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 AIR NAVIGATION COMMISSION AND THE ICAO COUNCIL ON THE REPORT OF APIRG/21

(Presented by the Secretariat)

SUMMARY	
This working paper presents the review of the action taken by the Air Navigation Commission (ANC) and the ICAO Council on the report of APIRG/21 on the report of APIRG/21 meeting. 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 and held a meeting with the APIRG and RASG AFI Secretariats (the Regional Director (RD) of the ICAO Nairobi Office and the Deputy Regional Director (DRD) ICAO Dakar office representing the RD),via remote videoconference. Also in attendance was the 1st Vice- Chair of the RASG-AFI, Director General of Togo CAA.

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 Secretary to APIRG highlighted the key issues in the region in 2017, and in notably 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 in the Region as being : 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, Search and Rescue (SAR), State safety Programme (SSP) and Air Navigation Services Performance. Also noted were the establishment of two new projects under the AFI Plan on Fundamentals of Safety Oversight and Accident Investigation.

2.2 The Secretary of RASG AFI underlined the difficulty in implementing USOAP corrective action plans and lack of technical and financial resources that are core to the challenges being faced. He indicated that Runway safeties, LOC-I, CFIT continue to be critical areas of concern in terms of safety and the fast increasing number of States, in AFI Region, that have achieved 60% Effective Implementation or higher will require SSP implementation. The need for certification of more aerodromes was mentioned, as an ongoing challenge, just as 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 attaining the 60% EI goal by AFI States and the need to work together amongst African states to improve effective implementation and addressing USOAP CMA findings and outcomes.

2.4 The WG/SRP deliberated on the format and structure of the APIRG/RASG meetings and noted that since 2016 the Regional offices have hosted two RASG and PIRG meetings in a back-to-back format. The commission sought to know the benefits and advantages of the new format any difficulties if any. The secretariats expressed the elevated level of participation with the introduction of the newly introduced practice and had resulted in increased coordination between the two bodies.

2.5 The WG/SRP expressed concern on the high rate of missing operational messages (flight plans, OPMETs, NOTAMs) encountered in some States and inquired on actions being taken to resolved this issue. The meeting was informed that much as the problem of missing messages has been long outstanding, APIRG projects were underway to address the challenge.

2.6 With respect to the ASBU implementation, the WG/SRP noted with appreciation that despite the low level of reporting, progress had been posted and an increased level of reporting on the implementation in the AFI Region had materialized. Low level of implementation in several areas such as CDO/CCO (28%) required specific attention and prioritization from a regional perspective with the main current challenges related to CDO/CCO being airspace design. It was also highlighted mitigation is anticipated through a dedicated projects targeting CDO/CCO terminal airspace as part of the ASBU Block 0 upgrades. The APIRG secretary reported that lack of real time information regarding the status of State implementation is key hindrance to developing actions by States and that dedicated study on ASBU implementation in States had been commissioned to among others propose measures to address the inherent shortcomings.

2.7 With respect to PBCS, the WG/SRP inquired about the level of implementation in the Region and the coordination with other regions. RASG AFI secretary reported that the AFI Region was not at the same level as other regions and that there is need to agree on timelines for the regional implementation and mandates should be regional rather than States. It was also noted that currently, 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 thus calling for coordination with the ICAO Paris Office.

2.8 In regards to the RASG/PIRG Coordination, it was underscored that these is need to review the allocation of tasks, in particular with respect to the RVSM monitoring due to its significance and reported need for improvement. It was reported that the flow of data from some states was limited and a case in point was Ethiopia which has high traffic flow and operation of advanced/new technology aircraft. The WG/SRP deemed it prudent that RVSM monitoring currently under APIRG remit and be shared with the RASG-AFI.

2.9 Three conclusions (4/1, 4/2 and 4/11) from the RASG-AFI report on GASP, Safety Management Implementation and Human resource development Fund (HRDF) respectively were presented requesting specific action by ICAO Secretariat. 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 a template for States reference.

2.10 With respect to Conclusion 4/2 (Safety management implementation), it was reported that actions are ongoing as part of the ICAO 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 appreciated the fruitful participation engagement with the 1st Vice-Chair of the RASG-AFI as well as the RD ESAF and the DRD WACAF.

3. Council Action

3.1 The Council welcomed the outline of common global challenges faced by individual regions and requested that the Secretariat consider adopting a revised format of APIRG/RASG meetings with a view to specifying timelines for completing actions to address the common challenges.

3.2 The Council noted that the Commission's concern of lack of or limited understanding of the ASBU concept by States and identified the need to simplify the methodology. It was highlighted that this anomaly had an impact on the development of national ASBU plans and the implementation of the Global Air Navigation Plan.

3.3 The Council further requested for a rotation of APIRG and RASG AFI secretariats currently planned to commence in April 2019.

4. APIRG/21

4.1 The Council noted some of the key issues in the region in particular, the consistent 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 the improved participation and coordination achieved as a result of the back to back APIRG/RASG AFI meetings in AFI Region.

4.3 The Council noted the Commission's concerns on high rate of missing operational messages (flight plans, OPMETs, NOTAMs) in some States and requested for specific actions to resolved the issue. It concurred with the ANC that reduced vertical separation minima (RVSM) monitoring should be of common concern between APIRG and 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 highly appreciated.

5.2 The council reiterated the need for addressing the challenge of certification of more International aerodromes in AFI Region as was the necessity to resolve the outstanding Significant Safety Concerns (SSCs) in two States and delayed attainment and 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 and 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.