ICAO

**Twenty-Second Meeting of the AFI Planning and Implementation Regional Group (APIRG/22)**
**(Accra, Ghana, 29 July – 2 August 2019)**

**Agenda Item 1:**

# REVIEW OF THE ACTION TAKEN BY THE ANC AND THE COUNCIL ON THE REPORT OF APIRG/21

*(Presented by the Secretariat)*


| SUMMARY | |
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| This working paper presents the review of the action taken by the ANC and the Council on the report of APIRG/21<br><br>Action by the Meeting: To note the information. | |
| *Strategic Objectives* | Air Navigation, Safety |


## 1 INTRODUCTION

1.1 The twenty-first meeting of the APIRG was held in Nairobi, Kenya from 9 to 11 October 2017. The meeting was attended by 173 participants from 38 AFI States and 16 Regional/International Organizations and Industry. It was followed by the fourth meeting of the RASG-AFI from 12 to 13 October 2017, which was attended by 130 participants from 29 AFI States and 13 Regional/International Organizations.

1.2 The ANC Working Group of the Whole for Strategic Review and Planning reviewed both reports on 1 March 2018. The meeting was also attended via remote videoconference by the Regional Director (RD) of the ICAO ESAF Office (Nairobi), the Deputy Regional Director (DRD) from the ICAO WACAF (Dakar), and the 1st Vice- Chair of the RASG-AFI.

1.3 The APIRG/21 meeting adopted 27 Conclusions and 11 Decision. The RASG-AFI/4 meeting adopted 11 Conclusions and 11 Decisions, three of these conclusions (Conclusion 4/1-related to GASP-, Conclusion 4/2 –related to Safety Management Implementation- and Conclusion 4/11- related to Human Resource Development Fund-) were presented during the WG/SRP meeting as requiring HQ Action.

## 2. DISCUSSION

2.1. The RD ESAF Regional Office described some of the key issues in the region in 2017, highlighting in particular the regular increase of traffic in States with low to medium safety oversight capability, insufficient coordination among States/ANSPs, lack of effective regional integration and insufficient political commitment and technical/financial resources. He also pointed out some of achievements during the 2017: reduction of States with Significant Safety Concerns, 75% of AFI States have ICAO plans of Action developed and being implemented, Regional projects ongoing under AFI plan in Aerodrome certification, SAR, SSP and ANS Performance. Also he

highlighted that establishment of two new more projects under the AFI Plan on Fundamentals of Safety Oversight and Accident Investigation.

2.2 Deputy Regional Director (DRD) from the ICAO WACAF Regional Office (Dakar) underlined the difficulty in implementing USOAP corrective action plans. Technical and financial resources are at the heart of these difficulties. He indicated that Runway safeties, LOC-I, CFIT are critical areas of concern in terms of safety. An increase in States, in AFI Region, that achieved a 60% EI or higher was presented. The need for certification of more aerodromes was mentioned, as an ongoing challenge, as was the need to address outstanding SSCs in two States.

2.3 The 1st Vice- Chair of the RASG-AFI remarked the importance of the 60% EI goal, and the need to work together with other African states to improve effective implementation and USOAP CMA outcomes.

2.4 The WG/SRP discussed about structure of the meetings. It was noted that since 2016 the two Africa offices have hosted RASG and PIRG meetings back-to-back. It was questioned if this was beneficial, or if it created any difficulties. Representatives from the African regional offices noted that they received a better level of participation following this practice.

2.5 The WG/SRP focused on the high rate of missing operational messages (flight plans, OPMETs, NOTAMs) encountered in some States and questioned what actions should be pursued to resolved this issue. The WG/SRP was informed by the Region that this problem of missing messages has been around for a long time, and that there were projects underway aimed at addressing the issue.

2.6 With respect to the ASBU implementation, the WG/SRP noted with appreciation the progress made and the reporting of the implementation levels in the AFI Region. It was noted the low level in CDO/CCO (28%) and it was voiced that this should be prioritized; from the Region perspective one of the main challenges related to CDO/CCO is the current airspace design; it was also highlighted that of the nine projects one is targeting CDO/CCO terminal airspace as part of the ASBU Block 0 upgrades where in place. Another question was related to the level of reporting from States on ASBUs progress. The RD ESAF responded that the biggest challenge is lack of real time information regarding the status of State implementation; he informed that his office has commissioned a study on ASBU implementation in States.

2.7 With respect to PBCS, the WG/SRP asked about the level of implementation in the Region and the coordination with other regions. Deputy Regional Director (DRD) from WACAF responded the Region was not at the same level as other regions and that the AFI Regions will need to come up with timelines for the regional implementation; also he noted that mandates should be regional and not just for States. It was also pointed out that right now the major issue is for users operating in the NAT region, where there is a mandated established for PBCS and this requires readiness concerning PBCS Operations approval so coordination with the Paris Regional Office would be needed.

2.8 In regards to the RASG/PIRG Coordination, a question was raised related to the allocation of tasks, in particular with respect to the RVSM monitoring. The aspect of RVSM monitoring was considered very significant, preliminary figures show improvement, but flow of data from some states like Ethiopia is limited, despite operation of advanced aircraft. It was noted by the WG/SRP that RVSM monitoring it is currently under APIRG remit and it was felt that this issue should be shared with the RASG-AFI.

2.9 Three conclusions (4/1, 4/2 and 4/11) from the RASG-AFI report were presented requesting specific action by ICAO Headquarters. With respect to Conclusion 4/1 (GASP), C/IMP-SAF informed that guidance on the objectives and content of national aviation safety plans will be included in the next edition of the GASP, and in addition a model plan is

expected to be developed to provide States a template for reference.

2.10 With respect to Conclusion 4/2 (Safety management implementation), the Headquarters actions are already contemplated as part of the Secretariat's Safety Management work programme. Finally, with respect to Conclusion 4/11 (Human Resource Development Fund), the matter had been referred to and considered by the Management Committee of the HRDF.

2.10 The WG/SRP was very grateful for the time and effort expended by 1st Vice-Chair of the RASG-AFI as well as the Regional Director (RD) of the ICAO ESAF Office and the Deputy Regional Director from the ICAO WACAF office in engaging in a fruitful exchange.

## 3. Council Action

3.1 The Council welcomed the outline of common global challenges faced by regions and requested that the Secretariat revise the format with a view to specifying timelines for completing actions to address the common challenges.

3.2 The Council noted that the Commission expressed concern that many States still do not understand the ASBU concept, and identified the need to simplify it for States to better understand the actions required. It was highlighted that this may impact the development of national plans which will impact the implementation of the Global Air Navigation Plan.

3.3 Related to the question raised by Council, the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG) and Regional Aviation Safety Group – Africa – Indian Ocean Region (RASG AFI) will commence rotation of the Secretaries in April 2019.

## 4. APIRG/21

4.1 The Council noted some of the key issues in the region. In particular, it was noted that there is a regular increase of traffic in States with low to medium safety oversight capability, insufficient coordination among States/air navigation service providers (ANSPs), lack of effective regional integration and insufficient political commitment and technical/financial resources.

4.2 The Council noted that since PIRG and RASG meetings were held back to back in Africa, improved levels of participation were achieved.

4.3 The Council noted that the Commission expressed concern with the high rate of missing operational messages (flight plans, OPMETs, NOTAMs) encountered in some States and questioned what actions could be pursued to resolved this issue. It was considered that reduced vertical separation minima (RVSM) monitoring should be shared with the RASG AFI.

## 5. Regional Aviation Safety Group — AFI (RASG-AFI/4)

5.1 The Commission noted that the accident rate for the AFI Region was higher than the global rate in 2008-2015 period but lower in 2016, and that focus continued on runway safety, LOC-I and controlled flight into terrain (CFIT) issues. The release of the Third Edition of the RASG-AFI Annual Safety Report was also noted.

5.2 The need for certification of more aerodromes was identified as an ongoing challenge, as was the need to address outstanding SSCs in two States and continue the implementation of regional safety targets.

5.3 In relation to the GASP, it was noted that guidance on the objectives and content

of national aviation safety plans will be included in the next edition of the GASP. Additionally, a model plan is expected to be developed to provide States a template for reference.

## 6. ACTION BY THE MEETING

6.1 The meeting is invited to note the actions taken by the Air Navigation commission and council related to the APIRG/21 and RASG AFI 4 Meetings.