Database</b>
<b>AANRT</b>	<b>AFI Air Navigation Reporting Team</b>
<b>AAO SG</b>	<b>Airspace and Aerodrome Operations Subgroup</b>
<b>AASPG</b>	<b>Africa - Indian Ocean Aviation System Planning and Implementation Group</b>
<b>A-CDM</b>	<b>Airport Collaborative Decision Making</b>
<b>AFCAC</b>	<b>African Civil Aviation Commission</b>
<b>AFI</b>	<b>Africa- Indian Ocean</b>
<b>AFI ATM CP</b>	<b>AFI Air Traffic M Contingency Plan</b>
<b>AFI-CIS</b>	<b>AFI Cooperative Inspectorate Scheme</b>
<b>AFI CONOPS</b>	<b>AFI Concept of Operations</b>
<b>AFI FRA</b>	<b>AFI Free Route Airspace</b>
<b>AFI FRA PMT</b>	<b>AFI Free Route Airspace Project Management Team</b>
<b>AFI-RASP</b>	<b>Regional Aviation Safety Plan</b>
<b>AFI SSR CMP</b>	<b>AFI Secondary Surveillance Radar Code Management Plan</b>
<b>AFPP</b>	<b>African Flight Procedure Programme</b>
<b>AFRAA</b>	<b>African Airlines Association</b>
<b>AFTN</b>	<b>Aeronautical Fixed Telecommunication Network</b>
<b>AIAG</b>	<b>Air Traffic Services (ATS) Incident Analysis Group</b>
<b>AIM</b>	<b>Aeronautical Information Management</b>
<b>AIXM</b>	<b>Aeronautical Information Exchange Systems</b>
<b>AMHS</b>	<b>Aeronautical Message Handling System</b>
<b>ANS</b>	<b>Air navigation services</b>
<b>ANSP</b>	<b>Air Navigation Service Provider</b>
<b>ANS-SST</b>	<b>Air Navigation Service – Safety Support Team</b>
<b>APCC</b>	<b>APIRG Projects Coordination Committee</b>
<b>APIRG</b>	<b>AFI Planning and Implementation Group</b>
<b>ARC-TF</b>	<b>APIRG/RASG-AFI Coordination Task Force</b>
<b>ARMA</b>	<b>African Regional Monitoring Agency</b>
<b>ASCAAR</b>	<b>AFI Secondary Surveillance Radar Codes Allocation and Review</b>
<b>ASBU</b>	<b>Aviation System Block Upgrades</b>
<b>ASECNA</b>	<b>Agency for Air Navigation Safety in Africa and Madagascar</b>
<b>ATCO</b>	<b>Air Traffic Control Officer</b>
<b>ATS</b>	<b>Air traffic services</b>
<b>BAGASOO</b>	<b>Banjul Accord Group Aviation Safety Oversight Organization</b>
<b>BBB</b>	<b>Basic Building Blocks</b>
<b>CAA</b>	<b>Civil Aviation Authority</b>
<b>CAEP</b>	<b>Committee on Aviation Environmental Protection</b>
<b>CANSO</b>	<b>Civil Air Navigation Services Organization</b>
<b>CAPSCA</b>	<b>Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation</b>

<b>CASSOA</b>	<b>Civil Aviation Safety and Security Oversight Agency of the EAC</b>
<b>CDFA</b>	<b>Continued descent to Final Approach</b>
<b>CFIT</b>	<b>Controlled Flight into Terrain</b>
<b>CNS</b>	<b>Communication Navigation Surveillance</b>
<b>CODEVMET AFI</b>	<b>Cooperative Development of Aeronautical Meteorological Service in the AFI Region</b>
<b>CPDLC</b>	<b>Controller Pilot Datalink Communications</b>
<b>CRM</b>	<b>Crew Resource Management</b>
<b>EAC</b>	<b>East African Community</b>
<b>EASA</b>	<b>European Union Aviation Safety Agency</b>
<b>FDA</b>	<b>Flight data analysis</b>
<b>FRA</b>	<b>Free Route Airspace</b>
<b>FIRs</b>	<b>Flight Information Regions</b>
<b>GANP</b>	<b>Global Air Navigation Plan</b>
<b>GASP</b>	<b>Global Aviation Safety Plan</b>
<b>GASR</b>	<b>Global Aviation Safety Roadmap</b>
<b>GEUSR</b>	<b>Group of Experts for a USOAP CMA Structured Review</b>
<b>GPWS</b>	<b>Ground Proximity Warning System</b>
<b>G-HRC</b>	<b>Global High-Risk Category of Occurrence</b>
<b>GNSS</b>	<b>Global Navigation Satellite System</b>
<b>GRF</b>	<b>Global Reporting Format</b>
<b>HLCC</b>	<b>High-level Conference on COVID-19</b>
<b>HRDF</b>	<b>Human Resources Development Fund</b>
<b>IASTA</b>	<b>International Air Service Transit Agreement</b>
<b>IATA</b>	<b>International Air Transport Association</b>
<b>ICAO</b>	<b>International Civil Aviation Organization</b>
<b>iSTARS</b>	<b>integrated Safety Trend Analysis and Reporting System</b>
<b>LOC-I</b>	<b>Loss of Control In-flight</b>
<b>IIM SG</b>	<b>Infrastructure and Information Management Sub-Group</b>
<b>MET</b>	<b>Aeronautical Meteorology (MET)</b>
<b>MSAW</b>	<b>Minimum Safe Altitude Warning</b>
<b>NCMC</b>	<b>National Continuous Monitoring Coordinator</b>
<b>NCPI</b>	<b>National Coordinator for Planning and Implementation</b>
<b>NCLB</b>	<b>No Country Left Behind</b>
<b>OSI-SST</b>	<b>Operational Safety Issues Safety Support Team</b>
<b>PBN</b>	<b>Performance Based Navigation</b>
<b>PBCS</b>	<b>Performance Based Communication and Surveillance</b>
<b>PQ</b>	<b>Protocol Question</b>
<b>RASC</b>	<b>RASG-AFI Steering Committee</b>
<b>RASG-AFI</b>	<b>AFI Regional Aviation Safety Group</b>
<b>RDI</b>	<b>Research, Development and Innovation</b>
<b>REC</b>	<b>Regional Economic Communities</b>
<b>R-HRC</b>	<b>Regional High-Risk Category of Occurrence</b>
<b>RODB</b>	<b>Regional OPMET Data Bank</b>
<b>ROST</b>	<b>Regional Office Safety Team</b>
<b>RPAS</b>	<b>Remotely Piloted Aircraft Systems</b>
<b>RSFTA</b>	<b>Fixed Aeronautical Telecommunications Service Network</b>
<b>RSOO</b>	<b>Regional Safety Oversight Organization</b>

<b>RVSM</b>	<b>Reduced Vertical Separation Minimum</b>
<b>SAF</b>	<b>Sustainable Aviation Fuel</b>
<b>SAP</b>	<b>State Action Plan</b>
<b>SAR</b>	<b>Search and Rescue</b>
<b>SARPs</b>	<b>Standards and Recommended Practices</b>
<b>SAT</b>	<b>Group of the continued improvement of Air Traffic Services over the South Atlantic</b>
<b>SBAS</b>	<b>Satellite-based Augmentation System</b>
<b>SLOP</b>	<b>Strategic Lateral Offset Procedure</b>
<b>SSC</b>	<b>Significant Safety Concern</b>
<b>SSO-SST</b>	<b>State Safety Oversight System Support Team</b>
<b>SSP – SST</b>	<b>State Safety Programme Safety Support Team</b>
<b>SSTs</b>	<b>Safety Support Teams</b>
<b>TAC</b>	<b>Traditional Alphanumeric Code</b>
<b>TAG</b>	<b>Tactical Action Group</b>
<b>TEM</b>	<b>Threat and Error Management</b>
<b>UAS</b>	<b>Unmanned Aircraft System</b>
<b>UPR</b>	<b>Upset Prevention and Recovery</b>
<b>UPRT</b>	<b>Upset Prevention and Recovery Training</b>
<b>USOAP-CMA</b>	<b>Universal Safety Oversight Audit Programme - Continuous Monitoring Approach</b>

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**DEFINITIONS**

AASPG records its actions in the form of Conclusions and Decisions as follows:

- a) **Conclusions** deal with matters which, in accordance with the Groups’ terms of reference, merit directly the attention of States or, on which further action is required to be initiated by the Secretary in accordance with established procedures.
- b) **Decisions** relate to the internal working arrangements of the Groups and their subsidiary bodies.

<i>AASPG/1 Decision 1/01</i>	<i>Election of the Chairperson and Vice-Chairpersons of the Group</i>
<i>AASPG/1 Conclusion 1/02</i>	<i>Revision of the Abuja Safety Targets</i>
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<i>AASPG/1 Conclusion 1/06</i>	<i>Establishment of the AFI 30/10 Project Management Team</i>
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<i>AASPG/1 Conclusion 1/15</i>	<i>Effective Implementation of the AFI AMBEX System and Procedures</i>
<i>AASPG/1 Decision 1/16</i>	<i>Improvement of the GNSS RFI Risk Management</i>

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# **PART I: INTRODUCTION**

## **PART I: INTRODUCTION**

### ***Place and duration***

- 1.1. The First Meeting of the Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG/1) was held at the Radisson Blu Hotel in Libreville, Gabon, from 3 to 7 November 2025.

### ***Attendance***

- 1.2. The meeting was attended by 276 participants from States, ICAO Headquarters and Regional Offices, international and regional Organizations, industry and other partners and stakeholders. The list of participants is provided as **Appendix 1** to this Report.

### ***Officers and Secretariat***

- 1.3. The meeting was chaired by Ms. Paule Assoumou-Koki, Director General of the Cameroon Civil Aviation Authority and Chairperson of the AASPG; assisted by M. Fred Bamwesigye, Director General of the Uganda Civil Aviation Authority and M. Diaga Basse, Director General of the Senegal Civil Aviation Authority, as Vice-Chairpersons of AASPG.
- 1.4. Mr. Romain Ekoto, Regional Director, ICAO Western and Central African (WACAF) Office served as Secretary to the meeting, assisted by Ms. Lucy Mbugua, Regional Director, ICAO Eastern and Southern African (ESAF) Office. They were supported by Mr. Nika Meheza Manzi, Deputy Regional Director, ICAO WACAF Office, with the participation of Mr. Martin Maurino, Technical Officer, Global Aviation Safety, from the Air Navigation Bureau (ANB), ICAO Headquarters. The following Officers from ICAO ESAF and WACAF Regional Offices supported the meetings:

<i>Mr. Kebba Lamin Jammeh</i>	<i>RO/FS, WACAF Office, Dakar</i>
<i>Mr. Elisha Omuya</i>	<i>RO/AGA, ESAF Office, Nairobi</i>
<i>Mr. Zewdu Aregawi</i>	<i>RO/SI ESAF Office, Nairobi</i>
<i>Ms. Keziah Ogutu</i>	<i>RO/ATM, ESAF Office, Nairobi</i>
<i>Mrs. Chinga Mazhetese</i>	<i>RO/MET/ENV, ESAF Office, Nairobi</i>
<i>Mr. Ilboudo Goama</i>	<i>RO/MET, WACAF Office, Dakar</i>
<i>Mr. Serge Guy Tchanda</i>	<i>RO/ATM, WACAF Office, Dakar</i>
<i>Ms. Sandrine Gnassou</i>	<i>RO/CNS, WACAF Office, Dakar</i>
<i>Mr. Rene Tavaréz</i>	<i>RO/FS, WACAF Office, Dakar</i>
<i>Mr. Fanfe Bamba</i>	<i>RO/AIM, WACAF Office, Dakar</i>
<i>Mr. Alexandre Damiba</i>	<i>AFPP Manager, WACAF Office, Dakar</i>

### ***Working Languages***

- 1.5. The discussions were conducted in the English and French languages with simultaneous interpretation services. The documentation was made available in both languages on the websites of the ICAO ESAF and WACAF Offices.

### ***Opening of the meeting***

- 1.6. The opening session of the AASPG/1 took place on Monday 3 November 2025.
- 1.7. Statements were delivered by Ms. Paule Assoumou Koki, Chairperson of AASPG, Mr. Romain Ekoto, ICAO WACAF Regional Director, and Mr. Ulrich Manfoumbi Manfoumbi, Minister of State, Minister of Transports, Merchant Marine and Logistics of the Gabonese Republic. All the speakers expressed their appreciation to the Government and people of the Republic of Gabon for hosting the inaugural meeting of AASPG and for the effective organization of the event.
- 1.8. Ms. Paule Assoumou Koki welcomed participants at this annual regional aviation safety and air navigation gathering. She emphasized the strategic importance of planning and implementing safety and air navigation services requirements in the region and encouraged participants to engage actively in the review of working papers, to enable informed conclusions and decisions.
- 1.9. Mr. Romain Ekoto highlighted the establishment of the AASPG as a strategic evolution, merging APIRG and RASG-AFI into a unified performance-driven approach that aligns with ICAO's GASP and GANP. This will improve planning and implementation as well as safety oversight across the region. Mr. Ekoto encouraged delegates to actively participate and share expertise that will influence ICAO's future initiatives and build a more connected and resilient aviation system in Africa.
- 1.10. In his opening address, Mr. Ulrich Manfoumbi Manfoumbi, welcomed delegates to Libreville for the first meeting of the AASPG, and underscored the significance of AASPG/1 as the first meeting under the new governance structure. He highlighted global and regional challenges and opportunities in aviation safety, air navigation capacity and efficiency, and sustainability, and invited participants to use this forum as a key step in building a foundation for cooperation and ensuring a harmonious and sustainable future for air transport in Africa.
- 1.11. The Minister finally wished the delegates a successful meeting and encouraged them to visit Libreville and appreciate the diversity of the Gabonese culture.
- 1.12. During the opening ceremony, the opportunity was also taken to present to the Gabonese Authorities the President of the ICAO's Council certificate in recognition of the exceptional progress achieved by the State in civil aviation security. This distinction was exceptionally awarded in Libreville, outside the ICAO Assembly held in Montreal, Canada, pursuant to a decision of the ICAO Council, to commend this exemplary achievement and encourage other States.

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

**AGENDA ITEM 1: ADOPTION OF THE DRAFT AGENDA AND WORK PROGRAMME, AND ELECTION OF THE BUREAU**

**1.1.** The meeting adopted the agenda and the work programme as provided in **Appendix 2** to this Report.

**1.2. Election of the Bureau**

1.2.1 The meeting recalled transitional arrangements agreed upon by the APIRG/27 and RASG-AFI/10 Joint Session, held on 4 November 2024 in east London, South Africa, including the election of the Bureau by the AASPG/1 that will take over business of the Group at the closure of this meeting. The meeting proceeded with the election of AASPG Officials and adopted the following Decision:

<b><i>AASPG/1 Decision 1/01: Election of the Chairperson and Vice-Chairpersons of the Group</i></b>						
Why:	<i>That, in order to ensure effective leadership and governance of AASPG,</i>					
What:	<i>The following Officials were elected:</i> <ul style="list-style-type: none"> <li>• <i>Ms. Paule Assoumou Koki, Director General, Cameroon CAA, Chairperson;</i></li> <li>• <i>Mr. Fred Bamwesigye Director General, Uganda CAA, First Vice-Chairperson;</i></li> <li>• <i>Mr. Diaga Basse, Director General, Senegal CAA, Second Vice-Chairperson; and</i></li> <li>• <i>Mr. Seda Protus, Assistant Director, Operations, ATM and Infrastructure for Africa &amp; Middle East, IATA, Third Vice-Chairperson.</i></li> </ul>					
Who:	AASPG/1					
When:	7 Novembre 2025					
Implementation following-up						
Follow-up required	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Metrics	Not applicable	Means to collect	Not applicable

**AGENDA ITEM 2: OUTCOMES OF THE ICAO ASSEMBLY 42ND SESSION, REVIEW OF ACTIONS TAKEN BY THE ANC AND THE COUNCIL ON THE REPORT OF APIRG/27 & RASG-AFI/10 MEETINGS AND FOLLOW-UP OF THE APIRG/27 & RASG-AFI/10 CONCLUSIONS AND DECISIONS**

**2.1. Outcomes of the ICAO Assembly 42nd Session**

2.1.1. The meeting noted the outcomes of the 42<sup>nd</sup> Session of the ICAO Assembly (A42), held in Montréal, Canada, 23 September to 3 October 2025.

- 2.1.2. This includes the endorsement of the 2026-2028 edition of the Global Aviation Safety Plan (GASP) and the eighth edition of the Global Air Navigation Plan (GANP), as the global strategic directions for safety and the evolution of the air navigation system, respectively. It was underscored the need for ICAO to provide Member States with the necessary support to develop and implement national aviation safety plans (NASP), in line with the latest edition of the GASP. The Assembly had agreed to the proposal to extend the duration of the GANP update cycle to six years with the focus on supporting States in implementing the GANP and developing their national air navigation plans (NANP).
- 2.1.3. The meeting further noted the Assembly guidance related to safety issues including accident investigation; fatigue management; and regional cooperation mechanisms. Regarding the proposal of raising the age limit for pilots, the meeting noted that the Assembly committed to continue actively studying the effects of advancing age on flight safety and agreed that any decision to raise the pilot age limit to 67 years old should be based on a thorough analysis of relevant data to be collected, and considerations of safety only. The meeting also took note of the revision of the resolution on Halon replacement, urging Member States to continue the development of alternative solutions for aircraft fire extinguishers, while considering the need for a revised cut-off date on the use of Halon. With regards to the implementation and evolution of the ICAO Continuous Monitoring Approach (CMA) audit programmes, the meeting noted the discussions at A42 which concluded that ICAO's safety oversight and aviation security audit programmes should be further enhanced to better suit the needs of all Member States.
- 2.1.4. The meeting noted the outcomes of discussions related to air navigation matters including air traffic management and search and rescue. The Assembly encouraged States and air navigation services providers (ANSPs) to strengthen cross-regional collaboration and active data sharing. In this context, the Assembly notably encouraged the establishment of joint cross-regional task forces under the planning and implementation regional groups (PIRGs) framework to expedite and facilitate the implementation of airspace optimization projects such as free route airspace (FRA), direct routing and Project 30/10.
- 2.1.5. On discussions around the topic of aerodromes, the meeting noted no agreement was reached during the Assembly on the development of Standards and Recommended Practices (SARPs) related to quality management of sustainable aviation fuel (SAF) or those related to the resilience of aeronautical infrastructure, but rather that these issue be referred to relevant expert groups for further consideration.
- 2.1.6. With regards to meteorology and system-wide information management (SWIM), the meeting noted the Assembly discussions on the increasing occurrence of hazardous meteorological events (HMEs) and the significant safety challenges they pose to aviation. The meeting further noted the need for continued mitigation of safety risks associated with HMEs. The meeting also took note of the challenges highlighted during the Assembly related to SWIM implementation, and of the need for ICAO to develop a strategy to support the implementation of SWIM at regional and national levels while facilitating a harmonized approach to implementing SWIM across all ICAO regions.

- 2.1.7. The meeting noted the outcomes of discussions on the safe integration of space transport operations (STO) in airspace. On the issue of space debris, the meeting took note of the call for Member States to share their experiences and best practices related to space debris re-entry. The meeting further noted discussions on global navigation satellite system (GNSS) radio frequency interference (RFI). With the endorsement of amendments to relevant Assembly resolutions on this subject, it was noted that the Assembly requested States' active engagement to ensure that resilient communications, navigation and surveillance (CNS) capabilities remain available in support of aviation safety. The meeting was also briefed on outcomes related to remotely piloted aircraft systems (RPAS), unmanned aircraft systems (UAS) and advanced air mobility (AAM), and the expedited development and implementation of measures to facilitate legally compliant and safe UAS operations over the high seas.
- 2.1.8. The meeting took note of other issues of interest discussed during the Assembly including innovation in aviation; crisis management; and conflict zones. The meeting highlighted the adoption of the Resolution on *Addressing risks to civil aviation arising from conflict zones*, which, inter alia, calls for the development of a dedicated ICAO work programme on conflict zones to help States and operators mitigate risks and better manage airspace closure and reopening.
- 2.2. Review of actions taken by the ANC and the Council on the report of APIRG/27 and RASG-AFI/10 meetings**
- 2.2.1. The meeting noted the actions taken by the Air Navigation Commission (ANC) on the report of APIRG/27 and RASG-AFI/10 meetings. The meeting also noted that the ANC had agreed on the consolidated annual report on the PIRGs and RASGs, which included an overview of the APIRG/27 and RASG-AFI/10 outcomes.
- 2.2.2. On the matter of the enhancement of Universal Safety Oversight Audit Programme — Continuous Monitoring Approach (USOAP - CMA) support initiatives, the meeting noted the ANC's request that the Secretariat consider increasing USOAP - CMA activities and providing several means of implementation support. This support would include assistance on national aviation safety plan (NASP) development and implementation; preparation for USOAP audits, and increased support to States prior to implementation of 2024 integrated Protocol Questions (PQs), including those related to State Safety Programme (SSP).
- 2.2.3. Regarding the requirement for Digital ATS (DATS) operations standards, the meeting was informed that the ANC concluded it would be premature to conduct a workshop on DATS in October 2025 while the job card is still in progress and requested the Secretariat to provide an update on the development of related DATS provisions and guidance material.
- 2.2.4. The meeting noted the ANC's consolidated report to Council on PIRGs and RASGs for the period of 2024-2025, including concerns expressed by the ANC. These concerns related, inter alia, over disparate experiences reported across regions in relation to flight and flow – information for a collaborative environment (FF-ICE), and to the diverse ways of approaching implementation, including system-wide information management (SWIM) as a prerequisite to FF-ICE. In this regard, the meeting noted that the ANC agreed to recommend that the ICAO Council urge the

PIRGs to expedite their development of regional transition plans to FF-ICE and report on the progress achieved and identified challenges that may affect the ability to meet the planned date of 2034 for the transition from FPL 2012 to FF-ICE.

- 2.2.5. The meeting further noted the ANC's agreement to include weaknesses in data collection and analysis as a new global safety challenge and that these not be linked exclusively to accident investigation, given their broader impact on safety oversight and management, mainly with regards to SSP implementation.

### 2.3. Follow-up on the APIRG/27 & RASG-AFI/10 Conclusions and Decisions

- 2.3.1. The meeting reviewed the status of implementation of the conclusions and decisions from the APIRG/27 and RASG-AFI/10 meetings. It was noted that 45% of the conclusions and decisions from the joint sessions, 29% for the APIRG/27 and 20% for the RASG-AFI/10 had been implemented. 5% from APIRG/27 had not yet started, and the rest were still in progress.

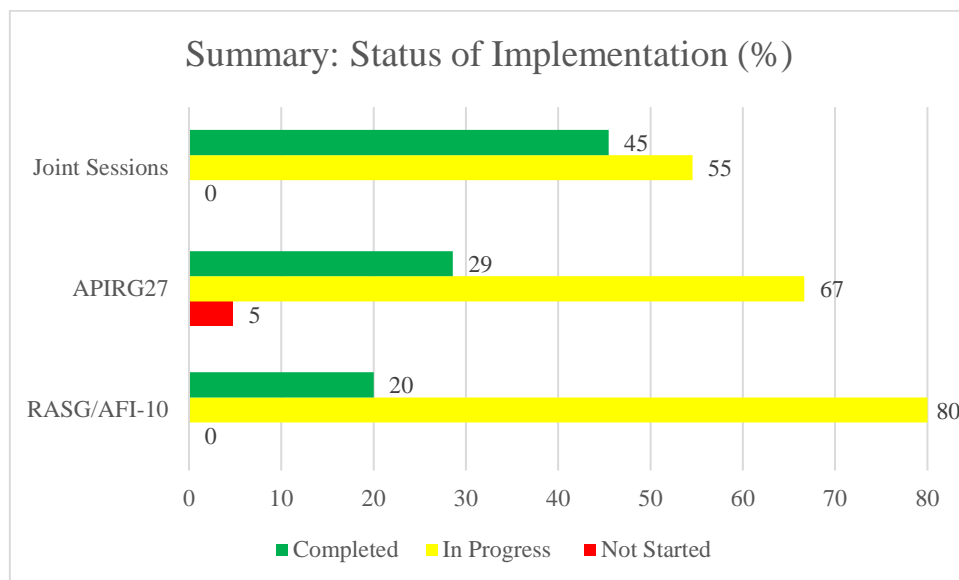


Figure 1: Status of implementation of the conclusions and decisions of APIRG/27 and RASG-AFI/10

- 2.3.2. The meeting noted the low level of implementation of conclusions and decisions and emphasized the importance of enhancing the clarity and usability of data reporting. In this context, the secretariat explored alternative approaches for data analysis and presentation and proposed structuring the information by individual State and by functional domain (e.g., MET, CNS, ATM) to enable more targeted analysis and informed decision-making. To support this initiative, States were invited to provide feedback on the proposed approach, with a specific focus on improving data visualization and ensuring continued refinement of the methodology. A consolidated progress report, reflecting these enhancements and the implementation status will be presented at the next meeting for review and discussion.
- 2.3.3. To support in strengthening follow-up and coordination mechanisms, a survey on national and organizational arrangements for monitoring the implementation of conclusions and decisions was launched during the meeting. The survey aimed to

gather information on how States and organizations in the AFI region integrate conclusions and decisions from regional and global meetings, into their national and organizational strategies as part of their planning and implementation processes. The results of the survey are presented in **Appendix 3** of this report.

### **AGENDA ITEM 3: AASPG COORDINATION**

#### **3.1. Outcomes of the PRCC/1 Meeting**

- 3.1.1. The meeting noted the outcomes of the First meeting of the AASPG Programme Review and Coordination Committee (PRCC/1) held in Dakar, Senegal, from 11 to 12 September 2025. The PRCC/1 considered matters related to the status of the implementation of air navigation goals, targets and indicators, including the priorities set out in the regional air navigation plan.
- 3.1.2. The meeting appreciated the outcomes of the PRCC/1 review of the reports of the AAO, IIM and SMO Subgroups meetings and recognized the guidance provided by the PRCC/1 for the finalization of the AASPG/1 agenda and work programme as well as the related Working papers.
- 3.1.3. The meeting noted concerns raised by the PRCC/1 regarding the lack of data on the implementation of the Basic Building Blocks (BBBs) by States and tasked the Secretariat to develop an add-on module to the AANDD Platform to facilitate monitoring and reporting on BBB implementation.
- 3.1.4. The meeting appreciated the PRCC/1 guidance on the preparation of the Air Navigation Services (ANS) Summit and commended the Subgroups for identifying relevant projects to be included in the ANS Summit Project Catalogue.
- 3.1.5. Noting data-collection challenges related to the preparation of the annual safety and air navigation report, the meeting urged States and stakeholders to provide timely inputs and tasked the Secretariat to coordinate the finalization of the report by 31 December 2025.

#### **3.2. Update on the Transitional arrangements of the AASPG**

- 3.2.1. The meeting recalled the deliberations of APIRG/27 and RASG-AFI/10 meetings on the transition from the two groups to the newly established Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG) and was updated on the status of the transitional arrangements.
- 3.2.2. The meeting noted with satisfaction that actions for transitioning from APIRG and RASG-AFI to AASPG have been completed including the request for approval of the AASPG by the ICAO Council and the establishment of all the contributory bodies of AASPG. The meeting recognized that the Group is now fully operational, with its contributory bodies effectively carrying out their respective activities. The meeting congratulated the Secretariat on the work done.

**3.3. Common areas and activities of the AASPG Sub-Groups**

3.3.1. The meeting reviewed the updated list of common areas and activities between the AASPG Subgroups (AAO, IIM and SMO) and the AFI Plan. With the establishment of the AASPG structure, there is a need to realign these common areas and related activities among the AASPG contributory bodies and the AFI Plan in order to ensure consistency and efficiency, while avoiding duplication of efforts and potential conflicts. The meeting therefore endorsed the updated common areas and activities as presented in **Appendix 4**.

**3.4. Updates on the Abuja Safety Targets and the incorporation of the Air Navigation Services Targets**

3.4.1. The African Civil Aviation Commission (AFCAC) provided an update on the revised Abuja Safety Targets (ASTs) 2024, which was endorsed by the African Union Specialized Technical Committee on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism (STC-TTIE) in December 2024. The Paper outlined progress made in aligning the Abuja Safety Targets with the ICAO Global and Regional Safety and Air Navigation Plans, the structured implementation methodology adopted and the monitoring and accountability mechanisms. The Meeting noted that a draft Abuja Safety Targets Action Plan (2025–2030) was being developed to provide States with additional guidance for the implementation of the Targets. In this context, the meeting emphasized that, in establishing the Monitoring and Reporting Framework, AFCAC should strive to avoid duplication of reporting requirements for States, considering existing ICAO data collection and reporting tools including the Online Framework (OLF), iSTARS and other relevant ICAO platforms. The Meeting formulated the following conclusion:

<b>AASPG/1 Conclusion 1/02: Revision of the Abuja Safety Targets</b>					
Why:	<i>That, to foster the implementation of the revised Abuja Safety Targets (ASTs) 2024,</i>				
What:	<i>a) States are encouraged to integrate the Revised Abuja Safety Targets into their respective national aviation plans and develop corresponding action Plans; and</i> <i>b) AFCAC is invited to establish a Monitoring and Reporting Framework by March 2026 to support States and regional entities to regularly report implementation progress.</i>				
Who:	<i>a) States</i> <i>b) AFCAC</i>				
When:	<i>b) 31 March 2026</i>				
Implementation follow-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	The Revised Abuja Safety Targets integrated in the States'	Means to collect data:	AFCAC Report to AASPG1



***Free Route Airspace Project Management Team (FRA PMT) Activities***

- 4.1.5. The meeting noted steady progress in the implementation of Free Route Airspace (FRA) across the AFI region, including engagement with Ghana, Nigeria, Uganda, ASECNA and Mauritius. The meeting discussed the impact of the implementation of cross-border FRA on the operations in the Atlantic Ocean Random Routing Area (AORRA) and agreed on the need for ANSPs involved to ensure proper coordination and alignment of the entry and exit points to/from the FRA airspace with existing entry/exit gate points of the AORRA.
- 4.1.6. The meeting noted updated on the User Preferred Routes (UPR) trials with the voluntary participation of five African airlines (Ethiopian Airlines, Kenya Airways, RwandAir, Royal Air Maroc and EgyptAir).

***AAMP PMT Activities***

- 4.1.7. Progress was also reported on the revision of the AFI ATM Master Plan document which will be submitted to a future AAO/SG meeting for consideration upon maturity.

***ATM Contingency Plan PMT (ATM CP PMT) activities***

- 4.1.8. The meeting noted updates on the various ATM Contingency activities undertaken by the PMT, the ICAO ESAF and WACAF Regional Offices as well as coordination with FIRs adjacent to the AFI Region. These included the establishment of a new contingency route in the Khartoum FIR over South Sudan above flight level 245, contingency events which involved Democratic Republic of Congo, Mali, Togo, Niger and South Sudan among others.
- 4.1.9. The meeting also noted the transition from the regional ATM contingency plan to a Regional ATM Contingency Arrangement Framework (RACF) in line with ICAO Annex 11 - *Air Traffic Services* and the outcomes of the 14th Air Navigation Conference on airspace resilience arrangement framework.

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

- 4.1.10. The Meeting was updated on the activities of the FF-ICE PMT since AAO/SG7, including a regional webinar conducted in March 2025 under the theme "Demystifying FF-ICE" which aimed at raising awareness and fostering understanding of the concept. Challenges faced in the implementation included limited availability of PMT members and delays in the publication of Volume II of ICAO Doc 9965.

***Civil Military Cooperation (CMC) in ATM activities***

- 4.1.11. The meeting noted that the AFI CMC PMT had launched a CMC survey campaign targeting the forty-eight (48) States of the AFI region on the status of implementation of ICAO SARPs pertaining to Civil/Military cooperation in ATM with approximately 52% States having responded to the survey at the time of the meeting. The meeting encouraged States that have not yet responded to do so as soon as possible.

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

4.1.12. The meeting noted that the PBN-AORTA PMT, in coordination with the Secretariat conducted a regional survey on the status of airspace organization and management, and revised its Terms of reference as provided at **Appendix 7** to this report. The meeting adopted the following decision.

<b><i>AASPG/1 Decision 1/03: Revision of the Terms of Reference of the PBN AORTA PMT</i></b>					
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:	AASPG				
When:	7 November 2025				
Implementation following up					
Follow-up required	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Metrics	<b>Metric 1:</b> N/A	Means to collect data	N/A

***Air Traffic Flow Management PMT activities***

4.1.13. The meeting noted the establishment of the AFI Air Traffic Flow Management Team (AFI ATFM PMT) which commences activities (kick-off meeting) in October 2025.

***Search and Rescue TET (SAR TET) activities***

4.1.14. The meeting noted and commended the SAR Technical Experts Team (SAR TET) for its contributions to the development of SAR documentation as listed in **Appendix 8**, which included a gap analysis questionnaire and various generic documents in both languages English and French to enhance SAR activities in the region. The meeting adopted the following conclusion.

<b><i>AASPG/1 Conclusion 1/04 : AFI SAR Generic documentation</i></b>	
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. b) The Secretariat to ensure timely dissemination of the generic documentation and support States in their customization. c) States are urged to update their SAR documentation by leveraging the SAR generic documentation.</i>
Who:	<i>a) AASPG b) ICAO c) States</i>
When:	<i>a) 7 November 2025</i>

<i>b) &amp; c) 31 October 2027</i>					
<b>Implementation following up</b>					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	<b>Metric 1:</b> States with customized SAR documents based on generic document shared	<b>Means to collect data</b>	Annual SAR TET report Secretariat report to AAO SG

***AFI Search and Rescue Plan***

4.1.15. The meeting noted the new SAR performance framework detailing the key performance areas and target for the 2025-2028 cycle. The French version and the updated English version of the AFI SAR Plan are attached to this working paper as **Appendices 9 and 10** respectively. The meeting adopted the following decision.

<b><i>AASPG/1 Conclusion 1/05: AFI SAR Plan Update</i></b>					
Why:	<i>That to enhance and harmonize SAR implementation in the AFI region</i>				
What:	<i>a) The amended English version and the new French version of the AFI SAR Plan for the cycle 2025- 2028 are endorsed.</i> <i>b) States are urged to update their national Plan to align with the AFI SAR plan.</i>				
Who:	<i>a) AASPG</i> <i>b) States</i>				
When:	<i>a) 7 November 2025</i> <i>b) 30 October 2027</i>				
<b>Implementation following up</b>					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	<b>Metric 1:</b> Number of States with updated national SAR Plan	<b>Means to collect data</b>	AFI SAR annual survey report

***Remote Towers (Digital ATS) initiative***

4.1.16. The meeting noted the ongoing work on the development of Standards and Recommended Practices (SARPS) for the provision of Digital Air Traffic Services (DATS) and called on States to increase participation in this initiative.

***Reduction of horizontal separation in AFI FIRs***

4.1.17. The meeting noted the outcomes of the 14<sup>th</sup> Air Navigation Conference (AN-Conf/14) held in 2024 in Montreal, Canada, including the anticipated potential operational, economic, and environmental benefits of the reduction of horizontal separation in the

FIRs of the AFI region, which is as deemed a relevant proposal for further consideration in the region. The meeting considered the proposed draft AFI 30/10 project document and related Terms of Reference which are provided as **Appendices 11 and 12** to this report, and accordingly, adopted the following conclusion in support of the proposal:

<b>AASPG/1 Conclusion 1/06: Establishment of the AFI 30/10 Project Management Team</b>					
Why:	<i>That to improve and optimize air traffic management in the AFI continental and Oceanic airspaces and to ensure the timely and effective implementation of reduced longitudinal separation</i>				
What:	<i>a) The AFI 30/10 project management team is established. The Terms of Reference and related project document are endorsed.                  b) Secretariat and States to coordinate the selection of qualified project team members.</i>				
Who:	<i>a) AASPG                  b) ICAO &amp; States</i>				
When:	<i>a) 7 November 2025                  b) 31 March 2026</i>				
Implementation following up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	<b>Metric 1:</b> AFI 30/10 PMT Members selected  <b>Metric 2:</b> AFI 30/10 PMT established	Means to collect data	Report of AAO SG/9

***Development in the South Atlantic Area***

- 4.1.18. The meeting noted that the SAT Steering Group (SAT SG) held its second meeting in December 2024 in Dakar, Senegal, and 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.
- 4.1.19. Following the information provided on the need for other ANS areas such as AIS, MET and SAR to be covered by the scope of the SAT mandate, the meeting called on secretariat to coordinate the necessary actions to ensure their inclusion.

***Update on ATS Provision in ASECNA***

- 4.1.20. The meeting noted updates focused on the procedural changes, technical advancements and operational enhancements in ASECNA Airspace which included ATC Surveillance Service, Addressing GNSS Radio Frequency Interference (GNSS RFI) impact on ADS-B, Airspace organization, Free Route Airspace implementation and Improving ATS units’ coordination. The meeting commended ASECNA for updates.

### ***ATM contingency plan coordination in Lome UTA***

4.1.21. The meeting noted that ASECNA provided an update at the AAO/SG8 meeting, on the initiative taken in the resilience of air traffic management within its airspace, which included Level 2 ATM contingency tabletop exercise in Lome UTA in February 2025, a plan for larger scale ATM contingency exercises that would be undertaken by end of 2025 as well as in 2026, and which would involve FIRs such as Brazzaville, Dakar, N'Djamena, Niamey and Antananarivo.

### ***ASBU implementation in ASECNA Airspace***

4.1.22. The meeting also noted the information provided by ASECNA to the AAO/SG8 meeting indicating that the ASBU elements to be implemented by ASECNA have been identified and prioritized across the areas of air navigation performance, as part of its service and equipment plan to support the agency's strategic objectives. The implementation status of the various elements also provided with some completed elements while others were reported to be at approximately 40% and 90% implementation.

### ***CPDLC Logon Issues in Dakar FIR, Abidjan Sector***

4.1.23. The meeting commended all the achievements in ASECNA airspace related to CPDLC and called for more regional collaboration between ANSPs, especially in the sharing of expertise surveillance data when deployment of key projects such as AIDC is done.

### ***Aerodrome certification***

4.1.24. The meeting noted that the regional aerodrome certification rate stands at 44.8% which remains below the agreed target of 48% target set for June 2025 at the AAO/SG7 meeting. By region, the certification rate is 54.8% in ESAF and 33.8% in WACAF.

### ***Aerodrome Certification Project Team Activities***

4.1.25. The meeting noted that the Project team had reviewed the existing AFI aerodrome certification project document which serves as a framework to assist States/airports and had proposed a revised version to introduce greater flexibility, region-specific methodologies, and strategic support mechanisms taking into account lessons learnt from previous assistance activities and current operational challenges in the AFI region. The PMT further informed the meeting that it had revised the checklists on implementation of PANS-Aerodromes provisions which will be considered by the next AAO/SG meeting.

### ***Implementation of key aerodrome operational requirements***

4.1.26. The Meeting noted that the implementation rate of key aerodrome operational requirements remains low, highlighting the need for increased focus and support. As of 18 July 2025, implementation rates stood at 52.5% for RST, 59.4% for GRF, and

23.4% for ACR-PCR. It was further noted that Benin, Kenya, South Africa and Uganda are the States that have implemented ACR-PCR to date. Detailed implementation status by State is provided at **Appendix 13**.

***Airport collaborative decision making (A-CDM)***

4.1.27. The Secretariat reported that the implementation rate of the A-CDM information sharing element in the AFI region currently stands at 28%.

***A-CDM Project Team Activities***

4.1.28. The meeting noted that the A-CDM Project Team finalized the draft AFI A-CDM implementation guide and conducted a workshop on 11-12 June 2025. The meeting also noted that the PMT had completed a draft A-CDM Implementation Project Document which will be reviewed during the quarterly AAO/SG meetings. The A-CDM implementation guide is attached as **Appendix 14**. The meeting adopted the following decision.

<b><i>AASPG/1 Decision 1/07: Endorsement of the AFI A-CDM implementation guide</i></b>					
<b>Why:</b>	<i>That to support the harmonized implementation of A-CDM in the Region</i>				
<b>What:</b>	<i>The A-CDM implementation guide is endorsed.</i>				
<b>Who:</b>	AASPG				
<b>When:</b>	7 November 2025				
<b>Implementation following up</b>					
<b>Follow-up required</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<b>Metrics</b>	<b>Metric 1:</b> N/A	<b>Means to collect</b>	N/A

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

4.1.29. The meeting noted that the Training and Qualification Project Team had completed an updated draft project document reflecting consultations with regional training organizations and outlines an approach to address key challenges reported by States. The draft project document will be reviewed during the quarterly AAO/SG meetings, before submission to the next AAO/SG Meeting for consideration.

***Implementation of ACR-PCR Method in the AFI Region.***

4.1.30. The meeting noted that a team of experts from the WACAF region had drafted an implementation guide to assist States with the implementation of the provisions of ACR-PCR, while recognizing that implementation in the region remains behind schedule. The meeting therefore formulated the following decision.

4.1.31.

<b>AASPG/1 Conclusion 1/08: ACR-PCR implementation in the AFI region</b>					
<b>Why:</b>	<i>That, to foster the ACR/PCR implementation in the AFI region applicable since 28 November 2024</i>				
<b>What:</b>	<i>a. States are urged to share their ACR-PCR implementation action plans from 30 March 2026 and subsequently every quarter until full implementation.</i> <i>b. States are encouraged to use the ACR-PCR implementation guide as appropriate.</i>				
<b>Who:</b>	AASPG				
<b>When:</b>	<i>a. 30 March 2026</i> <i>b. 7 November 2025</i>				
<b>Implementation following up</b>					
<b>Follow-up required</b>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<b>Metrics</b>	<b>Metric 1:</b> Percentage of States having submitted an action plan <b>Metric 2:</b> Number of States reporting implementation using the Guide	<b>Means to collect</b>	Reports to Secretariat

***Implementation of Amendment 18 to Annex 14 Volume I and Amendment 10 to Annex 14 Volume II***

4.1.32. The meeting noted the complexity and significant infrastructure and organizational implications associated with the new provisions of Amendment 18 to Annex 14 Volume 1 especially those related to Obstacle Limitation Surfaces, as well as Amendment 10 to Annex 14, Vol II on Obstacle Limitation Surfaces and SMS for Heliports.

4.1.33. The meeting called upon the ESAF and WACAF Regional Offices, in coordination with RSOOs and International Organizations, to conduct awareness workshops to enhance timely implementation of the new provisions. States were also encouraged to develop implementation plans to serve as guides to meet the applicability dates of these provisions. The meeting also noted that the ICAO ESAF Regional Office, at the invitation of SASO and the Republic of Zambia, will be conducting an awareness workshop on the new Annex 14 SARPS related to Obstacle Limitation Surfaces, from 18 to 21 November 2025 in Lusaka, Zambia.

***States and organizations initiatives in Aerodrome Operations Planning (AOP)***

4.1.34. The meeting noted Senegal’s experience sharing in the removal of a disabled aircraft that took place on 9 May 2024, involving a Boeing 737-300 operating from Dakar to Bamako, which veered off the runway at the Blaise Diagne International Airport (AIBD) after two attempted take-offs.

- 4.1.35. Nigeria also shared its progress in Global Reporting Format (GRF) implementation, beginning with the establishment of its National Implementation Team on April 29, 2021, incorporating Runway Safety Teams.

***Aerodrome Operation Project Teams Effectiveness***

- 4.1.36. The meeting noted that the current list of Project Team members is outdated, including retired State representatives and inactive members while omitting some active members. The meeting therefore requested the Secretariat in coordination with States to update the list. To enhance effectiveness, the meeting recommended the revision of the terms of reference of the Aerodrome Certification and the A-CDM Project Teams.

***Activities requiring coordination with the IIM and SMO Subgroups***

- 4.1.37. 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 Database 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 and elements related to True North.

***Implementation challenges of the Subgroup***

- 4.1.38. The meeting further noted some key implementation challenges and their underlying causes, including inconsistent reporting by States on air navigation deficiencies and implementation status of AASPG conclusions, limited availability of experts to support Sub-group activities; inconsistent participation of State experts in AAO/SG meetings and activities, challenges in coordinating ATM contingency events and the need to issue formal appointment letters for Experts participating in SAT activities

***Items that require ICAO attention***

- 4.1.39. The meeting noted a challenge in emergency preparedness at aerodromes and called on ICAO to support the region, including through the provision of experts to facilitate workshops where feasible.

***Terms of Reference of the Sub-group***

- 4.1.40. The meeting noted that developments in the global strategy for the modernization of air navigation services, such as the evolution of the ASBU framework need to be incorporated into the Terms of Reference of the Sub-group. The meeting directed that the proposed amendments be considered during the next AAO/SG meeting.

**UPDATES FROM STATES AND ORGANIZATIONS**

***UPR/FRA implementation update***

- 4.1.41. The African Airlines Association (AFRAA) updated the meeting with the status of User Preferred Route and the Free Route Airspace in the AFI region. It was recalled

that to prepare for the transition to FRA, User Preferred Route (UPR) trials were initiated in November 2023 by AFRAA and CANSO under the coordination of the AASPG FRA project management teams (FRA PMT), covering eight Flight Information Regions (FIRs) in WACAF as well as ESAF FIRs. These trials were based on the successful implementation of FRA and UPR in another ICAO Region, particularly in Latin America.

- 4.1.42. The FRA has been published in six FIRs under ASECNA (Brazzaville, Dakar, N'Djamena, Niamey), GCAA (Accra FIR), and NAMA (Kano FIR). Three other FIRs (Kinshasa, Roberts, and Sal) are preparing publication but have already incorporated Direct Routing (DCT) procedures. The regional approach follows a phased implementation: tactical directs → plannable DCT → local FRA → cross-border FRA.
- 4.1.43. The WACAF region trials initially involved five airlines (Ethiopian Airlines, Kenya Airways, Royal Air Maroc, EgyptAir, and RwandAir). This was later expanded to include Asky Airlines. Participating airlines conducted trial cycles of one day, three days, seven days, thirty days, and ninety days, validating operational feasibility and benefits across multiple city pairs. Operational coordination between FIRs was a key enabler of these trials, despite challenges such as limited human resources and a lack of real-time coordination tools.
- 4.1.44. A joint UPR/FRA workshop held in Dakar from 22 to 26 September 2025, brought together ANSPs and air operators. The workshop agreed to end the trial phase and transition to full operational UPR deployment in WACAF, effective October 30, 2025. Key workshop outcomes included the validation of 30 UPR across WACAF airspace which became effective on 30 October 2025 with commitment by WACAF ANSPs to process any new UPR request within 48 hours. The estimated annual benefits for six participating airlines include:
- i.) Flight time saving: Combined 58 days of flight time saved.
  - ii.) Fuel saving: Combined 5,000 tons of fuel saved.
  - iii.) CO<sub>2</sub> saving: Combined 16,000 tons of CO<sub>2</sub> emissions avoided.
  - iv.) A combined USD 17 million in fuel cost saved
- 4.1.45. The workshop also agreed on the target date of 31 June 2025 for the cross-border FRA implementation in all AFI FIRs. The workshop also discussed and validated the roadmap for the trials of the UPR in ESAF as well as the transition to full FRA implementation in ESAF FIRs.
- 4.1.46. The meeting applauded and commended the well-coordinated work done by AFRAA, the FRA PMT, the ICAO Regional Offices, the ANSPs and all the stakeholders. The meeting encouraged the continuation of the remaining work towards the full FRA implementation in the whole AFI airspace.

#### ***IATA position on FF-ICE Project Rationalization***

- 4.1.47. The meeting was presented with IATA position on the implementation of FF-ICE, including the requisite enablers to support flight operations safety and efficiency. It was noted that, as it is the case now, FPL2012 format is constrained by limited data fields, preventing submission of critical flight information such as aircraft performance, trajectory intent, operational constraints, advanced navigation

capabilities. These limitations result in inaccurate trajectory calculations and unnecessary flight plan rejections.

- 4.1.48. IATA further emphasized that FF-ICE, supported by FIXM, and leveraging aeronautical and weather information exchange through AIXM, and IWXXM formats respectively, will enable more accurate trajectory planning. Airline Computer Flight Planning Systems (CFPS) must be SWIM-enabled to consume and share this data effectively. However, the meeting noted the challenges including the fragmented regional implementations, financial hurdles, and reliance on outdated networks such as AFTN.
- 4.1.49. The meeting took note of IATA's support for FF-ICE implementation contingent on SWIM infrastructure deployment, coordinated transition plans, ANSP automation upgrades, and robust contingency procedures.
- 4.1.50. The meeting was further informed by the Secretariat of ongoing and planned initiatives regarding the implementation of SWIM in the AFI region. These initiatives include the establishment of a SWIM Project Management Team by 31 December 2025 as well as SWIM workshops planned in 2025 and 2026.
- 4.1.51. The meeting appreciated the support of IATA and all the stakeholders and called for continued and more collaborative efforts for the effective and timely transition to FF-ICE in the AFI region.

***Strategic Initiatives to Bridge the ATCO shortage within the AFI region***

- 4.1.52. IFATCA provided information on the shortage affecting the air traffic control officers (ATCOs) in the region. To resolve this shortage, IFATCA proposed a strategic initiative for consideration by the meeting. The initiative focused on recruitment, innovative training, and effective retention strategies aimed at strengthening the sustainability and resilience of the Air Traffic Management (ATM) workforce.
- 4.1.53. IFATCA highlighted key factors contributing to workforce shortages, which included demographic shifts, limited training capacity, and professional migration (brain drain), and proposed data-driven, future-oriented solutions aligned with IFATCA's policies on professional development, just culture and sustainable ATM capacity.
- 4.1.54. The information provided also highlighted that the recruitment of ATCOs was by low public awareness, restrictive entry requirements and insufficient training resources. It noted that training systems in the region suffered from ageing infrastructure, limited simulation capacity, and high rate of attrition.
- 4.1.55. IFATCA pointed out that in view of forecasts projecting the need for thousands of additional controllers across the region over the next decade, there is a compelling need for a coordinated, strategic, and sustainable approach to workforce development, recruitment, and retention. Noting that with the current shortage and the projected demand for ATCOs, placed by CAE at 2000 for the region within the next 10 years, there is a significant need to embark on a strategic development of essential skills by supporting of harmonized and modernized ATCO training frameworks aligned with ICAO and IFATCA best practices, strengthening retention through fair conditions,

career progressions and wellbeing programmes. IFATCA called on the region to embrace regional cooperation through IFATCA supported knowledge sharing platforms.

***Cameroon experience in Wildlife Risk Management.***

- 4.1.56. The meeting was informed of the actions undertaken by Cameroon to manage the avian risk at its airports. These studies aimed at identifying and classifying the bird and animal species found on each airport platform and its surroundings to determine those that represent the greatest risk to aircraft safety. They provide operators with a detailed mapping of the wildlife associated with each aerodrome, thus providing an essential basis for the development and implementation of effective wildlife risk management programmes.
- 4.1.57. Cameroon further informed the meeting of their willingness to share the expertise acquired in conducting wildlife studies with countries in the region wishing to undertake similar initiatives. They further informed the meeting that they had planned a symposium on avian risk management in December 2025. While encouraging States to participate in the symposium, Cameroon indicated that the symposium would serve as a platform for regional exchange and consultation on sustainable approaches and solutions to enhance aviation safety in the face of avian risk to flight operations.

**4.2. Outcome of the Eighth Meeting of the Infrastructure and Information Management Sub-Group (IIM/SG8)**

- 4.2.1. The meeting was informed that the Eighth Meeting of the AASPG Infrastructure and Information Management Sub-group (IIM/SG8), held in Nairobi, Kenya, from 4 to 8 August 2025. The meeting was attended by ninety-five (95) participants from twenty-two (22) ESAF and WACAF States, and six (6) Organizations. Ten (10) agenda items were discussed as reflected in the Report of the Meeting provided in **Appendix 15** to this report and available at <https://www.icao.int/WACAF/Pages/IIM-SG-8.aspx>

***Election of the Chairperson and Vice-Chairperson of the Sub-Group***

- 4.2.2. The meeting elected Eng. Mukuka Besa, Senior Inspector, AIS/ PANS-OPS, from Zambia and Ms. Joyce Asante, Director, Air Traffic Safety Engineering, from Ghana as Chairperson and Vice Chairperson of IIM Sub-Group respectively. The following Decision was formulated accordingly:

<b><i>AASPG/1 Decision 1/09: Election of the Chairperson and Vice-Chairperson of the Sub-Group</i></b>	
<b><i>Why:</i></b>	<i>That, in order to guide the activities of the IIM Sub-Group,</i>
<b><i>What:</i></b>	<i>The following Officials were elected:</i> <ul style="list-style-type: none"> <li>• <i>Eng. Mukuka Besa, Senior Inspector – AIS/ PANS-OPS, Zambia Civil Aviation Authority as Chairperson; and</i></li> <li>• <i>Ms. Joyce Asante, Director Air Traffic Safety Engineering, Ghana Civil Aviation Authority as Vice-Chairperson.</i></li> </ul>
<b><i>Who:</i></b>	<i>AASPG/1</i>

When:	7 Novembre 2025				
Implementation following-up					
Follow-up required	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Metrics	Not applicable	Means to collect	Not applicable

***Status of implementation of Basic Building Blocks (BBBs) related to AIM, CNS and MET areas***

- 4.2.3. The meeting reviewed the status of BBBs in the region and expressed concern regarding the low level of BBBs safety oversight, as provided in **Appendix 16**. It also emphasized the need to have a clear and accurate picture of the actual implementation status of BBBs by Air Navigation Service Providers (ANSPs) across the region.
- 4.2.4. In light of the above, the meeting recommended exploring alternative mechanisms to collect reliable data on BBBs implementation by ANSPs. Accordingly, the following Decision was adopted:

<b><i>AASPG/I Decision 1/10: Effective reporting on the implementation of the Basic Building Blocks (BBBs)</i></b>					
Why:	<i>That, considering the low level of information on the implementation of the Basic Building Blocks (BBBs) in the AFI region,</i>				
What:	<i>the Secretariat to propose a mechanism to assist States in monitoring and reporting on the implementation of the BBBs.</i>				
Who:	<i>Secretariat</i>				
When:	<i>31 December 2026</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Monitoring and reporting tool in place	Means to collect	Report on the implementation of BBBs monitoring and reporting tool

***Actions taken on APIRG/27 Conclusions 27/16 and 27/17***

- 4.2.5. The meeting discussed actions taken on the APIRG/27 Conclusion 27/16 on the Monitoring of ASBU planning and implementation in the AFI Region and the APIRG/27 Conclusion 27/17 related to the Establishment of National Air Navigation Coordination Committees.
- 4.2.6. The meeting recalled the workshops and webinars organized since 2023 to support State focal points in managing air navigation deficiencies, but noted persistent challenges, including limited reporting, inactive or ineffective coordination committees, insufficient awareness among focal points, and delays in replacing departed focal points.

- 4.2.7. The meeting further recalled that the new ASBU monitoring module on the AANDD platform was unfamiliar to many focal points and appreciated the ICAO Regional Offices' workshop on managing deficiencies and monitoring ASBU implementation, conducted from 15 to 18 September 2025.

***Status of ASBU elements in CNS, AIM and MET fields***

- 4.2.8. The meeting noted the low levels of ASBU implementation for some elements, expressed concerns regarding the accuracy of data due to limited ANSPs involvement, and encouraged States to strengthen coordination with service providers in line with APIRG Conclusion 27/17.

***Achievements of APIRG IIM Projects***

- 4.2.9. The meeting noted with updates on IIM Projects, highlighting achievements and challenges in implementing ICAO SARPs and ASBU elements in CNS, AIM, and MET fields.

***Communication, Navigation and Surveillance related Projects***

- 4.2.10. Six (6) of eight (8) CNS projects submitted progress reports. The four (4) Communications Projects and the two (2) Surveillance and Spectrum projects made significant progress although several challenges remain. No progress reports were submitted for COM and NAV projects, indicating shortcomings in monitoring and implementation follow-up.

***Aeronautical Information Management related Projects***

- 4.2.11. The meeting noted progress in the launch of AIM Projects 4 and 5 under IIM/SG aimed at enhancing the monitoring of aeronautical information quality, improving NOTAMs, and supporting the implementation of aerodrome mapping and instrument flight procedure data sets as adopted by APIRG/25. In line with the selection criteria endorsed at IIM/SG7, the two expert project teams were established, and activities were officially launched through a webinar on 30 July 2025. The meeting commended the Secretariat for operationalizing these projects, acknowledged the contributions of States and Organizations in nominating experts, and encouraged the project teams to begin their work.

***Aeronautical Meteorology related Project***

- 4.2.12. Of the five MET projects, only two, namely MET 3 and 4 reported progress. MET 3 delivered revised cost estimates and workshops and is currently developing a Concept of Operations for Space Weather Services. MET 4 completed a competency survey and workshop. Persistent challenges were noted, including limited training, and weak regulatory adoption; underscoring the need for stronger State commitment, adequate funding, and expert support.

***Reframing of AASPG IIM projects***

- 4.2.13. The meeting recalled outcomes of the APIRG/20 and APIRG/21, which established a consolidated catalogue of projects to support States in implementing ICAO SARPs and ASBU elements. While these projects have achieved notable progress, the AFI region continues to face persistent challenges in CNS, AIM, and MET field. These challenges were attributed to weakness in project design, including unclear objectives and deliverables, inadequate monitoring and evaluation, limited ownership, insufficient coordination, and uncontrolled timelines.
- 4.2.14. In response, the meeting reached consensus on adopting results-based management (RBM) to define clear outcomes, strengthen monitoring, and ensure alignment with the ICAO GANP and AFI Regional ANP. Existing projects were therefore reviewed and reframed into RBM-based proposals as provided in **Appendices 17 for CNS, 18 for AIM, and 19 for MET**. The following decision was adopted.

<b><i>AASPG/1 Decision 1/11: Endorsement of the restructured IIM-SG projects in CNS, AIM and MET</i></b>					
Why:	<i>That, to effectively enhance the support to States in implementing ICAO SARPs and ASBU elements through the project management approach,</i>				
What:	<i>a) The proposed results-based projects derived from the restructuring of previous CNS, AIM and MET projects are endorsed; and</i> <i>b) Considering that the results-based IIM projects stem from the restructuring of the previous IIM projects, the activities of the previous IIM projects under APIRG are dissolved.</i>				
Who:	AASPG				
When:	7 November 2025				
Implementation following-up					
Follow-up required	Yes <input type="checkbox"/>	Metrics	Not applicable	Means to collect	Not applicable
	No <input checked="" type="checkbox"/>				

***Project on the Implementation of Competency-Based Training Standards for AIS personnel***

- 4.2.15. The meeting recalled that the global ATM system’s reliance on digital aeronautical data requires AIS personnel to be competent in information systems, data models, exchange formats, and computer literacy. In line with Annex 15, which defines required competencies and training, the meeting reviewed a draft project on “Implementation of Competency-Based Training Standards for AIS Personnel in the AFI region” as provided in **Appendix 20**, acknowledged its relevance and provided guidance for its finalization and submission to the AASPG through the PRCC. The meeting adopted the following decision.

<b>AASPG/1 Decision 1/12: Endorsement of the AIM project on the Implementation of Competency-Based Training Standards for AIS personnel</b>					
Why:	That, to assist States in implementing ICAO provisions in respect of competencies, knowledge, skills and abilities required for AIS functions, through a competency model and specific regulatory requirements on qualifications and training of AIS personnel,				
What:	The project on the “Implementation of Competency-Based Training Standards for AIS personnel (AIM-CBTS)” is endorsed.				
Who:	AASPG				
When:	7 November 2025				
Implementation following up					
Follow-up required	Yes <input type="checkbox"/>	Metrics	Not applicable	Means to collect	Not applicable
	No <input checked="" type="checkbox"/>				

**Calibration of surface-based meteorological instruments and strengthening wind shear warning capabilities for safer aviation operations in the AFI region**

- 4.2.16. The meeting discussed challenges in calibrating MET surface-based instruments and providing wind shear information at airports. Annex 3 requires integrated automatic systems with calibrated displays at Air Traffic Units, traceable data, and regular maintenance, as well as WS warnings at aerodromes where conditions warrant. Many States in the AFI region remain non-compliant, lacking certified reference instruments, documented procedures, regular traceable calibration, WS detection systems, trained personnel and coordinated procedures.
- 4.2.17. To support States, the meeting reviewed two draft projects on **AFI-METCAL** (targeting calibration and control of MET instruments), and **AFI-WARN** (enhancing wind shear warning capabilities) as presented in **Appendices 21 and 22**. Both projects were recognized as critical, and the Secretariat was tasked to finalize and submit them to the PRCC. The following decision was adopted.

<b>AASPG/1 Decision 1/13: MET projects on “Calibration of surface-based meteorological sensors and instruments” and on “Strengthening Wind Shear Warning Capacity for Safer Aviation Operations in the AFI region”</b>					
Why:	That, to assist States in strengthening the accuracy, traceability, and reliability of meteorological observations, as well as in enhancing Warning and Reporting Wind Shear events in the AFI region,				
What:	The following projects are endorsed: a) Project on Calibration of surface-based meteorological sensors and instruments (AFI-METCAL); and b) Project on Strengthening Wind Shear Warning Capacity in the AFI region (AFI-WRN).				
Who:	AASPG/1				
When:	7 November 2025				
Implementation following-up					

Follow-up required	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Metrics	Not applicable	Means to collect	Not applicable
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***Update on the implementation of the IWXXM in the AFI region***

- 4.2.18. The meeting noted the update on the global and regional implementation of **IWXXM**, which enables the digital exchange of aeronautical meteorological information. It recalled that Annex 3, since Amendment 78, mandates the gradual transition from TAC to IWXXM; and that Amendment 82 (effective November 2025) restructures Annex 3 to support a shift from a “product-centric” to an “information-based” environment under SWIM, in line with the GANP.
- 4.2.19. The meeting expressed concern over the lack of IWXXM messages on SADIS in the AFI region, while commending South Africa’s successful migration from AFTN to AMHS. It also noted the absence of an AMHS link between the Dakar and Pretoria RODBs/IROGs. To address these gaps, a dedicated consultation set up established between South Africa, Senegal, and ASECNA came up with short, medium, and long-term solutions for IWXXM implementation in the region. The meeting adopted the following conclusion based on this consultation.

<b><i>AASPG/1 Conclusion 1/14: Implementation of the IWXXM in the AFI region</i></b>	
Why:	<i>That, considering the lack of the implementation of the ICAO Meteorological Information Exchange Model (IWXXM) in the AFI region as well as the need for transitioning to the exchange of the operational meteorological data in digital format,</i>
What:	<ul style="list-style-type: none"> <li><i>a) The Inter-Regional OPMET Gateways (IROGs) of Dakar and Pretoria are urged to coordinate the interconnexion of the network by June 2026;</i></li> <li><i>b) IROG Dakar to migrate from asynchronous protocols to the internet protocol (IP);</i></li> <li><i>c) ASECNA is urged to:</i> <ul style="list-style-type: none"> <li><i>i). upgrade the Air Traffic Services (ATS) Message Handling System (AMHS) of Dakar to the File Transfer Body Part (FTBP) capability;</i></li> <li><i>ii). expedite the implementation of the Regional OPMET Data Bank (RODB) IWXXM capability; and</i></li> <li><i>iii). proceed with the establishment of a VPN link between the RODB Dakar and RODB Pretoria.</i></li> </ul> </li> <li><i>d) Senegal and South Africa, the host of the two OPMET regional databases, to fast-track the planning and operational tests of the AMHS FTBP and IWXXM format;</i></li> <li><i>e) AFI MET Bulletin Compiling Centers (BCCs) to expedite the planning and operational deployment of the AMHS FTBP and IWXXM exchanges; and</i></li> <li><i>f) The Secretariat to:</i> <ul style="list-style-type: none"> <li><i>i). Coordinate with ASECNA and SAM Region to assess the feasibility of installing REDIGII Node in Dakar to enhance CNS capability across the AFI Region; and</i></li> <li><i>ii). organize a workshop/seminar on AMHS.</i></li> </ul> </li> </ul>

Who:	a) <i>IROGs Dakar and Pretoria</i> b) <i>IROGs Dakar</i> c) <i>ASECNA</i> d) <i>Senegal and South Africa</i> e) <i>BCCs States</i> f) <i>Secretariat</i>				
When:	a) <i>b), c), d) 30 June 2026</i> e) <i>31 December 2026</i> f) <i>30 November 2026</i>				
<b>Implementation following-up</b>					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	<ul style="list-style-type: none"> <li>• AFI Region IWXXM capability implemented</li> <li>• Assessment of feasibility of REDIGII Node installation in Dakar completed</li> <li>• Workshop on the AMHS organized</li> </ul>	Means to collect	<ul style="list-style-type: none"> <li>• Report on the testing of IWXXM capability.</li> <li>• Report on the assessment of feasibility of REDIGII Node installation in Dakar</li> <li>• Report of the workshop on the AMHS.</li> </ul>

***Progress Report of RBIS Project***

4.2.20. The meeting reviewed the progress made by the AIM RBIS project and noted that since its extension in 2023, eleven (11) States (Benin, Côte d’Ivoire, DRC, Gabon, Guinea, Mauritania, Nigeria, Liberia, Senegal, Sierra Leone, and Togo), were supported with the implementation of QMS, AIXM, eAIP, and TOD. The meeting commended the achievements and encouraged States to pursue full implementation of their action plans.

***Update on the progress of the CODEVMET-AFI Project***

4.2.21. The meeting noted the progress made by the CODEVMET project and noted that since the resuming of project activities in 2021, nine (9) States (Botswana, Cameroon, Cabo Verde, Côte d’Ivoire, Gabon, Gambia, Senegal, Sierra Leone and Togo) were assisted with the enhancement of their MET Safety Oversight Capacity; and eight (8) States (Cameroon, Cabo Verde, Côte d’Ivoire, Gabon, Gambia, Senegal, Sierra Leone and Togo) were supported in the implementation of QMS for aeronautical meteorological services. Furthermore, six (6) States (Botswana, Cabo Verde, Côte d’Ivoire, Niger, Nigeria and Senegal) and ASECNA were assisted with the situational assessment of AMET-B1 elements status at international airports. Gaps analysis is underway with the view of assisting in developing an Action Plan for implementing AMET-B1 elements.

***Update on support initiatives for States with persistent OPMET availability issues***

4.2.22. The meeting noted the update on support provided to States facing persistent OPMET availability issues. Assessments of MET infrastructure and services were conducted by Senior CNS and MET Experts at the international airports in Liberia, Sierra Leone, and Guinea. Key gaps identified included automatic observations and data dissemination, sensor calibration, equipment serviceability, forecasting tools, infrastructure, and staff competency. Recommendations included prioritizing sensor calibration (especially pressure sensors), acquiring spare barometers and control tools, procuring digital instruments for accurate data collection, and implementing the SADIS API for access to WAFS and aeronautical data. The meeting also urged the Secretariat to develop dedicated projects to help States address OPMET quality and availability challenges, as highlighted in the assessment reports.

***Progress report on the Update of the AMBEX System and Supporting Procedures***

4.2.23. The meeting noted the ongoing work to update the AFI AMBEX Handbook, the primary reference for OPMET exchange. The current edition (2014, Amendment 4) is outdated, while Annexes 3 and 10 have since undergone significant revisions. Persistent challenges in OPMET exchange remain in the AFI region, including unavailability, delays, and poor quality of data, particularly SIGMETs.

4.2.24. The meeting commended the Secretariat for initiating the review and update of the AMBEX system and its procedures and emphasized the urgent need to modernize them to ensure timely, reliable, and globally compliant OPMET information exchange in the AFI region. The following conclusion was adopted:

<b><i>AASPG/1 Conclusion 1/15: Effective Implementation of the AFI AMBEX System and Procedures</i></b>					
<b>Why:</b>	<i>That, to enhance the implementation and monitoring of the performance of the AFI AMBEX System,</i>				
<b>What:</b>	<i>the Secretariat, to</i> <i>a) support the ongoing update of the AFI AMBEX System and Procedures, in coordination with the NOCs, BCCs and IROGs/RODBs;</i> <i>b) circulate the draft Update of AMBEX Handbook to States and stakeholders for their review and contributions;</i> <i>c) organize a validation workshop on the updated AMBEX System and procedures; and</i> <i>d) submit the consolidated draft Update AMBEX Handbook to the AASPG/2 Meeting.</i>				
<b>Who:</b>	<i>Secretariat</i>				
<b>When:</b>	<i>a) 31 October 2025</i> <i>b) 30 June 2026</i> <i>c) IIM/SG9 Meeting</i> <i>d) AASPG/2 Meeting</i>				
<b>Implementation following-up</b>					
<b>Follow-up required</b>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<b>Metrics</b>	• Draft Update of AMBEX Handbook circulated to	<b>Means to collect</b>	• SLs to States and Stakeholders

			States and stakeholders <ul style="list-style-type: none"> <li>• Validation workshop conducted</li> <li>• Consolidated Draft Update of AMBEX Handbook submitted to AASPG/2</li> </ul>		<ul style="list-style-type: none"> <li>• Report of the validation workshop</li> <li>• Report of the IIM/SG9</li> </ul>
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***Minimizing GNSS RFI occurrence through effective regulatory measures and enforcement***

4.2.25. The meeting noted that the ACAO/ICAO Radio Navigation Workshop held in Morocco, from 24 to 26 February 2025, addressed GNSS RFI mitigation, flight crew support, PBN strengthening, and long-term C-PNT development to enhance safety and efficiency in the AFI region.

4.2.26. The meeting acknowledged the outcomes of the workshop, and encouraged support to States, Air Navigation Service Providers (ANSPs) and aviation stakeholders in identifying, assessing and mitigating the risks associated with Radio Frequency Interference (RFI) affecting GNSS. The following decision was adopted accordingly.

<b><i>AASPG/1 Decision 1/16: Improvement of the GNSS RFI Risk Management</i></b>					
<b>Why:</b>	<i>That, to support States, Air Navigation Service Providers (ANSPs) and aviation stakeholders in identifying, assessing and mitigating the risks associated with Radio Frequency Interference (RFI) affecting GNSS,</i>				
<b>What:</b>	<i>the Secretariat to organise a workshop on Radio Navigation.</i>				
<b>Who:</b>	<i>Secretariat</i>				
<b>When:</b>	<i>By 31 December 2026</i>				
<b>Implementation following-up</b>					
<b>Follow-up required</b>	Yes <input checked="" type="checkbox"/>	<b>Metrics</b>	<b>Workshop on Radio Navigation conducted</b>	<b>Means to collect</b>	<b>Report of workshop on Radio Navigation conducted</b>
	No <input type="checkbox"/>				

***Outcomes of the Workshop on the provision of information on volcanic eruptions and ash clouds***

4.2.27. The meeting reviewed the outcomes of the workshop on volcanic eruptions and ash cloud information held in Yaoundé, Cameroon, in June 2025. The workshop aimed to strengthen understanding of volcanic hazards and their impact on aviation, improve coordination and communication, and build capacity for timely detection, forecasting, and dissemination of ash cloud information.

- 4.2.28. The workshop brought together 34 participants from six States (Angola, Cameroon, Côte d’Ivoire, DRC, Liberia and Senegal), ASECNA, and ROBERTS FIR. The report is provided in the **Appendix 23**. Key results included identifying challenges and priority actions, proposing an action plan for a Letter of Agreement (LoA) with a stakeholder template, mapping stakeholders, drafting SOPs, conducting a volcanic ash safety risk assessment, and preparing a national contingency plan template.
- 4.2.29. The meeting welcomed these outcomes and requested the Secretariat to organize a follow-up workshop to validate the developed materials for States’ use. The following conclusion was adopted.

<b><i>AASPG/1 Conclusion 1/17: Improvement of the management of volcanic events in the AFI region</i></b>					
<b>Why:</b>	<i>That, to assist States in enhancing their capability in the provision of information on volcanic activities in the AFI region,</i>				
<b>What:</b>	<i>the Secretariat to organise a workshop for the development of generic materials on the management of information related to the Volcanic Eruptions and Ash Clouds.</i>				
<b>Who:</b>	<i>Secretariat</i>				
<b>When:</b>	<i>By 31 December 2026</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/>	Metrics	Workshop on documentation of volcanic events management conducted	Means to collect	Report of the workshop on documentation of volcanic events management
	No <input type="checkbox"/>				

***Update on the preparation of the AFI ANS SUMMIT***

- 4.2.30. The meeting reviewed progress in the preparation for the AFI ANS Summit, mandated by APIRG to advance the implementation of a harmonized and seamless ATM system in the AFI region. Since early 2024, preparatory work has included IATA-led virtual coordination meetings, development of a roadmap and terms of reference, and the first WORK@Lab in June 2024. In line with APIRG/27, the Summit framework has been aligned with the AASPG Handbook to ensure structured and consolidated project development under a single AASPG-driven mechanism.
- 4.2.31. The meeting noted persistent challenges, including limited State participation, time constraints, shortage of qualified ANS experts, parallel and uncoordinated initiatives, and ongoing updates of key reference documents such as the AFI ATM Master Plan and Africa Aviation Infrastructure Gap Analysis. To address these, Summit preparations will leverage AASPG project teams, reinforced by additional State and industry expertise. All outputs will be consolidated into a single AFI ANS Projects Catalogue, defining objectives, timelines, deliverables, resources, and risk management.
- 4.2.32. The meeting further noted that political and financial support for the approved Projects Catalogue will be coordinated by AUC and AFCAC; and emphasized the importance

of continued alignment with AASPG procedures and broad stakeholder engagement to ensure the delivery of impactful and interoperable ANS projects and systems across Africa.

4.2.33. In view of regional priorities and the Africa Aviation Infrastructure Gap Analysis, the meeting identified CNS, AIS and MET projects for inclusion in the AFI ANS Projects Catalogue and adopted the following decision.

<b>AASPG/1 Decision 1/18: Inclusion of CNS, MET and AIM Projects to the AFI ANS PROJECTS CATALOGUE</b>	
<b>Why:</b>	<i>That, to foster the preparation of the AFI ANS Summit,</i>
<b>What:</b>	<p>1) <i>The following projects in the areas of CNS, AIM and MET are included in the AFI ANS PROJECTS CATALOGUE.</i></p> <p><b>a) In the CNS area:</b></p> <ul style="list-style-type: none"> <li><i>i. AFI-GGCOM AFI: Regional Ground Communication Modernization</i></li> <li><i>ii. AFI NAVMOD AFI: Navigation Modernization Initiative</i></li> <li><i>iii. AFI-SPEC: AFI Aviation Spectrum Coordination and Protection Initiative</i></li> <li><i>iv. AFI SURVDATA: AFI Surveillance and Data Sharing Enhancement Initiative</i></li> <li><i>v. AFI-IATI: AFI Integrated Aeronautical Telecommunication Infrastructure</i></li> <li><i>vi. AFI-SWIM: Implementation of System Wide Information Management (SWIM)</i></li> <li><i>vii. AFI-COMMOD: Modernization of Air-Ground Communication Infrastructure</i></li> <li><i>viii. AFI-ATSEP: Capacity building and harmonization of training for ATSEP</i></li> <li><i>ix. AFI-CYRES: AFI Cyber Resilience in CNS/ATM Systems</i></li> </ul> <p><b>b) In the AIM area:</b></p> <ul style="list-style-type: none"> <li><i>i. AIM ADQ: Monitoring of the Aeronautical information quality and Improvement of NOTAM</i></li> <li><i>ii. AIM AMDIFP: Implementation of Aerodrome mapping data sets and Instrument flight procedure data sets</i></li> <li><i>iii. AIM CBTS: Implementation of Competency-Based Training Standards for AIS personnel in the AFI Region</i></li> <li><i>iv. AIM AIXM: Implementation of the AIXM database and electronic AIP</i></li> <li><i>v. AIM TOD: Implementation of Terrain and Obstacle Data Set</i></li> <li><i>vi. AIM-MET QMS: Implementation of QMS for AIM and MET</i></li> </ul> <p><b>c) In the MET area:</b></p> <ul style="list-style-type: none"> <li><i>i. AFI-AMP-COMP: Strengthening Aeronautical Meteorological Personnel Competency Implementation in the AFI Region</i></li> <li><i>ii. AFI-SPWX: Enhancing Space Weather Readiness and Service Provision in the AFI Region</i></li> <li><i>iii. DISMET-AFI: Improving OPMET Delivery and MET Products Access in the AFI Region</i></li> </ul>

	iv. <i>DIGIMET-AFI: Enhancing Digital Exchange of Aeronautical Meteorological Information in the AFI Region</i> v. <i>AFI-METCAL: Calibration and Control of Surface-based MET Sensors and Instruments</i> vi. <i>AFI-WARN: Strengthening Wind Shear Warning Capabilities in the AFI Region</i> vii. <i>AFI-SADIS: Implementation of the SADIS API system for the provision of WAFS gridded forecasts and datasets</i> viii. <i>V-AFI: Implementation of aeronautical data link (D-VOLMET) and broadcasting (VOLMET) services</i> ix. <i>ATIS-AFI: Implementation of ATIS (voice-ATIS and D-ATIS)</i> 2) <i>The Secretariat to pursue the coordination with States and all stakeholders to explore suitable additional projects as appropriate.</i>				
Who:	1) AASPG 2) Secretariat				
When:	1) & 2) 7 November 2025				
Implementation following up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Coordination with States and all stakeholders completed	Means to collect	SL to States and stakeholders

***Air Navigation Deficiencies***

4.2.34. The meeting reviewed the status of air navigation deficiencies in the AFI Air Navigation Deficiencies Database (AANDD) and noted that progress remains slow despite recent workshops and the availability of the online platform. States were urged to actively improve timely identification, reporting and resolution of air navigation deficiencies.

***Implementation challenges of the Sub-group***

4.2.35. The meeting noted challenges affecting the effectiveness of the Infrastructure and Information Management Sub-Group (IIM/SG), including insufficient funding and low expert participation. To address these issues, it recommended enhanced engagement with regional and international partners, updating of project team rosters to retain active and qualified experts, securing project funding, and holding regular progress meetings led by Project Team Coordinators (PTCs) with facilitators support. The meeting urged the Secretariat, States, and stakeholders to collaborate in implementing these measures.

***Activities to be coordinated with the AASPG AAO and SMO Subgroups***

***Development of the AASPG Annual Report and implementation of the Basic Building Blocks***

4.2.36. The meeting emphasized the need for close coordination with the Airspace and Aerodrome Operations (AAO) and Safety Management and Oversight (SMO) Sub-groups particularly:

- For development of AASPG Annual Report led by the AASPG Annual Report Team (AART).

- Support for implementing Basic Building Blocks (BBBs) in (CNS), (AIM) and (MET).

*Development in the South Atlantic Area*

- 4.2.37. The meeting reviewed recent activities under the South Atlantic (SAT) framework, focusing on outcomes from the SAT Steering Group (SAT SG) and the joint SAT Safety Oversight and Implementation Management Groups (SAT SOG & SAT IMG).
- 4.2.38. Key points raised included concerns over radio frequency interference affecting ADS-B operations, a recommendation to expand the SAT Group’s scope to AIM, MET, and SAR services, and endorsement of the SAT PBCS implementation plan for the EURSAM corridor with a tentative 2026 implementation. The meeting also supported reactivating the CAFSAT Network Monitoring Committee (CNMC) under the ICAO WACAF coordination. The following Conclusion was formulated.

<b>AASPG/1 Conclusion 1/19:Amendment of the SAT Mandate</b>					
Why:	<i>That, to ensure comprehensive support in the implementation of Air Navigation Services in the SAT area,</i>				
What:	<i>The SAT Group incorporates the AIS, MET and SAR areas in the scope of its activities.</i>				
Who:	<i>SAT Group</i>				
When:	<i>30 November 2026</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	SAT Group mandate updated with regard to AIS, MET and SAR	Means to collect	Meeting report of the SAT Group

***Outcomes of the Fourth Meeting of the AFI Volcanic Ash Exercise Steering Group***

- 4.2.39. The meeting noted the progress of the AFI Volcanic Ash Exercise Steering Group, established by APIRG/24, in coordinating regional volcanic ash preparedness and commended the successful exercises led by Cabo Verde (2021) and the Democratic Republic of the Congo (2023). The meeting also reviewed and endorsed the objectives proposed by the fourth meeting of the Steering Group for the 2025 exercise to be led by Kenya, and encouraged all stakeholders concerned to support the organization of the third volcanic ash exercise.

***Implementation of System Wide Information Management in the AFI***

- 4.2.40. The meeting reviewed the framework and rationale for initiating the implementation of ICAO System Wide Information Management (SWIM) in the AFI region. It was recalled that APIRG/26 endorsed the establishment of the FF-ICE Task Force to prepare the region for the transition to FF-ICE in 2034 (Decision 26/17).

- 4.2.41. The Task Force subsequently developed a Terms of Reference (ToR) and Project Document, which were later endorsed at APIRG/27 (East London, South Africa, 4–8 November 2024) through Decision 27/03.
- 4.2.42. Between IIM/SG7 and IIM/SG8, the FF-ICE Project Management Team (PMT) further developed the SWIM ToR and Project Document, recognizing SWIM as a key enabler for FF-ICE and was tasked with finalizing the documents for AASPG endorsement. The meeting considered the proposed SWIM Project ToR and Project Document, as presented in **Appendices 24 and 25**, and adopted the following decision.

<b>AASPG/I Decision 1/20: <i>Endorsement of the project on the Implementation of System Wide Information Management (SWIM)</i></b>					
Why:	<i>That, to support the timely and harmonized preparation and implementation of SWIM in the AFI region,</i>				
What:	<i>the project on the “Implementation of System Wide Information Management (SWIM)” is endorsed.</i>				
Who:	AASPG				
When:	7 November 2025				
<b>Implementation following-up</b>					
Follow-up required	Yes <input type="checkbox"/>	Metrics	Not applicable	Means to collect	Not applicable
	No <input checked="" type="checkbox"/>				

***Proposed recommendations/actions to be taken by ICAO HQ***

- 4.2.43. In reviewing the status of the APIRG/27 Conclusions and Decisions, it was noted that the implementation of Decision 27/12 (see below) remains outstanding.

*APIRG/27 Decision 27/12: Implementation of RSP in ADS-B environment*

*That, to foster the global and regional implementation of PBCS, ICAO to analyse the relevance of RSP implementation and monitoring in an ADS-B environment and ensure that the related documents are duly amended and aligned as appropriate (e.g. PBCS Manual (Doc 9869), GOLD (Doc10037), etc.).*

- 4.2.44. The meeting noted that effective implementation of this Decision requires close coordination with ICAO Headquarters (HQ), particularly with the Air Traffic Management Requirements and Performance Panel (ATM RPP).

***Review of the Terms of Reference and the Work Programme of the Sub-Group***

- 4.2.45. The meeting recalled that APIRG/27 & RASG-AFI/10 endorsed the First Edition of the AASPG Procedural Handbook (Decision 6/02) and approved the AASPG Work Programme and its Contributory Bodies (Decision 6/11).
- 4.2.46. In this context, the meeting reviewed the Terms of Reference (ToR) of the IIM Subgroup as presented in the AASPG Procedures Manual, without proposing any specific amendments. The meeting approved activities proposed by the IIM Subgroup for 2025/2026.

## **UPDATED FROM STATES AND ORGANIZATIONS**

### ***Seamless and interoperable network in the AFI region***

4.2.47. The meeting noted ASECNA's urgent call for the AFI region to upgrade African aeronautical telecommunications infrastructure by transitioning to an ATN/IPS (Internet Protocol Suite) based network. The current fragmented VSAT systems (AFISNET, SADC, NAFISAT) were identified as barriers to interoperability and the deployment of services like AMHS, AIDC, SWIM, and FF-ICE.

4.2.48. ASECNA proposed:

- the convergence of existing VSAT networks into a unified, interoperable ATN/IPS regional network,
- the adoption of IP-based technologies (e.g., MPLS, IPSEC VPN) to improve resilience, cybersecurity, and cost-efficiency,
- the development of a hybrid infrastructure combining satellite and high-speed terrestrial connectivity,
- the establishment of regional governance mechanisms for harmonized procedures, performance monitoring, and cyber resilience, and
- the integration of the initiative into the IIM Sub-Group's mandate, with full implementation targeted by 2029.

4.2.49. Finally, ASECNA requested States and ANSPs to support coordinated modernization efforts to align with global ATM standards and meet future operational needs.

4.2.50. The meeting acknowledged ASECNA's proposal and recalled that the reframed AFI-IATI (AFI Integrated Aeronautical Telecommunication Infrastructure) project under the AASPG IIM Sub-group addresses all the points raised. However, it requested a verification to ensure full coverage of the issues highlighted by ASECNA.

### ***ASECNA AIDC Implementation***

4.2.51. ASECNA shared its experience in implementing AIDC, highlighting its structured methodology, benefits, and challenges, including interoperability issues mitigated through AMHS-based solutions. The meeting encouraged States to configure systems, sign bilateral agreements, and collaborate with ICAO and SAT IMG to accelerate implementation. The meeting invited ASECNA to contribute to the SAT IMG CNS working group and the AFI-GGCOM project, aimed at achieving seamless ground-ground communication through standardized AMHS and AIDC deployment.

### ***Implementation issues of eTOD and AMDB data in the AFI region***

4.2.52. ASECNA shared with the meeting its experience in the implementation of Terrain and obstacle data (eTOD) as well as of Aerodrome mapping data (AMDB) through a pilot project conducted in collaboration with the Blaise Diagne International Airport (AIBD) of Diass (Dakar), Senegal. The meeting welcomed ASECNA's availability to participate in the regional initiatives in support of the implementation of eTOD and AMDB by States.

### ***ANGA SBAS programme update***

4.2.53. ASECNA presented the progress of the ANGA programme, which aims to deliver native SBAS services across the AFI region by 2030 to enhance flight safety, efficiency, and environmental sustainability. The system's development is well aligned with user needs, featuring a scalable ground and space infrastructure and a phased roadmap toward L1 and DFMC services. Demonstration campaigns have validated performance. The meeting encouraged States and organizations to join the initiative, supporting a unified continental SBAS solution under the African Union's vision.

### ***Space Weather Regional Centre Integration***

4.2.54. The meeting was updated on the progress made in terms of integrating the Regional Space Weather Center into ICAO's global framework to ensure that Africa is not left behind in the modernization of aviation. Amendment 82 to Annex 3 to Chicago Convention includes the enabling clause for the regional SWX Centre (SWXC) to support the global SWXCs in the provision of Space Weather Information Service (SWIS). In view of the above, the SWX-MOG working group has completed the integration process of the Regional Center into the Global Space Weather Information Service and the Center has been in-testing or shadow mode since August 2025 and will be fully integrated by the applicability date of amendment 82, which is the 27th of November 2025. This is in support of the Global Air Navigation Plan (Doc 9750) by delivering space weather services that meet performance-based navigation and CNS (Communication, Navigation, Surveillance) requirements.

4.2.55. With the expected addition of space weather information to the existing suite of meteorological information, as required in ICAO Annex 3 – Meteorological Service for International Civil Aviation, there will be a need for operators and regulatory authorities to incorporate space weather in their national regulation, operational policies, and procedures.

4.2.56. Furthermore, the meeting encouraged ANSPs within the AFI region to ensure that their systems incorporate a dedicated communication header for the exchange of Space Weather Advisory messages via the AFTN/AMHS circuit. As with other types of OPMET information (such as Volcanic Ash Advisories (VAA), Tropical Cyclone Advisories (TCA), and Significant Weather (WS) messages), these advisories should be distributed through AFTN and integrated into the SADIS system, so that they are included in the flight documentation generated by the Aeronautical Meteorological Offices.

### ***Update on the implementation of the CODEVMET Project in Gabon***

4.2.57. The 2008 AFI RAN Special Meeting highlighted significant shortcomings in the provision of Aviation Meteorological (MET) Services in the AFI region. In response, the CODEVMET-WACAF programme was established and later expanded in 2010 to cover the entire AFI region under the name CODEVMET-AFI. This regional initiative aims to support States in addressing MET deficiencies, ensuring compliance with ICAO SARPs, and implementing robust Quality Management Systems (QMS).

4.2.58. Gabon joined the project in 2022 and has since benefited from targeted assistance to strengthen its MET safety oversight activities and implement MET QMS requirements. Recognizing the relevance and effectiveness of the project in addressing MET challenges, the meeting encouraged other States in the region to join CODEVMET-AFI in order to enhance their safety oversight capabilities and meet the quality requirements for MET services.

***AIM RBIS Project implementation in Gabon***

4.2.59. Gabon shared with the meeting its experience in receiving assistance from the AIM Result-Based Implementation Support (RBIS) project in the implementation of Terrain and Obstacle Data (TOD). The activity which gathered all the stakeholders in a workshop, made a gap analysis of the State regulatory system related to the TOD, provided the State with generic documentation on the regulation, implementation and oversight of Terrain and Obstacle data. The workshop also developed an action plan to guide TOD implementation by the stakeholders.

4.2.60. The meeting encouraged States that are experiencing difficulties in the implementation of the QMS, the AIXM database, the electronic AIP and the TOD to take advantage of the AIM RBIS project.

***Monitoring of the Performance of Aeronautical Mobile Services in Gabon – Coverage and Quality of VHF/HF Aeronautical Mobile Communications***

4.2.61. Gabon shared its experience in monitoring the performance of aeronautical mobile services, focusing on VHF/HF communication coverage and quality. The paper highlights the tools and methods used, the results obtained, including 90% VHF availability and persistent HF outages as well as challenges faced. The meeting commended Gabon and encouraged States to establish national mechanisms for real-time monitoring and reporting, in line with APIRG/25 Conclusion 25/36.

***Participation in the ITU World Radiocommunication Conferences***

4.2.62. Cameroon underscored the need for stronger coordination in the AFI region to ensure effective preparation for ITU World Radiocommunication Conferences (WRCs), given the limited involvement of civil aviation experts and increasing competition for aeronautical spectrum. The paper calls for ICAO to establish a regional frequency management working group and urges Civil Aviation Authorities to actively engage in national and regional WRC preparations. The Secretariat informed the meeting that the IIM Subgroup on Spectrum is addressing WRC-related matters and that these activities will be further reinforced following the recent reframing of related projects. A regional workshop on WRC preparation is planned for 2026.

***SADIS API implementation in Nigeria***

4.2.63. The meeting received an update on Nigeria's progress in migrating from SADIS FTP to the SADIS API. Nigeria has successfully operated SADIS FTP since 2012, delivering products to about twelve airports, and promptly initiated migration to the SADIS API following ICAO's call, supported by a workshop held in Dakar, Senegal. Key achievements reported include:

- Seamless registration with the SADIS Provider and access to WAFS Gridded, SIGWX and OPMET datasets at 0.25° resolution.
- Development of an automated workflow for retrieving, processing, and visualizing raw and IWXXM data.
- Establishment of a multidisciplinary SADIS team with strong leadership backing.
- Implementation of robust ICT infrastructure, including servers, cybersecurity, SSL encryption, interrogation tools, and visualization capabilities.
- Official operational launch of SADIS API on 27 August 2025, with resulting operational benefits such as centralized maintenance, easier updates, improved troubleshooting, and enhanced backup/disaster recovery.

4.2.64. Nigeria also shared key lessons learned, emphasizing the importance of early engagement with ICAO processes, strong interdisciplinary coordination, adequate ICT and cybersecurity architecture, data-centric visualization tools, system automation, and centralized architecture for improved reliability and support. The meeting commended Nigeria for these achievements.

#### ***Modernization of CNS/ATM Infrastructure in Democratic Republic of the Congo (DRC)***

4.2.65. The Democratic Republic of the Congo (DRC), through the Régie des Voies Aériennes (RVA), reported major progress in modernizing CNS/ATM infrastructure under Phase 2 of the Priority Projects for Aviation Safety (PPSA), including upgrading the VSAT network to full-IP VSAT-3, installing DVOR/DME and ILS systems, and enhancing surveillance with ADS-B and ADS-C/CPDLC.

4.2.66. To address the Significant Safety Concern (SSC) identified during the USOAP-CMA audit, RVA has implemented corrective actions including NAVAID calibration, validation of instrument flight procedures, and flight inspections in coordination with the Civil Aviation Authority. These actions aim to improve safety and efficiency, align with AFI Plan targets, and support SSC resolution. The meeting encouraged the State to continue modernizing and further strengthening coordination among its aviation stakeholders to address the existing challenges.

#### **4.3. Outcome of the First meetings of the Safety Management and Oversight Sub-Group (SMO/SG1)**

##### **Outcomes of the meeting on the establishment of the Safety Management and Oversight Subgroup (SMO/SG1)**

4.3.1. The meeting on the establishment of the SMO/SG of AASPG was held from 24 to 25 April 2025 at the Trademark Hotel in Nairobi, Kenya. The meeting was attended by 50 participants, representing 15 States from the AFI region, 8 regional and international organizations, as well as the ICAO ESAF and WACAF Regional Offices.

##### ***Review of the Terms of Reference, composition, working methods and work programme of the Safety Management and Oversight Sub-Group (SMO/SG)***

4.3.2. The meeting reviewed the proposed amendments to the Terms of Reference (TOR), Composition, Working Methods, and Work Programme of the Safety Management and Oversight Subgroup (SMO/SG). The proposal included the deletion of item “f” under the section “Tasks of the Subgroup” in order to avoid duplication with item “d.”. In this regard, the meeting adopted the following decision:

<b>AASPG/1 Decision 1/21: Terms of Reference (TOR), Composition, Working Methods and Work Programme of the Safety Management and Oversight Sub-Group (SMO/SG).</b>					
<b>Why:</b>	<i>That, to avoid duplication item “d” and “f” of the tasks of the Sub-Group under the section of the TOR</i>				
<b>What:</b>	<i>The revised Terms of Reference, Composition, Working Methods, and Work Programme of the Safety Management and Oversight Sub-Group (SMO/SG) is endorsed, with deletion of item “f” under the section of the TOR on “Tasks of the Sub-Group.”</i>				
<b>Who:</b>	<i>Secretariat</i>				
<b>When:</b>	<i>7 November 2025</i>				
<b>Implementation following up</b>					
<b>Follow-up required</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<i>Metrics</i>	N/A	<i>Means to collect data</i>	N/A

***Designation of members of the SMO/SG; and elections of Chairperson and Vice-Chairperson of the Sub-Group***

4.3.3. The meeting noted the designation of volunteer States forming the core membership of the SMO/SG; as well as the election of the Chairperson and Vice-Chairperson of the SMO/SG in accordance with the provisions of the AASPG Procedural Handbook. In this regard, the meeting adopted the following decision:

<b>AASPG/1 Decision 1/22: Designation of members of the SMO/SG and elections of Chairperson and Vice-Chairperson of the Sub-Group.</b>					
<b>Why:</b>	<i>That, to enable the effective conduct of the business of Safety Management and Oversight Sub-Group (SMO/SG) of the AFI Aviation System Planning and Implementation Group (AASPG),</i>				
<b>What:</b>	<i>a) Cameroon, Cote d’Ivoire, Gabon, Gambia, Ghana, Kenya, Mauritania, Mauritius, Mozambique, Namibia, Rwanda, South Africa, Senegal, Togo, Uganda and Zambia are designated as core members of the SMO/SG.</i> <i>b) Mr. Lawrence Amukono from Kenya and Mr. Kone Klédjomoh Ousmane from Côte d’Ivoire are elected as Chairperson and Vice-chairperson of the SMO Sub-Group, respectively.</i>				
<b>Who:</b>	<i>a) &amp; b) States and Secretariat</i>				
<b>When:</b>	<i>a) &amp; b) 7 November 2025</i>				
<b>Implementation following up</b>					
<b>Follow-up required</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<i>Metrics</i>	N/A	<i>Means to collect data</i>	N/A

***Establishment and Operationalization of the SMO Sub-Group***

- 4.3.4. The meeting noted the areas identified for the development of SMO related projects, including strengthening State safety oversight systems; development and implementation of Regional and National Aviation Safety Plans (AFI-RASP and NASPs); establishment of Safety Data Collection and Processing Systems (SDCPS); Safety Management; Aircraft Accident and Incident Investigation (AIG); and enhanced monitoring of SMO/SG-related conclusions and decisions.
- 4.3.5. The meeting further noted that during the establishment of the SMO/SG, the Secretariat was requested, in coordination with the members of the SMO/SG, to undertake a comprehensive review of these identified areas and develop corresponding project, taking into account regional needs, priorities and the availability of resources. The meeting subsequently adopted the following:

<b><i>AASPG/1 Conclusion 1/23: Establishment and Operationalization of the SMO Sub-Group - Project based approach</i></b>					
Why:	<i>That, to support the SMO Sub-Group activities</i>				
What:	<i>a) States and Organizations to nominate qualified subject matter experts for participation in the SMO/SG Project Teams, ensuring that they meet the specific requirements of the projects; and</i> <i>b) States to cooperate by releasing and sponsoring their nominated subject matter experts for participation in the implementation of the SMO/SG projects; and allocating the necessary resources.</i>				
Who:	<i>a) &amp; b) Secretariat, States and Organizations</i>				
When:	<i>a) &amp; b) December 2025</i>				
<b>Implementation following up</b>					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Project Teams established	Monitor the establishment of Project Teams	Secretariat Report to AASPG1

***Review of recent developments in the GASP and the AFI-RASP***

- 4.3.6. The meeting noted the need to revise the AFI – RASP consistent with the current version of the GASP (2026-2028). The GASP provides the framework for the development and implementation of regional and national aviation safety plans (RASPs and NASPs).
- 4.3.7. The meeting agreed on the need to establish a Project Team with a mandate to revise the AFI-RASP and support to States for the development/revision and implementation of their NASPs in alignment with the AFI-RASP and GASP. The following decision was adopted by the meeting:

<b>AASPG/1 Decision 1/24: Updates on the Global Aviation Safety Plan (GASP) and the Regional Aviation Safety Plan (AFI-RASP).</b>					
Why:	<i>That, to align the AFI-RASP with the upcoming GASP 2026-2028 Edition</i>				
What:	<i>a) The Safety Management and Oversight Sub-Group (SMO/SG) to establish a Project Team to review the AFI-RASP 2023-2025 Edition.</i> <i>b) ICAO to continue to provide support to States in developing or revising their NASPs including through Regional NASP Development Workshops.</i>				
Who:	<i>a) SMO/SG</i> <i>b) States</i> <i>c) ICAO</i>				
When:	<i>a) Q3 2026</i> <i>b) Q3 2026</i> <i>c) Q2 2026</i>				
<b>Implementation follow-up</b>					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: SMO/SG Project Team for the Development/Update and implementation of AFI-RASP and NASPs established.	Means to collect data on the implementation of the conclusion /decision	Report to AASPG

***Other Safety initiatives***

4.3.8. The meeting noted persistent challenges and concerns raised by IATA regarding publishing investigation report within the timelines as specified by Annex 13 to the Chicago Convention, presented and the lack of centralized data on TCAS 7.1 implementation across the 48 States accredited to the ESAF and WACAF Regional Offices, despite ICAO requirement and rising TCAS advisories in the region. The meeting was also briefed on the progress in the Collaborative Aviation Safety Improvement Programme (CASIP) in Africa, involving 13 partner organizations and three active workstreams focused on operational safety, training and monitoring, and safety issues review.

- 4.3.9. In view of the above, the meeting recommended that States:
- expedite the implementation of RASG-AFI/9 Conclusion 9/09 on Accident Investigation Reports;
  - effectively implement RASG-AFI/10 Conclusion 10/04 on ACAS II (Version 7.1); and
  - Support the efforts of the Collaborative Aviation Safety Improvement Programme (CASIP) in addressing key safety challenges in the following focus areas: Runway Safety; Aeronautical Information Quality; Communication Shortfalls; Safety Leadership and Safety Culture Development; Loss of Separation (TCAS-related); Ground Damage to Aircraft; Wildlife Hazard

Management; Rescue and Firefighting Services; and Operations in environments with Significant Safety Concerns (SSCs).

***Activities to be coordinated with the IIM and AAO Sub-groups***

4.3.10. The meeting emphasized the need for effective coordination among the Sub-groups of the AASPG (IIM, AAO, SMO Sub-groups) to ensure coherence, efficiency and consistency in the implementation of AASPG safety and air navigation initiatives.

**Outcome of the First meeting of the Safety Management and Oversight Subgroup (SMO/SG1)**

***Identification of projects and development of ToRs***

4.3.11. The first meeting of the SMO/SG took place virtually from 2 to 4 September 2025 and was attended by 182 participants from States and regional organizations.

4.3.12. The meeting noted the efforts made by participants primarily nominated by States in the review of the proposed project descriptions and development of the Terms of Reference (ToR) for the projects in the following areas:

- Strengthening of States’ Aviation Safety Oversight Systems;
- Development and implementation of Regional and National Aviation Safety Plans (AFI-RASP and NASPs);
- Establishment of Safety Data Collection and Processing Systems (SDCPS);
- Safety Management - State Safety Programme Implementation and documentation;
- Aircraft Accident and Incident Investigation (AIG); and
- Monitoring of SMO/SG-related conclusions and decisions.

The meeting adopted the following decision:

<b><i>AASPG/1 Decision 1/25: Review of proposed Descriptions and Development of the Terms of Reference (ToR) for the Project Teams.</i></b>	
<b>Why:</b>	<i>That, to provide targeted support to States, in priority areas within the AFI region.</i>
<b>What:</b>	<i>a) The proposed projects descriptions in <b>Appendix 26</b> are endorsed. b) SMO/SG Project Teams to develop the corresponding project documents for further consideration by the AASPG.</i>
<b>Who:</b>	<i>a) AASPG b) SMEs</i>
<b>When:</b>	<i>a) 7 November 2025 b) 30 September 2026</i>
<b>Implementation follow-up</b>	

Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	<b>Metric:</b> Projects Documents and ToRs of Project Teams endorsed by PRCC; and Approved by AASPG	Means to collect data: Secretariat report to AASPG
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***Future work programme of SMO/SG***

4.3.13. The meeting reviewed and endorsed the proposed future work programme of the SMO/SG.

**UPDATES FROM STATES AND ORGANIZATIONS:**

***Transition to Electronic aviation Personnel Licensing (EPL)***

4.3.14. Gabon presented the challenges of the transition from the usual personnel license issuance process to electronic licenses for aviation personnel (EPLs) in the AFI region, with a focus on governance, cybersecurity and regional cooperation in a context where the digitalization of services is required by civil aviation authorities.

4.3.15. It was noted that in accordance with Amendment 178 to ICAO Annex 1, the transition to secure electronic licensing raises issues related to the resilience of digital infrastructure, the protection of sensitive data and compliance with international cybersecurity standards.

4.3.16. The Benefits of the transition to Electronic Licensing (EPL) were emphasized including:

- Increased security: integration of encryption technologies, digital signatures and blockchain solutions, guaranteeing the authenticity and integrity of data;
- Reduction of fraud and administrative errors: automation of controls and real-time traceability of transactions;
- Operational efficiency: faster processing of renewals, reduction of delivery times and costs related to paper management;
- Global interoperability: facilitated mutual recognition between states through harmonized validation protocols;
- Mobility of aviation personnel: instant verification of international qualifications, supporting the fluidity of the labour market; and
- Improved regulatory control: availability of real-time data for supervision and skills.

4.3.17. Challenges in the transition to EPL were also highlighted including technical and infrastructural challenges, regulatory and legal challenges; and organizational and human resources challenges.

4.3.18. The meeting commended Gabon for bringing forward the benefits of transitioning to the EPL while considering identified challenges. The meeting therefore called for a collaborative approach between States in order to migrate to the digitalization of licenses and harmonize the security practices of EPL systems.

### ***Implementation of SSP in Gabon***

- 4.3.19. Gabon presented its experience in establishing the State Safety Programme (SSP), highlighting a change-management initiative aimed at realigning the Civil Aviation Authority's structure. This realignment reflects newly assigned SSP functions, current oversight processes, and the maturity of the national aviation system.
- 4.3.20. A major outcome of this initiative is the creation of a dedicated department within the CAA to manage and coordinate daily SSP implementation. Its responsibilities include internal coordination with other CAA departments, external coordination with safety-related entities such as the Accident Investigation Bureau, support to SSP committees and working groups, safety data analysis, SMS oversight, safety-performance monitoring, and safety promotion.
- 4.3.21. Gabon also presented its safety management process, which integrates safety data management, risk assessment, performance measurement, and safety promotion. This process aims to prevent incidents, improve flight safety, and monitor safety performance through a dedicated dashboard.
- 4.3.22. In conclusion, Gabon emphasized that the successful implementation of SSP requires an adapted organizational structure with clearly defined roles, strong leadership, and effective stakeholder collaboration.
- 4.3.23. The meeting commended Gabon and encouraged States to review their internal structures, identify necessary adjustments to support SSP implementation, and adopt measures to address organizational, staffing, and competency gaps.

### **4.4. AFI Airspace Monitoring**

#### ***AFI ANS Summit***

- 4.4.1. The meeting reviewed progress on the preparation of the AFI ANS Summit as called for by APIRG, recalling challenges identified at APIRG/27, including time constraints, limited participation of States, the need for alignment with the AASPG procedural handbook provisions, integration of the outcomes of the Africa aviation infrastructure gap analysis, clarification on stakeholders roles and the Summit objectives. APIRG/27 tasked ICAO and IATA to coordinate actions to address these challenges before the conduct of the ANS Summit in 2025.
- 4.4.2. The meeting noted the coordination between the Secretariat, the AAO and IIM Subgroups 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 incorporation of outputs from the ATM Master Plan document, the outcomes of the Africa Aviation infrastructure gap analysis and the first meeting of the WORK@Lab.
- 4.4.3. The meeting reviewed the proposed ANS Summit documentation including the updated framework, the preparation roadmap, the proposed projects list across AOP, AIM, ATM, CNS, MET and SAR, as well as the projects mapping with activities extending to 2027, given the complexity and importance of the programme.

4.4.4. The meeting commended the stakeholders that support the preparation of the ANS Summit for the work done and further discussed the magnitude and impact of the programme on the air navigation services in the AFI region. The proposed revised Terms of Reference, the proposed list of projects, the project mapping, and the roadmap of the ANS Summit are presented as **Appendices 27, 28, 29 and 30** to this report. The meeting adopted the following decision and conclusion:

<b><i>AASPG/1 Decision 1/26: Endorsement of the revised framework for the ANS SUMMIT</i></b>					
Why:	<i>That to ensure the effective and timely preparation and delivery of the AFI ANS SUMMIT</i>				
What:	<i>a) The revised framework and the roadmap for the ANS SUMMIT are endorsed. b) ICAO and IATA coordinate its timely implementation and provide updates at the next AASPG meeting.</i>				
Who:	<i>a) AASPG b) ICAO &amp; IATA</i>				
When:	<i>a) 7 November 2025 b) at AASPG/2</i>				
Implementation following up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	<b>Metric 1:</b> report update submitted	Means to collect data	Secretariat report to AASPG

<b><i>AASPG/1 Conclusion 1/27: Integration of all regional ANS infrastructure improvement initiatives</i></b>					
Why:	<i>That, to ensure an inclusive and coordinated approach to the preparation of the ANS Summit,</i>				
What:	<i>The PRCC in coordination with ICAO, IATA, AFCAC, and AUC to integrate all regional ANS infrastructure improvement initiatives including the Aviation Infrastructure Gap Analysis into the ANS Summit framework.</i>				
Who:	<i>PRCC</i>				
When:	<i>31 March 2026.</i>				
Implementation following up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	<b>Metric 1:</b> report update submitted	Means to collect data	Secretariat report to AASPG

***Update on activities in the SAT Area***

4.4.5. The meeting was provided with an update on safety and implementation matters pertaining to ATS in the South Atlantic area (SAT), highlighting key achievements, ongoing activities and issues requiring the attention of AASPG.

4.4.6. It was recalled that the structure of the SAT Group includes three main bodies, namely the SAT Steering Group (SAT SG), the SAT Implementation Management Group

(SAT IMG), and the SAT Safety Oversight Group (SAT SOG). Several projects' teams were established under each body to plan and implement the Decisions of the SAT SG.

- 4.4.7. The meeting noted that since SAT SG/2, held in Dakar in 2024, several activities have been conducted in the SAT including meetings of the contributory bodies, as well as activities of established projects teams with significant achievements and some key issues raised that should be brought to the attention of AASPG.
- 4.4.8. It was noted that the SAT SG held its second meeting in Dakar, Senegal from 9 to 12 December 2024, at the kind invitation of Senegal and ASECNA. The main Outcomes of the discussions included among others:
- the endorsement of SAT SOG generic documentation such as Traffic Sample Data, SAT Project team TORs template, and the publication of the SAT Oceanic Errors Safety Bulletin (OESB);
  - the endorsement of the SAT IMG documentation such as the second edition of the SAT Doc 002 -SAT ATM contingency plan, the SAT Doc003- Minimum separation applicable in the EURSAM Corridor;
  - endorsement of the APIRG/27 & RASG-AFI/10 Conclusion 6/06 regarding the provision of short-term (1 year), medium-term (3 Years) and long-term (5 years) traffic forecast in the SAT area;
  - establishment of a SAT Space Transport Operation (STO)-Higher Airspace Operations (HAO) Task Force to develop a mechanism for the effective management of the HAO and STO in the SAT area;
  - ARMA and other RMAs involved in the SAT were tasked to coordinate the conduct of a survey on the level of ADS-B equipment in the SAT area and assess the ANSP readiness for ADS-B operations within their respective FIRs; and
  - the proposal for the expansion of the mandate of the SAT to include other air navigation areas such as AIS. MET and SAR.
- 4.4.9. The SAT SOG and SAT IMG jointly held their fifth meeting from 7 to 11 April 2025 at the ICAO SAM Regional Office in Lima, Peru in hybrid format.
- 4.4.10. Outcomes of the SAT IMG/5 included:
- An increase by 9.2% in traffic in the SAT area was recorded in 2024 compared to 2023 including an 11% increase in the EURSAM Corridor.
  - Traffic forecast indicating expected growth of 8.8% in 2025, 8.0% between 2026 and 2028 and 5.3% between 2029 and 2030 as presented by the SAT Regional Monitoring Agency.
  - The Mach Number technique compensation full implementation in the whole EUR/SAM corridor in September 2024 with significant benefits recorded for airspace users and ANSPs.
  - The endorsement of the SAT PBCS implementation plan checklist for the EUR/SAM corridor, with a tentative date of implementation set for 2026.
  - Significant progress reported in AIDC implementation with effective connection between Abidjan/Accra, Abidjan/Dakar, and satisfactory progress between Atlantico/Dakar and Dakar/Sal.

- The successful dualization of the ATS route UN866 to address airspace capacity constraints. It is anticipated that its operationalization will improve operational efficiency and environmental performance.
- The decision to establish a CNS Technical Team to develop projects aiming at addressing issues of ground-ground communication and surveillance in the SAT.

4.4.11. Outcomes of the SAT SOG/5 included the following.

- The successful publication of the first SAT OESB in December 2024 to address CPDLC connection issues observed between Abidjan and Dakar ACCs in the Dakar FIR where pilots were frequently mistakenly logged on to the wrong data authority, thus creating operational safety risks.
- A significant reduction in LHD was observed in the EURSAM corridor where LHD occurrences dropped from 37 (in 2023) to 20 (in 2024) representing 46% reduction in the risk factor. The reduction is attributable to the effective implementation of safety culture within ANSPs involved.
- The SAT delineation project was showing slow progress as limited feedback was received. Only ASECNA (Dakar FIR) and Ghana (Accra FIR) responded to the ICAO State letter calling for the States to confirm their FIR boundary coordinates, to define an operational geographical line (LAT LONG coordinates) between domestic and oceanic airspace, and to provide vertical limits and airspace classifications for airspace to be included in the SAT Area.

4.4.12. Despite the efforts made by the SAT bodies it was noted that some challenges were still persistent in SAT activities. Challenges included the low provision of data by States, the deficient coordination between some ATS units due aeronautical fix network issues and the delay in the implementation of AIDC and limited access to resources to support SAT projects and activities.

4.4.13. The meeting commended the Secretariat for comprehensive feedback on SAT matters. The meeting recognized the persistence of some challenges and called on the SAT States to further commit to SAT activities. The meeting supported the expansion of the SAT mandate to include AIS, MET and SAR. Therefore, the following conclusion was adopted.

<b><i>AASPG/1 Conclusion 1/28: Expansion of the SAT Mandate</i></b>					
Why:	<i>That, to ensure comprehensive support in the implementation of Air Navigation Services in the SAT area,</i>				
What:	<i>The SAT mandate and handbook be amended to include the new structure of AASPG and incorporate AIS, MET and SAR in the scope of its activities.</i>				
Who:	<i>SAT Steering Group</i>				
When:	<i>30 November 2026</i>				
<b>Implementation following up</b>					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: SAT TOR and Handbook amended	Means to collect data	Secretariat report to AASPG/2

**AFI Regional Monitoring Agency (ARMA) Activities.**

4.4.14. The AFI Regional Monitoring Agency (ARMA) updated the meeting on the activities carried out in the last year. Noting the challenges faced by the Agency, which included inadequate data for the calculation of the collision risk assessment, the changes that occurred in ARMA management and the regional Agency outdated contact list. ARMA informed the meeting of the ongoing recruitment to boost the staffing levels in the Agency which is aimed at enhancing efficiency in carrying out the responsibilities the region has invested in the Agency.

***PBCS Implementation in the EUR/SAM Corridor***

4.4.15. The AFI Regional Monitoring Agency (ARMA) reported on the implementation of PBCS in the EUR/SAM Corridor. The meeting was informed that the implementation was under a project monitored by three (3) regional monitoring agencies (RMAs) ARMA, CARSAMMA, and SATMA. The project requires RCP240 and RSP180 data collection on all air traffic transiting through the EUR/SAM corridor. SATMA is leading the project and the implementation to be effective by the year 2026.

***AFI Large Height Deviations Data***

4.4.16. In the area of large Height Deviation (LHD) reporting, ARMA informed the meeting of the continued challenge in the inconsistencies in the reporting and incomplete process of reporting. ARMA called on the Meeting to encourage States in coordination with the ANSPs to collaborate in addressing the causes of LHDs and submitting the final investigation reports to ARMA. The reports assist in the correct classification of the LHDs which is included in the calculations of the CRA, enabling mitigation plans to be formulated to avoid recurrence, improving the management of the risk, and curbing any identified trends.

***AFI RVSM Collision Risk Assessment Data***

4.4.17. ARMA reported on the inconsistencies of air traffic movement data being received from some States and no data received from some States. ARMA urged the meeting to encourage States to collect, verify air traffic movement data and share it with ARMA, as the data is crucial on the calculation of the Collision Risk Assessment (CRA) which informs ARMA on the safe and efficiency of the AFI RVSM Height Monitoring program, and whether the region met the Target Level of Safety (TLS) of  $5 \times 10^{-9}$  fatal accidents per flight hours. Noting that the inconsistency in the data does not provide a true reflection of the CRA, ARMA requested the meeting to assist in holding States accountable in ensuring support to ARMA.

4.4.18. ARMA informed the meeting that the Agency remains available to provide guidance where needed, especially in areas where Point of Contacts (PoCs) have changed. The meeting called upon States to collaborate with ARMA in addressing the issues and seek support when required.

**Regional Support to ARMA**

4.4.19. The meeting reviewed a proposal to enhance regional support to the AFI Regional Monitoring Agency (ARMA). The meeting noted that for the past seventeen years, the Republic of South Africa has solely supported ARMA, placing sustained demands on its human and financial resources. Expressing appreciation to South Africa for its longstanding and effective support since ARMA’s establishment in 2008, the meeting recognized that, as a regional agency responsible for monitoring AFI RVSM airspace and PBCS operations, ARMA requires broader regional support to ensure the sustainability of its mission. The meeting therefore adopted the following conclusion:

<b>AASPG/1 Conclusion 1/29: Enhancement of the governance of ARMA mission</b>					
Why:	<i>That, to strengthen ARMA’s regional role and ensure sustainable and effective governance of its mission</i>				
What:	<i>a) A team composed of Namibia, Senegal, South Africa, Zambia AFRAA, ARMA, ASECNA, ATNS, IATA and ICAO, is established to conduct a study on the mechanism for the improvement and enhancement of ARMA’s mission targeting governance and resource policies and leveraging best practices in the region and other regions.</i> <i>b) The ICAO Secretariat and ARMA to coordinate the work of the Team and report at AASPG/2.</i>				
Who:	<i>a) AASPG</i> <i>b) ICAO Secretariat and the Team</i>				
When:	<i>a) 7 November 2025</i> <i>b) 31 March 2026</i>				
Implementation following up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	<b>Metric 1:</b> Establishment of the SWG  <b>Metric 2:</b> Report of the Team work	Means to collect data	Secretariat report to AASPG/2

**Update on the African Flight Procedure Programme**

4.4.20. The meeting recalled that the main objective of the African Flight Procedure Programme (AFPP) is to assist States in developing sustainable capability in the instrument flight procedure (IFP) domain, in line with the Assembly Resolution A37-11 on performance-based navigation (PBN) as well as their obligations regarding the quality and maintenance of instrument flight procedures. This objective is achieved through capacity-building, including training, technical assistance, and provision of guidance.

4.4.21. The meeting was updated on the status of States’ affiliation to the AFPP and on the status of PBN implementation in the AFI region. It was noted with satisfaction that 79% of States in the AFI region are affiliated with the Programme, either as active or user members. In addition, 85% of States have issued National PBN Implementation

Plans (NPIPs) and implemented PBN approach procedures, while 15% have yet to achieve these two elements.

4.4.22. The AFPP also highlighted several persistent operational challenges adversely affecting safety performance in the Region and, in some cases, contribute to Significant Safety Concerns (SSCs). These challenges include:

- non-compliance with the prescribed periodicity for navaid calibration;
- irregular or outdated WGS-84 surveys;
- lack of flight procedure designers; and
- non-compliance with the requirement to conduct a systematic review of instrument flight procedures every five years in accordance with ICAO provisions.

4.4.23. The meeting commended the AFPP for the progress achieved and the continued support provided to States and encouraged States to:

- develop and implement structured training plans for flight procedure designers;
- establish retention strategies to safeguard the continuity of expertise;
- allocate appropriate budgetary resources for periodic WGS-84 surveys, flight validation, and navaid calibration; and
- fully comply with ICAO provisions governing the design, validation, publication, and periodic review of instrument flight procedures.

#### ***AFIS RNAV GNSS***

4.4.24. Gabon reported on its cooperation with ASECNA to implement instrument flight procedures on eight AFIS aerodromes. The initiative aimed to improve flight safety and operational reliability across domestic aerodromes located in dense equatorial forest and exposed to severe weather, which frequently results in go-arounds and diversions.

4.4.25. A two-phase data-survey mission (Nov–Dec 2024) supported the development of conceptual designs and preliminary charts in accordance with ICAO PANS-OPS criteria. Validation sessions were held in Libreville (Sept–Oct 2025) involving active participation from operators and aviation stakeholders, confirming operational needs and safety considerations. Although implementation is ongoing, early benefits include strengthened collaboration, enhanced procedure design oversight, and improved confidence in future PBN operations on AFIS aerodromes. The meeting noted the information and encouraged States with AFIS aerodromes to draw from Gabon’s experience.

#### ***Implementation of CCO\_CDO in Cameroon***

4.4.26. Cameroon reported significant progress in implementing Continuous Climb and Descent Operations (CCO/CDO) at Douala International Airport. Revised PBN procedures incorporated new arrival and departure trajectories, minimizing conflict points and integrating five new 5LNC waypoints. A safety study identified key operational risks, leading to mitigation measures through controller training, updated procedures, and enhanced simulation scenarios. The new CCO/CDO-compliant procedures became effective on AIRAC 10 July 2025, delivering benefits such as

reduced noise, lower fuel burn and emissions, fewer ATC–pilot communications, and improved TMA capacity. Cameroon plans to extend CCO/CDO integration to Yaoundé-Nsimalen and Garoua airports during future IFP reviews.

- 4.4.27. The meeting commended Cameroon for the progress made in the implementation of continuous climb and continuous descent operation.

#### **4.5. Regional and National Aviation Safety and Air Navigation Plans**

- 4.5.1. The meeting noted the status of the AFI Regional Aviation Safety Plan (AFI-RASP) and the AFI Air Navigation Plan (ANP).

##### ***AFI Regional Aviation Safety Plan (AFI-RASP)***

- 4.5.2. In accordance with the Global Aviation Safety Plan (GASP), each ICAO region and State should develop a Regional Aviation Safety Plan (RASP) and a National Aviation Safety Plan (NASP), respectively, defining their strategic directions for safety management and demonstrating commitment to safety improvement.
- 4.5.3. The AFI Regional Aviation Safety Plan (AFI-RASP 2023 – 2025 Edition) was endorsed by the Ninth Meeting of the AFI Regional Aviation Safety Group (RASG-AFI/9), published and registered with the ICAO NASP Online Community in November 2023. It is aligned with the GASP 2023–2025 Edition and incorporates six goals, the five global high-risk categories of occurrences (G-HRCs) and the goals and regional high-risk categories of occurrences (R-HRCs). Its vision is to achieve and maintain the aspirational safety goal of zero fatalities in commercial operations by 2030 and beyond, in line with the United Nations’ 2030 Agenda for Sustainable Development.
- 4.5.4. Two AFI RASP/NASP workshops were held in Nairobi, Kenya, and Banjul, The Gambia, in September 2024, attended by over 80 participants from States, industry, and Regional/International Organizations. The workshops reviewed the AFI-RASP structure, goals, targets, operational Safety risks, organizational challenges, and the R-HRCs.
- 4.5.5. Participants expressed strong appreciation for the workshops and recommended their annual conduct. Following the workshops, four States (Botswana, Chad, Senegal and Tanzania) developed and registered their NASPs with ICAO, while Cabo Verde revised its NASP to align with the AFI-RASP 2023-2025. Several other States are at different stages of NASP development or revision.
- 4.5.6. As of 31 October 2025, eight WACAF States (Benin, Cabo Verde, Chad, Cote d’Ivoire, Ghana, Senegal, Sierra Leone and Togo) and seven ESAF States (Botswana, Ethiopia, Kenya, Namibia, Rwanda, Tanzania and Uganda) had developed and registered their NASPs with the ICAO NASP Online Community.
- 4.5.7. The Safety Management and Oversight Sub-Group (SMO/SG) identified six priority projects, including the “Revision of the AFI-RASP and assistance to States to develop or revise their NASPs”. A dedicated Project team to be established will review the AFI-RASP 2023-2025 Edition to align it with the GASP 2026-2028 Edition.

***Development and implementation of Cabo Verde National Aviation Safety Plan***

- 4.5.8. Cabo Verde presented the necessary steps and considerations undertaken in developing and implementing its National Aviation Safety Plan. It also includes information concerning the status of implementation and related challenges and opportunities.
- 4.5.9. Cabo Verde benefited from the ICAO Implementation Package (iPack) “*Developing a National Aviation Safety Plan*” in August 2022 and successfully developed and published its National Aviation Safety Plan in November 2022 for the triennium 2023-2025. The iPack included documents, training, tools and remote support by a subject matter expert (SME). The project was concluded within the timeframe given (September and December 2022). The development process was data-driven, collaborative and consistent with ICAO guidance.
- 4.5.10. The State NASP implementation plan for 2023 established 16 SEIs and 47 related activities, out of which 14.31% were implemented; 20.44% in progress; and 11.25% not started. In 2024, 16.26% were implemented; 33.52% in progress; and 14.22% not started. The first revision of the Cabo Verde National Aviation Safety Plan 2023-2025 was done in 2024 to align it with the first edition of the AFI-RASP 2023-2025. The State shared the challenges encountered during the implementation of the NASP, which included:
- Changes in the organizational structure of the stakeholders in the implementation team, including top management and or their representatives. This requires training and familiarization of the new members, which affects the timelines;
  - Maintaining the NASP as a priority on the agenda of the stakeholders; and
  - The number of SEIS and actions stemming from the GASP and AFI-RASP, that are to be included in the NASP.
- 4.5.11. The meeting commended Cabo Verde for the achievements and encouraged States to expedite the development and implementation of NASPs.

***AFI Air Navigation Plan (AFI ANP)***

- 4.5.12. The meeting recalled the appeal of APIRG/27 urging States to review their data regularly and submit amendment requests as necessary, to ensure data consistency and accuracy in the AFI ANP. The meeting was presented with the status of implementation of the three volumes of the AFI ANP.
- 4.5.13. Regarding the ASBU implementation reflected in Volume III of the AFI ANP, the meeting noted the lack of or the insufficient data submissions by States on their actual status of implementation. The meeting therefore encouraged States to establish and operationalize their national committees, as called for by APIRG/27 Conclusion 27/17, to ensure regular reporting on ASBU implementation.
- 4.5.14. The meeting encouraged States to develop national air navigation plans aligned with the Global Air Navigation Plan (GANP) and AFI ANP, serving as reference documents for infrastructure investment and modernization. While some efforts have been made by States in developing National ASBU Plans, it was recommended that

ASBU planning be integrated into national air navigation Plans, in line with the fourth layer of the structure of the GANP instead of having isolated ASBU Plans.

- 4.5.15. Although ICAO plans to release an online template for national air navigation Plans via the GANP portal, this resource is not yet available. Therefore, the meeting tasked the Airspace and Aerodrome Operations Sub-Group (AAO/SG) and the Infrastructure and Information Management Sub-Group (IIM/SG) to develop a regional template to guide States of the AFI region in a harmonized manner. Therefore, the following decision was formulated.

<b>AASPG/1 Decision 1/30: Development of a template of national air navigation plan</b>					
Why:	<i>That, to assist States in developing national air navigation plans,</i>				
What:	<i>The Airspace and Aerodrome Operations Sub-Group (AAO/SG) and the Infrastructure and Information Management Sub-Group (IIM/SG) to coordinate the development of a template of national air navigation plan.</i>				
Who:	<i>AAO/SG and IIM/SG</i>				
When:	<i>31 October 2026</i>				
Implementation following up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Template developed	Means to collect data	AAO/SG and IIM/SG report to AASPG/2

***Update of the AFI eANP - FIR/UIR and SRR Boundaries***

- 4.5.16. The Democratic Republic of the Congo (DRC) presented concerns regarding the accuracy of the coordinates of Flight Information Regions (FIR/UIR) and Search and Rescue Regions (SRR) boundaries in the AFI Air Navigation Plan Volume I.
- 4.5.17. The DRC highlighted instances of misalignment between FIR and SRR boundaries and sovereign boundaries in the absence of bilateral agreements. In this instance, the State raised the existing issue of airspace organization between the DRC and Zambia in the area of the Katanga pedicle.
- 4.5.18. The meeting agreed that bilateral coordination between the DRC and Zambia be initiated to address the issue with ICAO support as required.
- 4.5.19. The DRC also highlighted the lack of FIR and SRR boundaries information in the AFI ANP Volume I. The State proposed that the coordinates circulated by the ICAO Regional Offices to seek States confirmation or submission of counter proposals be considered for the update of ANP Volume I.
- 4.5.20. The Secretariat recalled that the FIR boundaries coordinates circulated to the States were those adopted by the ICAO council, noting limited feedback from States and ANSPs.
- 4.5.21. The meeting urged States and ANSPs that have not yet done so to timely submit their feedback on the FIR boundaries coordinates to enable the finalization of the preparatory work for the submission of the PfA of the AFI eANP Volume I and II.

#### **4.6. Air Navigation Deficiencies & Significant Safety Concerns**

- 4.6.1. The meeting reviewed progress made in managing air navigation deficiencies and the status of significant safety concerns (SSCs) in the AFI region.

##### ***Management of air navigation deficiencies***

- 4.6.2. The meeting recalled that the APIRG/27 meeting had noted a persistent slow pace of identification and resolution of air navigation deficiencies. The meeting was updated on intensified outreach efforts by the ICAO Regional Offices to encourage reporting by States and Organizations. In this context a virtual workshop on the management of air navigation deficiencies and the monitoring of ASBU implementation was held from 15 to 18 September 2025, with one hundred fifty-two (152) participants from States and Organizations.
- 4.6.3. The meeting noted with satisfaction that awareness activities resulted in increased reporting of deficiencies. As of end of October 2025, forty-seven (47) notifications of potential deficiencies had been submitted on the AANDD platform by Benin, Cameroon, Mauritania, Mauritius, Seychelles and ARMA. The meeting commended these States and Organization for their contributions.
- 4.6.4. The meeting noted the analysis of the notifications conducted by the Regional Offices Review Committee, in line with the provisions of the AASPG Procedural Handbook. Two (2) notifications were resolved before the Committee's review and the concerned States were commended. Eight (8) cases were assessed by the Review Committee as preliminary deficiencies and the States concerned were encouraged to take timely corrective action, once formally notified by the Regional Offices.
- 4.6.5. To expedite the resolution of air navigation deficiencies and improve coordination of planning and implementation activities, States were encouraged to establish and operationalize national committees, as called for by the APIRG/27 Conclusion 27/17, with support of ICAO Regional Offices.
- 4.6.6. Considering that airspace users are direct beneficiaries of air navigation services and facilities and often have real-time operational insights, the meeting encouraged the conduct of targeted awareness activities to enhance their participation in the process of air navigation deficiencies management.

##### ***Status of Significant Safety Concerns***

- 4.6.7. The meeting recalled the process for managing SSCs from identification through resolution and noted on-going assistance by ICAO Regional Offices and regional organizations to assist States in addressing and resolving pending SSCs. Challenges faced by States, including institutional capacity gaps, financial constraints, operational limitations and governance issues were highlighted. The meeting urged States with SSCs to implement effective corrective actions and mitigation measures, and submit evidence to ICAO for consideration in a timely manner. The meeting also encouraged collaboration among States and Regional Safety Oversight Organizations (RSOOs),

particularly in the oversight of instrument flight procedures design and validation activities.

### ***Implementation of regional and national air navigation planning framework***

4.6.8. The meeting welcomed an initiative by ASECNA to develop an air navigation master plan which would serve as a foundation for the development of the national air navigation plans of ASECNA member States. The meeting welcomed encouraged ASECNA to participate in the task assigned to the AAO and IIM sub-groups for the development of a regional template for national air navigation plan.

### **4.7. Other Aviation Safety and Air Navigation initiatives**

#### ***Update on the AFI CIS Program for 2025***

4.7.1. AFCAC presented a report on AFI-CIS activities for 2025, conducted in collaboration with key stakeholders to enhance States' compliance with ICAO Standards and Recommended Practices (SARPs) and improve the effective implementation (EI) of the critical elements of Safety Oversight Systems. Eleven missions to six states were conducted under a project-based framework guided by a dedicated high-level action plan to ensure structured delivery and measurable outcomes.

4.7.2. The meeting was also informed of the AFI-CIS technical assistance missions planned for 2026 aimed at strengthening safety oversight through targeted support in the development of legislation, procedures and technical guidance materials; and in conducting certification, licensing and surveillance activities, including providing on-the-job training and capacity building. This will help to implement Corrective Action Plans (CAPs) and enhance compliance with ICAO's Critical Elements (CEs) of a State Safety Oversight system.

4.7.3. The meeting encouraged States to take advantage of the program to enhance their safety oversight capabilities.

#### ***Status of the AFI RSOO strategic plan***

4.7.4. The meeting reviewed progress on AFI RSOO Strategic plan and its implementation roadmap developed in response to the 2017 Ezulwini Ministerial Declaration. The Strategic Plan was informed by studies, whose development was coordinated by the AFI Plan on governance, funding mechanisms, and optimization of RSOOs and RAIOS in numbers and size.

4.7.5. The revised Strategic plan was validated at a workshop held in Kampala, Uganda, from 28 to 30 April 2025. The workshop proposed a three-phase approach to AFI RSOO development (consolidation, maturation and optimization) and established a special task force to update the roadmap to cover the period up to 2035. The revised AFI RSOO Strategic Plan and updated roadmap for its implementation have been finalized and will be submitted to the AFI Plans Steering Committee for consideration.

#### ***Outcomes of the first meeting of the AFI ATS Events Analysis Group***

- 4.7.6. The meeting noted that the first meeting of AFI ATS Events Analysis Group (AEAG/1) was held from 13 to 18 October in Libreville, and hosted by ANAC Gabon, under the leadership of the ICAO WACAF and ESAF Regional Offices and facilitated by the RSOOs and Users Organizations naming AAMAC, BAGASOO, CASSOA and SASO as well as AFRAA, IATA.
- 4.7.7. AEAG/1 reviewed ATS events reported for 2023 and 2024, to identify trends and recurring issues and formulate data-driven recommendations for the enhancement of ATS safety in the AFI Region using a standardized methodology for the classification and analysis of ATS events based on taxonomy categories (ATS incidents, Inflight emergencies, Inflight contingencies, ATC contingencies).
- 4.7.8. *Preliminary Analysis of Events (2023–2024)*: A total of 455 ATS-related events were collected, including 321 occurrences in 2023 and 134 in 2024, as submitted by States and ANSPs through their respective RSOOs. The dataset covered events that occurred both in controlled airspace and at aerodromes within ten (10) Flight Information Regions (FIRs).
- 4.7.9. *Distribution by Type of Filed Event*: The most frequently reported occurrences in 2023 related to wildlife management, equipment reliability, communication performance, and ATC procedural adherence.
- 4.7.10. Trends include:
- 2023
    - ✓ Bird strikes (38 events) and Wildlife hazards (17 events) together accounting for 17 percent of all 2023 reports;
    - ✓ QRF-Onboard malfunctions (33 events) and Facility-COM issues (33 events) reflecting the growing number of technical and communication reliability concerns;
    - ✓ Go-around due to weather (17 events), AIRPROX (13 events), and Procedure-ATC issues (11 events); and
    - ✓ Loss of Separation (10 events) and Runway incursion (6 events) events.
  - 2024
    - ✓ Bird strikes (38 events), which remained the leading single event type, followed by
    - ✓ QRF-Onboard malfunctions (17 events) and System/Component Failures (SCF-NP/SCF-P, 18 events combined);
    - ✓ Procedure-ATC issues (6 events) and Runway excursions or incursions (4 events combined); and
    - ✓ Along with a notable presence of AIRPROX (8 events); Go-around due to weather (7 events) and unstable approaches (3 events), and Loss of Separation (2 events).
- 4.7.11. Probable causes and contributing factors include ATC human performance, Communication system deficiencies, Procedural non-compliance and miscommunication, Wildlife presence, Technical and equipment failures, Weather and environmental conditions, Operational constraints and airspace design.

4.7.12. AEAG/1 formulated key recommendations for the improvement and enhancement of safety of ATS operations, these include:

- ✓ *Safety recommendations:* ATC proficiency improvement, the conduct of regular surveys on the performance of the Aeronautical Mobile Service in the AFI region, the review and enhancement of wildlife management at international aerodromes.
- ✓ *Organizational recommendations :* the expansion of the mandate of AEAG to include membership of RSOOs specialized in aerodrome and ground aids (AGA ) and aircraft operations (OPS), the need for timely, consistent and complete sharing of safety data to enable effective analysis of ATS events by AEAG and the restart of the Tactical Action Group (TAG) to develop and follow up on the implementation of safety-related tactical solutions.

4.7.13. The meeting commended AAMAC, BAGASOO, CASSOA and ICAO for the quality of the outcomes of the AEAG/1 and adopted the following decision:

<b>AASPG/1 Conclusion 1/31: Enhancement of AEAG</b>					
Why:	<i>That, to ensure comprehensive and consistent analysis of ATS events recorded in AFI airspace and aerodromes,</i>				
What:	<i>b) the new Terms of Reference of AEAG are endorsed; and b) ASSA-AC and URSAC are added as AEAG members.</i>				
Who:	<i>a) &amp; b) AASPG</i>				
When:	<i>a) &amp; b) 7 November 2025</i>				
Implementation following up					
Follow-up required	Yes <input type="checkbox"/>	Metrics	N/A	Means to collect data	N/A
	No <input checked="" type="checkbox"/>				

***Applicability of air traffic controller licenses in delegated airspace***

4.7.14. Gabon raised the issue of the legal and territorial scope of air traffic controller (ATC) licenses in the context of delegated airspace. It was noted that in the event of delegation of the function for the provision of air navigation services, the aspects covering the administrative management of ANS staff shall include the relevant documentation for the provision of those services, in particular that relating to the air traffic control service.

4.7.15. The meeting further noted that unlike other administrative documentation, air traffic controller licenses are issued by the civil aviation authority of the State hosting the ATS unit and regardless of the nature of the airspace covered (sovereign or delegated), which raises the question of the scope of the privileges of these licenses when exercised beyond the territory of the issuing State. Furthermore, the license issued by the CAAs of delegated States has only national legal framework, with no specific provision covering the exercise of privileges in delegated airspace.

4.7.16. It was suggested that delegating and delegated States should establish explicit mechanisms for the mutual recognition of ATC licenses, defining the geographical scope and responsibilities for supervision and safety.

4.7.17. The meeting commended Gabon for raising the issue of ATC license applicability in delegated airspace. The meeting encouraged concerned States to coordinate in addressing the gaps relating to the issuance of license as well as the scope of its applicability in the context of the delegation of airspace.

***Customer satisfaction survey on the MET services***

4.7.18. The meeting was informed on the customer satisfaction survey conducted by ASECNA as part of its Quality Management System for managing the quality of meteorological information provided to users. ASECNA carries out its customer satisfaction evaluation every two years. The survey is conducted through questionnaires designed to better understand the expectations of MET service users. These questionnaires are distributed to operations managers of all airlines and to pilots operating within the airspace of ASECNA Member States.

4.7.19. During the 2023 survey campaign, 180 responses were received from 87 airlines, including 49 IATA members. The results indicated a satisfaction rate of 99.5% for flight documentation services and 98.30% for MET parameter and phenomenon forecasts. Corrective actions have been implemented at the relevant centers to address the 1.7% dissatisfaction relating to forecast accuracy and the 0.5% concerning flight protection services.

4.7.20. The meeting commended ASECNA for the work accomplished and encouraged ANSPs to adapt the customer satisfaction survey template provided in WMO No. 1100 to their operational context, and to conduct such surveys at regular intervals in accordance with their Quality Management System and in collaboration with users.

***Consideration of other aeronautical information products in PIB to avoid the proliferation of old and very old NOTAM***

4.7.21. The meeting discussed the proliferation of old and very old NOTAM which remains a challenge to the quality of aeronautical information. The meeting recalled the outcomes of the global campaign on the elimination of old and very old NOTAM, as well as the ICAO Standards and recommended practices of the Annex 15, the procedures of the PANS-AIM (Doc 10066) and the guidance contained in the Aeronautical Information Services Manual (Doc 8126) on the appropriate product to be used for promulgating aeronautical information.

4.7.22. The meeting urged State to ensure, as part of their safety oversight activities, that AIS operating procedures include the use of the appropriate product for the publication of aeronautical information instead of a systematic promulgation of NOTAM.

***Protection of aviation personnel in conflict zones***

4.7.23. IFATCA raised concern over the increasing threat that armed conflicts pose to aviation personnel particularly Air Traffic Control Officers (ATCOs) and to critical Air Traffic Management (ATM) facilities in the Africa–Indian Ocean (AFI) region. It further emphasized confirmed incidents in several parts of the region with serious violations

of International Humanitarian Law (IHL), endangering lives, disrupting essential air transport, and hindering the safe development of aviation.

- 4.7.24. IFATCA also informed the meeting that it has, through its Policy Statements on the Safety and Responsibility of the Controller, consistently emphasized the non-political, humanitarian nature of the ATCO's role and the obligation of States and employers to ensure safe and secure working conditions.
- 4.7.25. The organization proposed collective and preventative approach to the protection of aviation personnel and facilities in conflict zones including:
- *Recognition of neutrality*: Civil ATC services are essential to public safety and humanitarian operations. ATCOs should be explicitly recognized as neutral and protected persons under IHL;
  - *Contingency and continuity planning*: Regionally coordinated contingency frameworks should provide not only for rerouting and airspace management but also for emergency evacuation, safe relocation of staff, and safeguarding of operational data and equipment;
  - *Monitoring and accountability*: ICAO, in partnership with States and regional bodies, should consider mechanisms for documenting and reporting attacks on aviation personnel and facilities to ensure accountability and prevention of recurrence; and
  - *Personnel welfare*: ANSPs should develop and implement welfare, peer support, and psychological assistance programmes, in line with global best practices and relevant IFATCA's policies on Professional Responsibility and Mental Health Support.
- 4.7.26. The meeting took note and acknowledged the concerns raised by IFATCA, recognizing them as issues relevant for all ANS personnel and facilities. The meeting therefore called upon ICAO and States to integrate issues pertaining to the protection of ANS personnel and facilities into the regional contingency framework and to consider recommendations formulated by IFATCA to strengthen the national contingency planning and management.

***Ratification of international conventions relating to the safety and well-being of passengers in the AFI region***

- 4.7.27. The Association for Sustainable Mobility in Africa (ASMAFRICA) raised concerns on the significant gaps persist in legal frameworks and passenger protection. The meeting noted that most States have not ratified the Montreal Convention of 1999 (MC99), resulting in fragmented rights and inconsistent compensation mechanisms. In addition, high aviation taxes, outdated infrastructure and limited connectivity further constrain competitiveness and regional integration, while modernization through digital innovation and regulatory harmonization remains essential.
- 4.7.28. To address these challenges, ASMAFRICA urged States to accelerate MC99 ratification, harmonize aviation taxes and invest in airport infrastructure. It was noted that developing regional hubs, simplifying visa procedures, and fostering cooperation between aviation, tourism, and digital sectors will enhance passenger rights, reduce costs and improve connectivity. These measures align with the objectives of SAATM

and AfCFTA, supporting economic integration and sustainable development across Africa.

***Regional cooperation between ANSPs of the AFI region on AIXM databases***

4.7.29. The meeting was informed by ASECNA and The Gambia Civil Aviation Authority of their joint initiative to host an AIXM database for The Gambia in the AIXM Server environment of ASECNA. The scope of the said cooperation included the hosting of the Gambia aeronautical database, the generation from this database and periodic publication of the AIP, as well as the training of AIS staff of The Gambia. The meeting congratulated ASECNA and the Gambia for this example of regional cooperation.

**4.8. Annual Safety and Air Navigation Report**

4.8.1. The meeting reviewed the status of the annual safety and air navigation report and the proposed strategy towards an integrated AFI annual aviation system report in line with the AFI Aviation System Planning and implementation Group (AASPG) Handbook, Part VIII-E.

4.8.2. It was recalled that under the former separate APIRG and RASG-AFI structures, the annual safety report and the annual air navigation reports were developed separately by the Annual Safety Report Team (ASRT) and the Annual Air Navigation Report Team (AANRT), respectively. The establishment of AASPG therefore calls for the change in the paradigm in the production of integrated annual reports in terms of both structure and content.

4.8.3. *New structure of the report:* The annual reporting framework will transition from two separate reports to a single integrated annual aviation system report featuring Safety and Air Navigation. It was noted that the successful implementation of this new structure was dependent on the completion of key milestones including:

- i.) the establishment of the AASPG Annual Reporting Team (AART) in 2025; and
- ii.) the development and validation of a new integrated report template in 2026 reflecting safety and air navigation requirements.

4.8.4. *Content of the 2024 report:* The meeting reviewed the draft 2024 edition of the annual safety and air navigation report which is composed of two parts:

- i.) Part 1 – Safety, providing insight into reactive, proactive and predictive safety information; and
- ii.) Part 2-Air navigation, providing an in-depth analysis of basic building blocks (BBB) implementation in the AFI region as well as their improvement status, through the progress status of ASBU elements.

4.8.5. The Meeting commended the editorial teams for the progress made and adopted the following decision in support of the publication of the 2024 report as well as the modernization of the annual reporting framework:

<b><i>AASPG/1 Decision 1/32: AASPG Annual Reporting</i></b>	
<b>Why:</b>	<i>That to ensure the effective and timely release of the annual aviation system report and support the transition to an integrated reporting framework</i>

What:	<p>a) <i>The 2024 Annual safety and Air Navigation report is endorsed, and the Secretariat to coordinate its release.</i></p> <p>b) <i>The Secretariat to coordinate the nomination of the AASPG Annual Reporting Team members.</i></p> <p>c) <i>The AART to submit the proposed template of the integrated annual aviation system report for consideration.</i></p>				
Who:	<p>a) AASPG b) ICAO c) AART</p>				
When:	<p>a) 7 November 2025 b) 31 December 2025 c) AASPG/2</p>				
Implementation following up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	<p><b>Metric 1:</b> 2024 Report released</p> <p><b>Metric 2:</b> AART established</p> <p><b>Metric 3:</b> Annual report template developed</p>	Means to collect data	Secretariat report to AASPG

## **AGENDA ITEM 5: COMMON IMPLEMENTATION CHALLENGES**

### **5.1. Common implementation challenges**

5.1.1 The meeting noted the improvement in the AFI region’s safety oversight, with Effective Implementation (EI) of the critical elements increasing from 57.79% in 2023 to 61.54% as of September 2025, compared to the global average of 70.55%. It was further noted that 25% of AFI States have achieved the GASP 2023-2025 target of 75% EI.

5.1.2 Despite these improvements, challenges persist. Safety oversight remains weak in areas such as accident investigation (AIG), aerodrome and ground aids (AGA), air navigation services (ANS), and operations (OPS), mainly due to inadequate resources, ineffective certification processes, outdated regulatory frameworks and shortages of qualified personnel. Persistent issues include cases of forged documents and cross-border aircraft transfers, poor data updates in USOAP-CMA, and systemic findings in States with EI below 45%. Five significant safety concerns in Air Navigation Services remain under resolution with ICAO Regional Offices’ support, mainly involving navigation aid calibration and flight procedure validation. Progress in State Safety Programme implementation remains slow.

- 5.1.3 In air navigation, analysis of ATS events revealed deficiencies in ATC proficiency, communication systems, contingency planning, and reporting culture. Limited technical expertise and inadequate regulations to support APIRG decisions further constrain implementation, particularly with respect to emerging technologies and concepts such as FF-ICE, RPAS, AAM, and SWIM.
- 5.1.4 States were encouraged to strengthen safety oversight by allocating adequate resources, implementing risk-based surveillance, updating USOAP-CMA data regularly, and adopting effective contingency arrangements. ICAO was urged to accelerate harmonization of contingency measures and continue providing targeted assistance to address systemic challenges in the region.

**AGENDA ITEM 6: RECOMMENDATIONS ON ACTIONS OR ENHANCEMENTS THAT WOULD REQUIRE CONSIDERATION BY THE ANC AND COUNCIL**

**6.1. Recommendations on actions or enhancements that would require consideration by the ANC and Council**

- 6.1.1. Under this agenda item, the meeting identified recommendations on actions or enhancements that would require consideration by the ANC and Council.
- 6.1.2. Based on the discussions, the meeting identified the following areas requiring enhanced ICAO support:
- a) To foster the global and regional implementation of PBCS, ICAO to analyze the relevance of RSP implementation and monitoring in an ADS-B environment and ensure alignment of related documents as appropriate (e.g. PBCS Manual (Doc 9869), GOLD (Doc10037), etc.
  - b) Given the complexity and significant infrastructure and organizational implications of the new provisions included in Amendment 18 to Annex 14 Volume 1 especially those related to obstacle limitation surfaces; as well as Amendment 10 to Annex 14, Vol II on Obstacle Limitation Surfaces and SMS for Heliports, ICAO to provide more guidance and awareness workshops to enhance timely implementation of the new provisions.
  - c) The meeting also noted the emerging issue of vulnerability of ATM infrastructure and personnel in conflict zones in the AFI region. It was reported the unavailability of ATS in conflict zones due to damage suffered by ANS infrastructure as well as arrest and detention of ATS Personnel. The meeting therefore calls for ICAO to provide more sensitization and guidance on the effective provision of ATM in conflict zones, while preserving the integrity of ANSPs Staff.
- 6.1.3. In line with the above, the meeting adopted the following conclusion.

***AASPG/1 Conclusion 33: Support to AASPG activities***

Why:	<i>That, To address emerging and persistent challenges affecting the safe and effective provision of air navigation services in the AFI region,</i>
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What:	<p>a) ICAO to analyze the relevance of RSP implementation and monitoring in an ADS-B environment and ensure that the related documents (e.g. PBCS Manual (Doc 9869), GOLD (Doc10037), etc.) are duly amended and aligned as appropriate to foster the global and regional implementation of PBCS;</p> <p>b) ICAO to provide additional guidance material and conduct awareness workshops to facilitate the timely implementation of Amendment 18 to Annex 14, Volume I and Amendment 10 to Annex 14, Volume II; and.</p> <p>c) ICAO to develop guidance material and conduct sensitization activities on the provision of ATM services in conflict zones, with due consideration for the protection of ANS infrastructure and personnel.</p>				
Who:	a), b) & c) ICAO				
When:	a), b) & c) AASPG/2				
<b>Implementation following up</b>					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	<b>Metric 1:</b> Analysis of the relevance of RSP conducted <b>Metric 2:</b> Guidelines on the implementation of amendments to Annex 14 provided <b>Metric 3:</b> Sensitization on the protection of ANSP facilities and personnel in conflict zone conducted	Means to collect data	Secretariat report to AASPG

**AGENDA ITEM 7: REVIEW AND ADOPTION OF THE WORK PROGRAMME OF AASPG AND ITS CONTRIBUTORY BODIES**

**7.1. Review of the Work Programme of AASPG and its contributory Bodies**

7.1.1. To guide the work of the Africa – Indian Ocean Aviation System Planning and Implementation Group (AASPG) and to ensure that the activities of the AASPG and its contributory bodies are accomplished in a timely, effective and efficient manner, the meeting reviewed and endorsed the 2026 Work Programme and activities of the AASPG and its Contributory Bodies as provided in **Appendix 31**.

**AGENDA ITEM 8: REVIEW AND ADOPTION OF THE CONCLUSIONS AND DECISIONS OF THE AASPG/1 MEETING**

**8.1. Review and adoption of the conclusions and decisions**

- 8.1.1. The meeting reviewed and adopted the Conclusions and Decisions of the AASPG/1 meeting as presented in the text of the report.

**AGENDA ITEM 9: ANY OTHER BUSINESS, DATE AND VENUE OF THE NEXT AASPG MEETING**

**9.1. Any other business, date and venue of the next AASPG meeting**

- 9.1.1. The meeting was informed that the second meeting of the Africa Indian-Ocean Aviation System Planning and Implementation Group (AASPG/2) will be held in the ESAF region in 2026. The Republic of Zambia offered to host the meeting. The Secretariat will make the necessary coordination with the State in due course.

***Closing ceremony***

- 9.1.2. During the closing session, speeches were delivered by Ms. Lucy Mbugua, Regional Director of the ICAO ESAF Office; Ms. Paule Assoumou Koki, Chairperson of the AASPG; and Mr. Ulrich Manfoumbi Manfoumbi, Minister of Transport, Merchant Marine, and Logistics of the Gabonese Republic.
- 9.1.3. Ms. Lucy Mbugua and Ms. Paule Assoumou Koki expressed their appreciation to the Government of the Gabonese Republic for its hospitality and for the excellent organization of the meeting. They also conveyed their gratitude to the Minister of Transport, the Director General of ANAC Gabon and its staff, and the organizing committee. Appreciation was further extended to all participating States and organizations for their active engagement and continued commitment to regional aviation development, and the effective implementation of the meeting outcomes.
- 9.1.4. Ms. Paule Assoumou Koki, also emphasized the importance of partnership between States, regional organizations, industry, and technical partners and called on all stakeholders to actively implement the meeting conclusions and decisions for an integrated, safe, and efficient African aviation sector.
- 9.1.5. Ms Lucy Mbugua highlighted that the meeting marked an important milestone, representing a structural and strategic evolution toward a shared vision of a safer, more efficient and better harmonized aviation system in Africa and the Indian Ocean. She underscored the need for strong regional cooperation and expertise sharing among States and Organizations to ensure effective implementation of the agreed outcomes.
- 9.1.6. Mr. Ulrich Mafoumbi Mafoumbi, Minister of Transport, Merchant Marine, and Logistics, expressed Gabon's gratitude to the distinguished delegates and experts from States and Organizations for their participation in this high-level meeting, which brought together key aviation stakeholders across Africa and beyond. He highlighted that the topics discussed during the week demonstrated the determination of African States to address the challenges facing the AFI region and reaffirmed that no obstacle should hinder the development of African civil aviation. He invited all stakeholders to implement the agreed actions to ensure the harmonious development of a safe, secure,

and sustainable aviation system. He further reaffirmed Gabon's commitment to actively support the implementation of ICAO's 2026-2050 Strategic Plan and emphasized the critical role of air transport in achieving the United Nations Sustainable Development Goals (SDGs) and the African Union's Agenda 2063. He concluded by wishing participants a safe journey back home and formally declared the meeting closed.

\_\_\_\_\_END\_\_\_\_\_